

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC) Workshop  
Date: Thursday, July 14, 2022  
Time: 10:00 a.m. to 12:00 p.m.  
Place: Virtual meeting held via Zoom  
[Connect with Zoom](#)  
Passcode: 814133  
Phone: 877-853-5257 (Toll Free)

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| <b>10:00 a.m.</b> | <b>Call meeting to order and Introductions</b> <ul style="list-style-type: none"><li>• Committee input on creating a Safe Space at TPAC</li></ul>     | Vice Chair Leybold                           |
| <b>10:10 a.m.</b> | <b>Committee &amp; Public communications on agenda items</b>  |  |
| <b>10:15 a.m.</b> | <b>Regional Flexible Funds Allocation (RFFA)/Trails Bond</b><br>Purpose: Gather TPAC input on development of funding proposals for further discussion | Dan Kaempff, Metro<br>Robert Spurlock, Metro |
| <b>11:55 a.m.</b> | <b>Committee comments on creating a safe space at TPAC</b>  | Vice Chair Leybold                           |
| <b>12:00 p.m.</b> | <b>Adjournment</b>  | Vice Chair Leybold                           |

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរសព្ទទូរសារកេរខំកែ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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## 2022 TPAC Work Program

**As of 7/12/2022**

*NOTE: Items in **italics** are tentative; **bold** denotes required items*

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| <p><b><u>July 13, 2022 – TPAC Workshop</u></b><br/> <b>9:00 am – noon</b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• 2023 Regional Transportation Plan (RTP): Needs Assessment Approach (Eliot Rose, Metro, 30 min)</li> <li>• RTP Congestion Pricing Policy Development (Metro) and Oregon Highway Plan Tolling Policy Amendment and Low Income Toll Report (ODOT) (Alex Oreschak, Metro/ Garet Prior &amp; Erik Havig, ODOT, 1 ½ hr)</li> <li>• Introduction to the High Capacity Transit Strategy Update for 2023 RTP (Ally Holmqvist, Metro, 30 min)</li> </ul>   | <p><b><u>July 14, 2022 – TPAC Workshop</u></b><br/> <b>10:00 am – noon</b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Regional Flexible Funds Allocation (RFFA)/ Trails Bond (Dan Kaempff/ Robert Spurlock, Metro; 2 hours)</li> </ul>   |
| <p><b><u>August 5, 2022 9:00 am –noon</u></b><br/> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> <li>• 2018 RTP Completed Projects (Kim Ellis)</li> <li>• Climate Expert Panel Report from June 22 (Kim Ellis)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>Multnomah County Earthquake Ready Burnside Bridge Resolution to add project to 2023 RTP Recommendation to JPACT</b> (Shane Phelps &amp; Megan Neill, Mult. County/ Alex Oreschak, Metro, 30 min)</li> <li>• Regional Flexible Funds Allocation (RFFA) refined draft staff recommendations, with CCC priorities (Dan Kaempff, Metro, 45 min)</li> <li>• Vision, Goals &amp; Objectives for 2023 RTP (Kim Ellis, Metro; 30 min)</li> <li>• Region 1 draft 100% project list for the 2024-27 STIP (Chris Ford, 20 min)</li> <li>• 2024-2027 MTIP Performance Evaluation – Approach &amp; Methods (Grace Cho, 30 min)</li> <li>• TPAC member restructure update/ material links between TPAC &amp; JPACT (Chair Kloster; 10 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> | <p><b><u>August 17, 2022 – MTAC/TPAC Workshop</u></b><br/> <b>9:00 am – noon</b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson &amp; Associates; 3 hours)</li> </ul> |

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| <p><b><u>September 2, 2022 9:00 am – noon</u></b></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds Allocation (RFFA) Final Project Selection <u>Recommendation to IPACT</u></b> (Dan Kaempff, Metro; 45 min)</li> <li>• RTP Needs Assessment Findings (Eliot Rose, Metro 30 min)</li> <li>• RTP Congestion Pricing Policy Development (Metro) and Oregon Highway Plan Tolling Policy Amendment and Low Income Toll Report (ODOT) (Alex Oreschak, Metro/ Garet Prior, ODOT, 60 min)</li> <li>• Regional Mobility Policy: Draft Recommendations (Kim Ellis, Metro/ Glen Bolen, ODOT/ Susie Wright, Kittelson &amp; Associates; 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)</li> </ul> | <p><b><u>September 14, 2022 – TPAC Workshop</u></b></p> <p><b>9:00 am – noon</b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• 2023 RTP Financial Plan and Equitable Funding (Leybold, McTighe, 45 min)</li> <li>• High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro, 45 min)</li> </ul> |
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| <p><b><u>October 7, 2022 9:00 am – noon</u></b><br/> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (K. Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 21-****</b><br/> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• <b>Regional Mobility Policy Update:</b><br/> <b>Recommended Policy and Action Plan</b><br/> <u>Recommendation to JPACT</u> (Kim Ellis, Metro/<br/> Glen Bolen, ODOT/ Susie Wright, Kittelson &amp;<br/> Associates; 45 min)</li> <li>• Safe and Healthy Urban Arterials (John Mermin,<br/> Lake McTighe (45 min)</li> <li>• 2023 RTP Financial Plan and Equitable<br/> Funding (Leybold, McTighe, 45 min)</li> <li>• Committee Wufoo reports on Creating a Safe<br/> Space at TPAC (Chair Kloster; 5 min)</li> </ul> | <p><b><u>October 19, 2022 – MTAC/TPAC</u></b><br/> <b><u>Workshop 9:00 am – noon</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Strategy Update (Kim Ellis,<br/> Metro; 60 min.)</li> <li>• Regional Freight Delay &amp; Commodities<br/> Movement Study (Tim Collins/Kyle Hauger,<br/> Metro; 60 min)</li> </ul>   |
| <p><b><u>November 4, 2022 9:00 am – noon</u></b><br/> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 21-****</b><br/> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• RTP Call for Projects Approach (Kim Ellis,<br/> Metro; 60 min.)</li> <li>• RTP Project Assessment: pilot test results (Eliot<br/> Rose; 30 min)</li> <li>• Committee Wufoo reports on Creating a Safe<br/> Space at TPAC (Chair Kloster; 5 min)</li> </ul>   | <p><b><u>November 9, 2022 – TPAC</u></b><br/> <b><u>Workshop 9:00 am – noon</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• 2019-2021 Regional Flexible Fund –<br/> Local Agency Project Fund Exchanges<br/> Update (Grace Cho, 15 min)</li> <li>• <i>82<sup>nd</sup> Avenue Project update (Elizabeth<br/> Mros- O'Hara, Metro/ City of Portland<br/> TBD; 30 min)</i></li> </ul> |
| <p><b><u>December 2, 2022 9:00 am – noon</u></b><br/> Comments from the Chair:</p> <ul style="list-style-type: none"> <li>• Creating Safe Space at TPAC (Chair Kloster)</li> <li>• Committee member updates around the Region (Chair Kloster &amp; all)</li> <li>• Monthly MTIP Amendments Update (Ken<br/> Lobeck)</li> <li>• Fatal crashes update (Lake McTighe)</li> </ul> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <b>MTIP Formal Amendment 21-****</b><br/> <u>Recommendation to JPACT</u> (Lobeck, 15 min)</li> <li>• RTP Call for Projects Update (Kim Ellis,<br/> Metro; 45 min.)</li> <li>• Climate Smart Strategy Update (Kim Ellis,<br/> Metro; 45 min.)</li> <li>• Committee Wufoo reports on Creating a Safe<br/> Space at TPAC (Chair Kloster; 5 min)</li> </ul>  | <p><b><u>December 21, 2022 – MTAC/TPAC</u></b><br/> <b><u>Workshop 9:00 am – noon</u></b></p> <p><b>Agenda Items:</b></p> <ul style="list-style-type: none"> <li>• <i>2024 Growth Management Decision<br/> Work Program (Ted Reid, 60 min)</i></li> </ul>   |

### **Parking Lot: Future Topics/Periodic Updates**

- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO)
- Cost Increase & Inflation Impacts on Projects
- DLCD Climate Friendly & Equitable Communities Rulemaking (Kim Ellis, Metro)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit

Agenda and schedule information E-mail: [marie.miller@oregonmetro.gov](mailto:marie.miller@oregonmetro.gov) or call 503-797-1766.

To check on closure or cancellations during inclement weather please call 503-797-1700.

**Date:** July 12, 2022

**To:** TPAC and interested parties

**From:** Dan Kaempff, Principal Transportation Planner

**Subject:** Development of Regional Flexible Funds/Trails Bond Funding Options

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### **Introduction**

The July 14 workshop is for the purpose of discussing project funding options for the 2025-2027 Regional Flexible Funds and the Parks and Nature Bond funding dedicated to trails projects.

This workshop is one of several discussions scheduled for TPAC to develop your recommendation to JPACT of projects to be funded through these funding sources.

In this workshop, staff will lead a discussion to hear input from TPAC to be used in refining a draft recommendation(s) for further discussion in the August TPAC meeting, leading to TPAC's action on a recommendation to JPACT in your September meeting.

### **Outcomes Evaluation examples**

Included in your meeting materials are several staff-developed examples of funding packages to help inform TPAC's discussion. These examples are not staff proposals; they are intended to help TPAC understand and consider different approaches for how the outcomes evaluation (OE) ratings could be used in developing a package of RFFA and Trails Bond projects.

The OE ratings are one of several sources of input used in this process. The final package of funded projects should be developed in a manner that uses and reflects all source of input. Other sources of input and considerations include:

- Project Risk Assessment report
- Public Comment report
- Coordinating Committee prioritization
- Previously awarded RFFA funding for project development or other project segments
- Other additional information provided by applicant
- Allocation objectives for the RFFA process<sup>1</sup>
- Balancing to available funding

The OE report provides a comparison of each project's relative ability to advance regional transportation investment priorities as adopted in the Regional Transportation Plan and confirmed with the adoption of the RFFA Program Direction. It should be used in conjunction with all other sources of information identified above to ensure there is a full consideration of the features, benefits and needs addressed by each of these projects as TPAC develops their recommendation to JPACT for the RFFA funds and provides input to staff for the Trails Bond funding decision

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<sup>1</sup> Adopted by Metro Council Res. 21-5194 – 2025-2027 RFFA Program Direction

All the proposed projects have been previously identified for funding through inclusion on either the RTP project list or the Regional Trails System Map. As such, the region has acknowledged that they are necessary to build out the envisioned systems that fulfill our goals and objectives.

### How to use these examples

There are five tabs in the Excel workbook included with your materials, comprising a baseline listing of projects and six examples of different ways the Outcomes could be used to develop funding packages.

In each of the six examples, projects are shown in three groups. Projects shaded in green and above the dashed line illustrate which ones would be fully funded by using that specific example and are referred to as the “100 percent” list. The dashed line represents the point at which there is not sufficient funding available to fully fund the next rated project on the list.

Projects falling just beyond the 100 percent cut line are shaded in orange are included in the “150 percent” list to illustrate the next group of projects that would be considered for funding through that example if additional funds were available. Projects shaded in gray are those that are beyond the 150 percent.

With each example, a sub-regional distribution of the 100 percent list is included. This illustrates how many projects, the dollar amounts and the percentage of funding requested from each sub-region would be funded in each of the four parts of the region through that example.

It is important to emphasize that the inclusion of a project in any of these groups (100 percent, 150 percent, beyond 150 percent) does in no way indicate whether it will actually be included in a staff recommendation brought to TPAC for discussion in August. These are examples of different ways the Outcomes Evaluation ratings and additional information can be used and are intended to help inform TPAC’s discussion.

The following are brief descriptions of each example:

- 1. Overall** – This example illustrates the package of projects created by sorting the projects by their Overall outcomes ratings. It does not move any of the “Either” projects into one funding source, but shows them in each project group for comparison purposes.
- 2. Overall, with projects moved** – This example is similar to the previous one, but it moves the following projects into the funding sources as shown below.

| Placed in RFFA                         | Placed in Trails Bond |
|--|-----------------------|
| N Portland Greenway (Col to Cathedral) | Marine Drive Trail    |
| Council Creek Trail                    |                       |
| Tigard – Lake Oswego Trail             |                       |

Moving the three projects to the RFFA list – for this example as well as the following three – was done based on factors specific to these projects which lends them to be better suited to that funding source. This version is done for illustrative purposes only and should not be considered to be a final decision at this stage of the discussion.

3. **Construction emphasis** – This example focuses on completing projects. It first funds projects requesting funding up to and including the construction phase, then funds lower cost project development funding requests up to the existing funding amount.
4. **Project development emphasis** – This example focuses on ensuring there is a pipeline of sufficiently planned and developed projects in order to prepare for upcoming funding opportunities. It funds projects in a manner similar to the Construction emphasis example but prioritizes projects seeking planning or project development funding.
5. **Specific outcomes emphasis** – This example illustrates how the outcomes ratings in specific criteria areas can be used to develop project packages. The example shown combines the averages of the Equity and Safety outcomes and uses those results to prioritize projects.

#### **Additional information used in developing funding recommendations**

TPAC's development of recommended project lists for both the Regional Flexible Funds and the Trails Bond funding sources should take multiple sources of project information as well as regional policy direction into consideration. The Outcomes Evaluation ratings provide a key source of information and form a starting point for further development of these project lists, but they should be used in conjunction with additional information in shaping recommendations that best align with regional policy objectives.

**Risk assessment** – The risk assessment technical memorandum is included in materials for this meeting. Following practice established for the 2022-2024 RFFA, Metro has worked with Kittelson and Associates to conduct a risk assessment of the project proposals. This evaluation measures the thoroughness of projects' scoping, timeline and budget, and identifies any associated risks to the project being completed as indicated in the proposal. The risk assessment is intended to help ensure that the regional funding awarded to a project can be obligated and proceed as described in the applications.

Metro has also contracted with Willamette Cultural Resources Associates, Ltd. (Willamette CRA) to conduct cultural resources assessment. Because archeological findings can affect project risk, Metro asked Kittelson to include a summary of Willamette CRA's archeological probability findings for each project in this risk assessment.

The risk assessment findings are summarized in the funding examples. Please note that there are two parts to the risk findings. The first lists Kittelson's determination of overall project delivery risk. Projects are given a risk rating on a multi-step scale ranging from "low" to "high". The second lists Willamette CRA's determination of the probability of archeologically sensitive sites in the proposed project area. Projects are rated on a multi-step scale ranging from "low" to "very high." Please consult the risk assessment memo for further details on the project rating process and ratings.

**Public comment** – A 30-day public comment period concluded on June 21. This provided the opportunity for members of the public, community organizations and local jurisdictions to provide insights and information beyond that included in the project application materials and to demonstrate support for specific projects. Metro received over 1,550 responses via a multi-lingual online survey tool, with more responses coming in via letter or email. The draft public comment report is included in your meeting materials. The public comment is summarized in each of the funding examples, shown both as the number of

comments received for a specific project, and the average level of support for that project on a 1 (no support) to 5 (high support) scale.

Most of the comments received were in support of one or multiple projects. There were relatively few comments indicating a lack of support for a project. These ratings should be compared to the average number of comments received (75 per project) and the average level of support (4.47) that each project received. Please consult the public comment report for further details on methodology and the responses for each project.

**Coordinating committee prioritization** – Gathering input from local jurisdictions via their county coordinating committees is the final source of information used in helping shape the funding decision. Coordinating committees may indicate which of the projects submitted from their represented jurisdictions are their priorities to be considered for funding. The deadline for coordinating committees to submit communication to Metro on their priorities is July 22. Clackamas County has completed their prioritization process and the funding examples have been updated to include their priorities. A letter from the Clackamas County Coordinating Committee indicating their priorities as well as further county input for your consideration in developing a recommendation is included in your meeting materials.

**Previous RFFA funding award** – Many of the project proposals in the 2025-2027 allocation cycle are continuations of previously RFFA funded project development phases or are other segments of a trail or street that were previously constructed using RFFA dollars. This is indicated in each of the funding examples.

**Other considerations** – To fully understand the breadth of each project's attributes that may not be illustrated through the Outcomes Evaluation, each applicant has been given the opportunity to provide additional information for inclusion in the Outcomes Evaluation report. The report included with the materials for this meeting has been updated with additional information supplied by applicants who chose to provide it. A brief summary for each project is also provided in the funding examples.

The Outcomes Evaluation report also contains notes from the staff evaluation that describe additional aspects of the project.

Information has also been added to the project example #6 included with the materials to provide decision-makers with a quick summary of project attributes.

Staff have compiled the applicant-submitted [two-page project summaries](#) into a single document, available at [oregonmetro.gov/rffa](https://oregonmetro.gov/rffa). These summaries provide location maps, design details and other helpful information.

**RFFA objectives** – Included in the 2025-2027 RFFA Program Direction are ten objectives that define how the RFFA process should be conducted and what outcomes should be achieved through the overall allocation process.

1. Select projects from throughout the region; however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring State Implementation Plan for air quality requirements are met and that an adequate pool of CMAQ-eligible projects is available for funding.
4. Achieve multiple transportation policy objectives.



5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an area's stage of development (developed, developing, undeveloped) consistent with RTP Table 2.2.
8. Identify project delivery performance issues that may impact ability to complete a project on time and on budget.
9. Ensure agencies have qualifications for leading federal aid transportation projects.
10. Identify opportunities for leveraging, coordinating, and collaboration.

The TPAC recommendations should be consistent with all the RFFA objectives. Two of these objectives in particular influence how a final selection of projects is determined. One objective (#1.) directs that projects should be selected for funding from throughout the region without a predetermined suballocation or formula. Another objective (#7.) is to recognize the importance of investing in projects at various stages of planning, development and construction.

**Balancing to available funding** – Regardless of which project rating and ranking methodology is used to determine the order in which projects are to be funded, there will likely be a point where the remaining unallocated funds are insufficient to fund the next project down the list. In instances where the difference between remaining funds and the next project's funding request is small, it may be possible to make adjustments to cover the gap. In instances where the next project's funding request is significant, TPAC may choose to skip over a project in favor of funding one or more lower cost projects further down the list in order to fully allocate the entire available funding amount.

### **How TPAC's recommendations will be used**

TPAC will ultimately be asked to make recommendations for two lists of projects to be funded through both sources, RFFA and Trails Bond. Due to the different origins of these funds and Metro bylaws governing the process for how they are to be allocated, TPAC's role varies for each source.

For the federal Regional Flexible Funds, TPAC's role is defined through the MPO bylaws. The decision for awarding these funds rests jointly with JPACT and Metro Council. TPAC develops a funding recommendation for JPACT's consideration. JPACT in turn, takes action on an approved project list based on TPAC's recommendations. Metro Council then either takes action to adopt the JPACT-approved list or sends it back to JPACT for revisions to reflect Council's intended outcomes.

As the Bond funds for trails projects were raised via a voter approved ballot measure referred by Metro Council, they are the sole decision making body for these funds. Metro Parks and Nature staff will develop a funding recommendation to be presented to Council for their action. Recognizing the value of TPAC's input, staff will use it along with additional inputs specific to this funding source when developing their recommendation.

### **Next steps**

This workshop is intended for TPAC to provide input to Metro staff as they prepare a staff recommendation(s) to bring back to your August 5 meeting. That August meeting will be used to further refine the RFFA recommendation brought to your September meeting where you are scheduled to take action to recommend a funding list for JPACT's approval.

Metro Council is scheduled to take action on the Bond-funded projects in September and the RFFA-funded projects in October. Table 1 below indicates the full process and schedule.

**Table 1**  
**RFFA Step 2 and Bond project selection schedule**

|           |   |  |   |
|-----------|---|--|---|
| July      | 8 – TPAC<br>14 – TPAC workshop<br>21 – JPACT  | Present final risk assessment report, public comment report, discuss initial draft staff proposals<br><br>Coordinating committees identify priority projects (due July 22) |   |
| August    | 5 – TPAC<br>18 – JPACT  | <b>RFFA</b><br>Refined draft staff recommendation, w/CCC priorities.<br><br>Draft Council legislation  | <b>Bond</b><br>Metro staff finalize funding proposal, incorporating input from JPACT.<br><br>Metro COO recommends Bond Trails Grant project list to Council |
| September | 2 – TPAC <b>ACTION</b><br>15 – JPACT <b>ACTION</b><br>TBD – Council <b>ACTION</b> (on Bond-funded projects) | Recommendation to JPACT<br><br>Approved project list to Council  | Council approves and adopts Bond Trails Grants project list   |
| October   | 13 – Council <b>ACTION</b> (on RFFA-funded projects)  | Final adoption of 25-27 RFFA funding allocations   |   |

**Questions for TPAC discussion**

What input do you have on the staff-developed examples? Do you have suggestions for how the outcomes ratings could be used along with additional project information (risk ratings, public comment, etc.) to develop a draft recommendation(s)?

Regarding the projects requesting consideration for either funding source, do you have input on which source would be more appropriate for specific projects?

Are there specific questions on which you need JPACT or Metro Council to provide input to help inform your recommendation?

# Technical Memorandum

July 7, 2022

Project# 23066.003

To: Dan Kaempff, Ted Leybold, and Robert Spurlock  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

From: Camilla Dartnell, PE, Russ Doubleday, and Hermanus Steyn, PE

RE: 2025-27 Regional Flexible Funds and Trails Bond Risk Assessment

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## Overview

Metro's Regional Flexible Funds Allocation (RFFA) process allows local agencies to apply for federal funding, distributed through Metro, and Metro's 2019 Parks and Nature bond measure (Trails Bond) funds trail projects within the region. Metro is evaluating the 2025-2027 RFFA and Trails Bond project applications based on how meaningfully they can help the region achieve the four Regional Transportation Plan priorities of advancing social equity, improving safety, implementing the region's Climate Smart Strategy and managing congestion.

Kittelison & Associates, Inc. (Kittelison) worked with Metro and the local agencies to identify and mitigate risks through the RFFA and Trails Bond application process. Prior to submitting applications, agencies had the opportunity for Kittelison to review preliminary application materials and provide recommendations for additional information and/or risk mitigation. Kittelison developed and applied a methodology for evaluating risks for each project application, considering the likelihood of a project being completed on budget and as intended. After applying the methodology to each application, Kittelison then provided these draft risk assessments to each agency with a set of clarifying questions about their application(s). Each agency was able to update their applications or provide clarification to inform the risk assessment. This memorandum summarizes the risk assessment methodology and provides a risk level and summary for each RFFA project application.

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## Methodology

The following section outlines the risks that Kittelison used to examine each RFFA and Trails Bond project application, how project risks varied based on the level of project development a project was seeking, and how risks were scored. This methodology was based on a review of risk evaluation best practices the project team conducted for the 2022-2024 RFFA cycle and applied to the local evaluation scenarios.

## Major Risk Considerations

In considering potential risks, the project team divided project risks into two groups. The first group are risks (Project Management Risks) that can be accounted for through project budget, with sufficient outreach and collaboration, with an adequate project scope, and/or with an appropriate timeline for project completion. For example, if there are significant utilities that need to be moved to accommodate a project, the risks captured in the Project Management risk category are risks that can be minimized. A jurisdiction can reach out to the utility about the project in advance of the project, utility relocation costs

can be included in a project budget, and an appropriate amount of time can be added to a project schedule to account for the relocation needs. In short, this risk category captures the level of risk identification and mitigation.

The second group (Inherent Risks) are risks due to the complexities of a project that cannot be changed. Continuing the example used above, a project that requires significant utility relocation inherently has more risk than one that requires no utility relocation simply because it adds complexity to the project, creating a greater likelihood of something unexpected happening that may impact the project. In short, this risk category captures the fact that the more complex a project, the more risk it has even when available risk management measures are taken. These risk categories and their related assessments are explained in more detail in the following sections.

## Project Management Risks

The project team evaluated multiple risk assessment factors within this risk category. These risks are focused on project scope, budget, and collaboration and are defined below.

### Project Scope

The project scope assessment measures project understanding and whether the project needs have been considered comprehensively. The farther along in scoping or development a project is, the more details have been determined and the lower the likelihood of an unknown risk developing. These assessment factors are based on current project stage in relation to the stages of project development requested for funding. To reduce risk, projects requesting funding for construction are expected to have a greater level of previous project development and project understanding. To help inform the scope risk, the Kittelson team considered the following assessment factors:

- Is the scope comprehensive?
- What is the status of planning and scoping documents?
- What is the status of the preliminary engineering and design phase?
- Have environmental (and the National Environmental Policy Act, if applicable) impacts and mitigation been defined and accounted for?
- Have utility relocation needs been addressed?
- Has stormwater treatment been identified and accounted for?
- Is there a need for street lighting and has it been accounted for?

### Project Budget

The project budget assessment examined the project budget for completeness and appropriate cost projections. An inadequate project budget can risk the ability to deliver the full scope of a project or to deliver a project at all. Kittelson considered the following budget assessment factors as a cross section to determine budget related risks:

- Has staff time been budgeted?
- Does the budget include Oregon Department of Transportation (ODOT) or other agency delivery if necessary?
- Have inflation/escalation costs been included?
- Is there adequate budget contingency?
- Is community engagement appropriately budgeted?
- Are permitting costs included if necessary?
- Are mobilization costs included if necessary?

- Are construction easement costs included if necessary?
- Do the overall project costs feel reasonable?
- Has the jurisdiction secured local funding match for the project?

In evaluating whether inflation and escalation costs were included, the project team compared inflation indices included in each cost estimate to ODOT's current estimated inflation index. Inflation indices similar to or higher than ODOT's inflation index were considered "low risk", inflation indices significantly lower than ODOT's inflation index were considered "medium risk", and projects with no inflation applied were considered "high risk" for that factor. This assessment was intended to identify relative project risk with regards to inflation, and the project team acknowledges that if ODOT's inflation index is low in comparison to actual inflation, even projects scored as "low risk" with regards to cost inflation may not sufficiently account for inflation.

## Addressing Outside Coordination

The assessment for whether a project has adequately addressed outside coordination evaluates the extent to which the applicant has included or accounted for relevant outside jurisdictions, organizations, and stakeholders in the project development or scoping process. In cases where the agency has coordinated with those stakeholders, the project received a lower risk score, whereas if there were outside interests that had not been accounted for that could change the scope of the project, the project received a higher risk score. Kittelson considered the following assessment factors related to outside coordination:

- Will an outside agency be delivering the project and does the applicant have support from that agency?
- Are there other jurisdictions or major partners involved and has the applicant coordinated with these partners?
- Does the project impact an existing railroad and has the applicant addressed this appropriately (made contact, completed permits, etc.)?
- Will the project require right-of-way acquisitions, and have they been initiated or completed?
- Is there local community support?
- Is there governing body support?

## Inherent Risks

Within the Inherent Risk group, all risks fall under the project complexity factor. While the project complexity category also falls within the Project Management group, the risks are measured in a different way under Inherent Risk. The risks here are measured based on whether and to what extent they exist within each project, whereas the risks in the section above are measured based on whether the applicant has adequately addressed on each risk item.

## Project Complexity

The project complexity assessment aimed to identify potential implementation challenges that could impact the project and are beyond the control of the applicant agency. These challenges included physical impact complexities like needing to acquire right-of-way and working in wetlands, floodplains, and other environmentally sensitive areas as well as outside coordination related complexities. The outside coordination complexities assessment addressed issues that could arise that go beyond the applicant jurisdiction's control, such as working with a large number of partners or stakeholders and needing to work with a railroad. This grouping asks evaluates questions similar to the *addressing outside* coordination category within the PM risks, but as outlined previously, the assessment factors within this Inherent Risk



category are judged based on whether the additional complexity of needing to work with other agencies exists. Kittelson considered the following assessment factors within the "Project Complexity" category:

#### Physical Impact Complexities

- How many right-of-way acquisitions will be needed and what level of controversy is anticipated for these parcels?
- To what extent will the project create environmental impacts and the need for environmental permitting?
- Will major utilities need to be relocated?
- Are there major or complex water quality or water quantity treatment needs?

#### Outside Coordination Complexities

- Will an outside agency be delivering the project?
- How many other jurisdictions or major partners are involved?
- Will a railroad line impact the project?
- Are there other important complexities or impacts that have not previously been covered?

## Project Development Stage Considerations

In reviewing the RFFA and Trails Bond applications, Kittelson distinguished between projects of different project development stages. Some projects just sought funding to complete planning work for a project, some projects sought funding for preliminary engineering and design, and some project sought funding for project construction. Other projects sought funding for some combination of these three project phases. The team assigned each assessment factor to the project development stages applicable for that assessment factor. Mobilization costs and right-of-way acquisitions, for example, apply to construction projects but not to planning or preliminary engineering projects.

As a result, all of the risks within the Project Management Risk category and Inherent Risk apply to projects that are seeking funding for construction, while a handful of these risks are screened out for projects that are only seeking funding up to preliminary engineering or planning.

## Project Scoring

Every risk assessment factor was judged on a low-, medium-, and high-risk scale based on a standard definition of what constituted each level of risk for each assessment factor. The team also assigned different scoring weights to each assessment factor based on the severity of the risk.

Table 1 below shows three sample risk categories, their weightings, and the scores associated with each level of risk. *Appendix A includes the full risk assessment with all assessment factors and weights.*

**Table 1. Sample Risk Categories and Associated Scoring**

| Assessment Factor                   | Weighting | Low Risk Definition       | Low Risk Point Allocation | Medium Risk Definition                   | Medium Risk Point Allocation | High Risk Definition        | High Risk Point Allocation |
|-------------------------------------|-----------|---------------------------|---------------------------|--|------------------------------|-----------------------------|----------------------------|
| Street Lighting Need                | Low       | Not necessary or complete | 0                         | Need is uncertain or partially addressed | 2                            | Necessary and not addressed | 4                          |
| Quality of Project Scope            | Medium    | High                      | 0                         | Developing                               | 4                            | Low                         | 8                          |
| Status of Right-of-Way Acquisitions | High      | Complete or Unnecessary   | 0                         | Underway                                 | 8                            | Not Initiated               | 16                         |

Based on the results of the evaluation, each RFFA and Trails Bond project application received a Project Management Risk score and an Inherent Risk score, as well as a combined total score. As shown in the table above, lower scores represent lower overall risk.

## Archeological Considerations

In addition to Metro contracting with Kittelson and Associates, Inc. to conduct a general risk assessment, Metro contracted with Willamette Cultural Resources Associates, Ltd. (WillametteCRA) to conduct a cultural resources assessment. Because archeological findings can affect project risk, Metro asked Kittelson to include a summary of WillametteCRA's archeological probability findings for each project in this risk assessment.

WillametteCRA used multiple data sources to assess the probability of both precontact and historic archaeological sites and historic properties (structures). Historic General Land Office (GLO) maps and surveyor notes, USGS topographic maps, and historic aerial photographs provide information on the timing, level, and trajectory of historic development in the area. WillametteCRA used publicly available aerial imagery (both historic and modern) and topographic maps to determine the project locations' overall topography, slope and aspect, the locations of landforms such as terraces and benches, and water resources such as streams, drainages, ponds, and wetlands in the project vicinities. WillametteCRA reviewed the Oregon SHPO archaeological database to identify any known precontact or historic-era sites or isolates in or within approximately one mile of each project location. Finally, WillametteCRA also collected information on previous archaeological surveys within and near the project locations to assess the likelihood and expected type of unrecorded resources based on nearby studies in similar environments.

WillametteCRA synthesized the above information into a qualitative estimate of archaeological potential on a scale of low to extreme. Key variables in this classification include the landform, the scope and intensity of previous surveys, distance to nearby water resources, the type and proximity of known archaeological sites, the environments nearby sites are most frequently recorded in, and the type, extent, and proximity of historic development. Projects that include known archaeological sites are classified as "extreme." Locations without known resources but in physical settings where archaeological sites or historic properties are known to be found nearby are classified as "high." Projects with no sites present, that are not mapped as intersecting historic features, and are on landforms generally considered low probability (e.g. steep slopes, no nearby water resources), and/or have been previously adequately surveyed in entirety with negative results, would be assessed as "low."

The archeological probability for each project is presented alongside the risk score in the risk summary tables presented in the Overview of Project Risks section of this report.

## Overview of Project Risks

Kittelson evaluated each project based on the identified assessment factors. For consistency, each project was assigned a score per assessment factors, and the sum of the scores was used to determine overall risk level. Those risk levels and a summary of risk for each project are provided below and categorized by the funding source and project development stages for which they are seeking funding.

### Risk Summary for All Projects – By Funding Source and Project Type

**Table 2. Trails Bond Planning and Project Development Projects**

| Project   | Applicant  | Fund Source | Requested Amount | Project Management Risks | Inherent Risk | Total Risk | Risk Score  | Archeological Probability |
|---|--|-------------|------------------|--------------------------|---------------|------------|-------------|---------------------------|
| Emerald Necklace Trail Master Plan                        | Forest Grove                                       | Either      | \$200,000        | 36                       | 24            | 60         | Medium-High | Moderate to High          |
| Tigard-Lake Oswego Regional Trail Gap: I-5 to Wall Street | Tigard   | Either      | \$245,000        | 16                       | 20            | 36         | Medium-Low  | High                      |
| Brookwood Parkway Pedestrian Overpass                     | Hillsboro  | Either      | \$4,500,000      | 40                       | 36            | 76         | High        | Moderate to High          |
| Scott Creek Trail Development                             | Happy Valley                                       | Bond        | \$162,840        | 42                       | 20            | 62         | Medium-High | Moderate                  |
| Westside Trail: Segment 1 Planning and Design             | King City  | Bond        | \$210,000        | 42                       | 36            | 78         | High        | Moderate to High          |
| Westside Trail Bicycle and Pedestrian Bridge              | Tualatin Hills Parks & Recreation District (THPRD) | Bond        | \$1,907,500      | 28                       | 32            | 60         | Medium-High | Low                       |

**Table 3. Trails Bond Construction Projects**

| Project   | Applicant   | Fund Source | Requested Amount          | Project Management Risks | Inherent Risk | Total Risk | Risk Score  | Archaeological Probability |
|---|---|-------------|---------------------------|--------------------------|---------------|------------|---|----------------------------|
| Marine Drive Trail: I-205 to NE 122nd Avenue  | Portland Parks & Recreation                         | Either      | \$2,261,645               | 20                       | 12            | 32         | Medium-Low  | High                       |
| North Portland Greenway: Kelley Point Park to the North Slough                            | Portland Parks & Recreation                         | Either      | \$3,626,632               | 12                       | 16            | 28         | Low   | Very High                  |
| North Portland Greenway: Columbia Boulevard to Cathedral Park (Greenway/Trails Only)      | Portland Parks & Recreation                         | Either      | \$1,858,161               | 10                       | 8             | 18         | Low   | Very High                  |
| North Portland Greenway: Columbia Boulevard to Cathedral Park (Columbia Boulevard Bridge) | Portland Parks & Recreation                         | Either      | \$2,779,340 - \$5,215,608 | 22                       | 52            | 74         | High (\$2.9M funding request) to Medium-High (\$5.4M funding request) | Very High <sup>2</sup>     |
| Council Creek Regional Trail Enhanced Street Crossings                                    | Washington County                                   | Either      | \$5,511,000               | 34                       | 20            | 54         | Medium  | Moderate to High           |
| Cornfoot Road Multi-Use Path  | Portland Bureau of Transportation                   | Either      | \$5,225,500               | 32                       | 24            | 56         | Medium  | High                       |
| Clackamas River Trail   | Happy Valley  | Bond        | \$666,175                 | 52                       | 36            | 88         | High  | Moderate                   |
| Trolley Trail: Milwaukie Bay Park   | North Clackamas Parks & Recreation District (NCPRD) | Bond        | \$651,750                 | 18                       | 16            | 34         | Medium-Low  | Very High                  |
| Gresham-Fairview Trail: Halsey to Sandy   | Gresham   | Bond        | \$4,232,978               | 16                       | 12            | 28         | Low   | High                       |
| Sandy River Greenway – Riverfront Trail and Park  | Troutdale   | Bond        | \$1,945,800               | 12                       | 28            | 40         | Medium-Low  | Moderate to High           |

**Table 4. RFFA Planning and Project Development Projects**

| Project   | Applicant        | Fund Source | Requested Amount | Project Management Risks | Inherent Risk | Total Risk | Risk Score | Archaeological Probability |
|---|------------------|-------------|------------------|--------------------------|---------------|------------|------------|----------------------------|
| Emerald Necklace Trail Master Plan  | Forest Grove     | Either      | \$200,000        | 48                       | 24            | 72         | High       | Moderate to High           |
| Tigard-Lake Oswego Regional Trail Gap: I-5 to Wall Street                               | Tigard           | Either      | \$245,000        | 20                       | 20            | 40         | Medium-Low | High                       |
| Brookwood Parkway Pedestrian Overpass   | Hillsboro        | Either      | \$4,500,000      | 50                       | 44            | 94         | High       | Moderate to High           |
| SW Allen Blvd: SW Murray Blvd to SW King Boulevard                                      | Beaverton        | RFFA        | \$723,670        | 6                        | 8             | 14         | Low        | Moderate to High           |
| Fanno Creek Trail Project Development: Bonita Road to Durham Road                       | Tigard           | RFFA        | \$1,606,705      | 2                        | 28            | 30         | Low        | Moderate to High           |
| I-205 Multi-Use Path Gap Refinement Plan  | Clackamas County | RFFA        | \$1,094,858      | 10                       | 16            | 26         | Low        | Moderate                   |
| Lakeview Boulevard – Jean Road to McEwan Road   | Lake Oswego      | RFFA        | \$450,036        | 34                       | 8             | 42         | Medium-Low | Moderate to High           |
| S Troutdale Road Complete Street and Fish Passage: SE Stark Street to Beaver Creek Lane | Multnomah County | RFFA        | \$1,720,000      | 6                        | 24            | 30         | Low        | Moderate to High           |

**Table 5. RFFA Construction Projects**

| Project                                      | Applicant                   | Fund Source | Requested Amount | Project Management Risks | Inherent Risk | Total Risk | Risk Score | Archaeological Probability |
|--|-----------------------------|-------------|------------------|--------------------------|---------------|------------|------------|----------------------------|
| Marine Drive Trail: I-205 to NE 122nd Avenue | Portland Parks & Recreation | Either      | \$2,899,104      | 20                       | 12            | 32         | Medium-Low | High                       |
| North Portland Greenway: Kelley              | Portland Parks & Recreation | Either      | \$4,648,824      | 12                       | 16            | 28         | Low        | Very High                  |

| Project   | Applicant                                  | Fund Source | Requested Amount          | Project Management Risks | Inherent Risk | Total Risk | Risk Score  | Archaeological Probability |
|---|--|-------------|---------------------------|--------------------------|---------------|------------|---|----------------------------|
| Point Park to the North Slough  |  |             |                           |                          |               |            |   |                            |
| North Portland Greenway: Columbia Boulevard to Cathedral Park (Greenways/Trails Only)     | Portland Parks & Recreation                | Either      | \$1,926,645               | 10                       | 8             | 18         | Low   | Very High <sup>1</sup>     |
| North Portland Greenway: Columbia Boulevard to Cathedral Park (Columbia Boulevard Bridge) | Portland Parks & Recreation                | Either      | \$2,934,002 - \$5,505,841 | 22                       | 52            | 74         | High (\$2.9M funding request) to Medium-High (\$5.4M funding request) | Very High <sup>1</sup>     |
| Council Creek Regional Trail Enhanced Street Crossings                                    | Washington County                          | Either      | \$5,511,000               | 34                       | 24            | 58         | Medium  | Moderate to High           |
| Cornfoot Road Multi-Use Path Project  | Portland Bureau of Transportation          | Either      | \$6,698,345               | 22                       | 24            | 46         | Medium-Low  | High                       |
| NE 148th Avenue Safety and Access to Transit  | Portland Bureau of Transportation          | RFFA        | \$7,100,335               | 20                       | 4             | 22         | Low   | Moderate                   |
| Beaverton Creek Trail Segments #3 and #4  | Tualatin Hills Parks & Recreation District | RFFA        | \$2,055,647               | 48                       | 72            | 120        | High  | High                       |
| SE 7th Avenue Complete Street Project   | Portland Bureau of Transportation          | RFFA        | \$10,692,227              | 10                       | 4             | 14         | Low   | High                       |
| NE 162nd Avenue Complete Street   | Gresham                                    | RFFA        | \$7,575,882               | 14                       | 20            | 34         | Medium-Low  | Moderate                   |
| Cully Boulevard/ 57th Avenue Complete Street Project                                      | Portland Bureau of Transportation          | RFFA        | \$7,643,201               | 18                       | 8             | 26         | Low   | Moderate to High           |
| SW Taylors Ferry Road Access to Transit   | Portland Bureau of Transportation          | RFFA        | \$10,124,236              | 30                       | 44            | 74         | Medium-High   | Moderate to High           |

<sup>1</sup> Evaluation performed for the combined Columbia Boulevard to Cathedral Park project, including the bridge, trails, and greenways



| Project  | Applicant                         | Fund Source | Requested Amount | Project Management Risks | Inherent Risk | Total Risk | Risk Score  | Archaeological Probability |
|--|-----------------------------------|-------------|------------------|--------------------------|---------------|------------|-------------|----------------------------|
| NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230th Avenue         | Multnomah County                  | RFFA        | \$20,660,000     | 20                       | 56            | 76         | Medium-High | High                       |
| NE Martin Luther King Jr. Blvd Safety and Access to Transit (Phase 2)              | Portland Bureau of Transportation | RFFA        | \$5,532,955      | 14                       | 8             | 22         | Low         | Moderate                   |
| Willamette Falls Drive Multimodal Improvement Project – 16th Street to Ostman Road | West Linn                         | RFFA        | \$3,497,580      | 22                       | 20            | 42         | Medium-Low  | High                       |

## Risk Summary for Individual Projects - Alphabetically

|                                    |   |
|------------------------------------|---|
| <b>Project name:</b>               | NE 148 <sup>th</sup> Avenue Safety and Access to Transit  |
| <b>Applicant:</b>                  | Portland Bureau of Transportation   |
| <b>Amount requested:</b>           | \$7,100,335   |
| <b>Source requested:</b>           | RFFA  |
| <b>Project phase(s):</b>           | Construction  |
| <b>Risk overview:</b>              | This is a low-risk project as most of the changes are occurring through signing/stripping within the existing curbs and existing project development has defined and accounted for most of the complexities.  |
| <b>Risk ratings:</b>               | <b>RFFA</b>   |
| <b>Risk Score</b>                  | Low   |
| <b>Archaeological Probability:</b> | Moderate. Very few archaeological sites have been documented in the area, and those that have been recorded are predominantly located along drainages and other water sources, which are not present in the project location. Previous surveys in the area, while sparse, have not identified any sites. However, the project area is within the developed area of East Portland, and historic maps indicate that the proposed trail crosses both the former location of a historic structure and a historic road (GLO1852), this, in combination with the fact that the location has never been surveyed in entirety, increases the probability of encountering historic archaeological sites. |

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| <b>Project name:</b>               | <b>NE 162nd Avenue Complete Street</b>   |
| <b>Applicant:</b>                  | Gresham  |
| <b>Amount requested:</b>           | \$7,575,882  |
| <b>Source requested:</b>           | RFFA   |
| <b>Project phase(s):</b>           | Construction   |
| <b>Risk overview:</b>              | Although included in the budget, there are inherent project risks associated with the need to acquire right-of-way and stormwater treatment around increased impervious surfaces.  |
| <b>Risk ratings:</b>               | <b>RFFA</b>  |
| <b>Risk Score</b>                  | Medium-Low   |
| <b>Archaeological Probability:</b> | Moderate. There are no archaeological sites or historic features mapped within the project area. The proposed location is not adjacent to any current or historic water resources. However, the project area has never been surveyed and archaeological resources have been recorded in the broader vicinity. Additionally, historic development in the area increases the likelihood of encountering historic archaeological resources. |

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| <b>Project name:</b>              | <b>SE 7th Avenue Complete Street Project</b>  |
| <b>Applicant:</b>                 | Portland Bureau of Transportation   |
| <b>Amount requested:</b>          | \$10,692,227  |
| <b>Source requested:</b>          | RFFA  |
| <b>Project phase(s):</b>          | Construction  |
| <b>Risk overview:</b>             | This is a low-risk project as most of the changes are occurring through reorganization and crossing additions within the existing curbs. The key project risk is potential controversy due to parking removal, but past outreach has indicated that this is the most supported option for this project.   |
| <b>Risk ratings:</b>              | <b>RFFA</b>   |
| <b>Risk Score</b>                 | <b>Low</b>  |
| <b>Archaeological Probability</b> | High. The project area is located on relatively level ground, less than 0.5 mi. west of the Willamette River, elevated above the river's wetland margins depicted in the GLO map. While the area has been undoubtedly disturbed by historic development, this environment has a moderate to high probability for encountering precontact archaeological resources. Additionally, the project vicinity crosses two historic roads, was used historically for agricultural purposes, was develop in the early 20th century, is proximal to a historic ferry landing, and is bounded on either end by two gulches/ponds that were historically filled during the early development of Portland. There is a very high likelihood of historic archaeological deposits. |

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| <b>Project name:</b>              | <b>SW Allen Blvd: SW Murray Blvd to SW King Boulevard</b>  |
| <b>Applicant:</b>                 | Beaverton  |
| <b>Amount requested:</b>          | \$723,670  |
| <b>Source requested:</b>          | RFFA   |
| <b>Project phase(s):</b>          | Planning   |
| <b>Risk overview:</b>             | The team found this project to be a low-risk planning project to identify multimodal safety options for this corridor. The project appears to be well budgeted and has few external complexities.  |
| <b>Risk ratings:</b>              | <b>RFFA</b>  |
| <b>Risk Score</b>                 | <b>Low</b>   |
| <b>Archaeological Probability</b> | Moderate to High. The proposed project area is located approx. 0.3 mile east of South Johnson Creek where the landform levels slightly. The project crosses an unnamed historic road, and located in close proximity to three freshwater resources. There has also been early 20th century historic development in the vicinity. While there are no archaeological sites recorded within the proposed project area and scarce resources recorded in the broader vicinity, previous survey of the project location either did not look for precontact archaeological resources or did not include subsurface probing. The proximity of the project to numerous freshwater resources and historic features increases the probability of encountering archaeological resources. |

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| <b>Project name:</b>              | <b>Beaverton Creek Trail Segments #3 and #4</b>   |
| <b>Applicant:</b>                 | Tualatin Hills Parks & Recreation District  |
| <b>Amount requested:</b>          | \$2,055,647   |
| <b>Source requested:</b>          | RFFA  |
| <b>Project phase(s):</b>          | Construction  |
| <b>Risk overview:</b>             | The project includes significant complexities. These include wetland implications, right-of-way acquisitions, utility and railroad impacts. The applicant has made progress in identifying and mitigating the risks that can be controlled through existing project development. There is some risk in requesting construction funds while utility, PE, and right-of-way activities are ongoing.  |
| <b>Risk ratings:</b>              | <b>RFFA</b>   |
| <b>Risk Score</b>                 | <b>High</b>   |
| <b>Archaeological Probability</b> | High. Very few archaeological sites have been documented in the area, but this likely reflects the lack of formal survey and subsurface exploration rather than an actual absence of sites. The project area crosses Beaverton Creek, and historically also intersected a large wetland. Precontact sites are likely to be found on higher ground adjacent to these water sources. Additionally, the proposed project area is also located proximal to an unnamed historic road and the historic Oregon Electric Rail Line, increasing the probability of encountering historic archaeological sites. |



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| <b>Project name:</b>              | <b>Brookwood Parkway Pedestrian Overpass</b>  |             |
| <b>Applicant:</b>                 | Hillsboro   |             |
| <b>Amount requested:</b>          | \$4,500,000   |             |
| <b>Source requested:</b>          | Either  |             |
| <b>Project phase(s):</b>          | Planning, Project Development   |             |
| <b>Risk overview:</b>             | There are inherent risks due to the complexities regarding the proximity to a floodplain, potential impact to major utilities, and the need to coordinate with multiple partners including ODOT, Washington County, Portland General Electric, and Bonneville Power Administration. There are risks around the project budget. There is risk in assuming that Washington County (not federally-certified) will deliver the project.   |             |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>  | <b>RFFA</b> |
| <b>Risk Score</b>                 | High  | High        |
| <b>Archaeological Probability</b> | Moderate to High. Only one precontact isolate has been identified in the area despite 26 previous surveys in the area. The project area is located near Cha-Ta-Kuin, an ethnographically known gathering area used by native peoples, however its exact location is not known. The chances of encountering historic deposits are higher as five sites and two isolates have been found within 1-mile of the proposed trail and the trail location has been used for agriculture since 1862. |             |

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| <b>Project name:</b>              | <b>Clackamas River Trail</b>  |
| <b>Applicant:</b>                 | Happy Valley  |
| <b>Amount requested:</b>          | \$666,175   |
| <b>Source requested:</b>          | Trails Bond   |
| <b>Project phase(s):</b>          | Construction  |
| <b>Risk overview:</b>             | Key risks include whether more public outreach should be incorporated, how to access the site, and understanding the implications for stormwater, wildlife habitat impacts, and the environmental impacts more broadly.   |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>  |
| <b>Risk Score</b>                 | <b>High</b>   |
| <b>Archaeological Probability</b> | Moderate. The proposed trail location is in a low-lying area along the western bank of the Clackamas River. While proximity to water increases the probability of encountering archaeological sites, those that do exist are likely either deeply buried under alluvial deposits or are exposed by erosion. The sites that have been identified in the project vicinity are all situated on higher elevation terraces. Low-lying areas like this are more likely to have been used for resource extraction, leaving little in the way of an archaeological signature. |

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| <b>Project name:</b>              | <b>Cornfoot Road Multi-Use Path Project</b>  |                    |
| <b>Applicant:</b>                 | Portland Bureau of Transportation  |                    |
| <b>Amount requested:</b>          | \$5,225,500 (Trails Bond)  | \$6,698,345 (RFFA) |
| <b>Source requested:</b>          | Either   |                    |
| <b>Project phase(s):</b>          | Project Development, Construction  |                    |
| <b>Risk overview:</b>             | Key project risks include the special National Environmental Policy Act process with the Federal Aviation Administration and right-of-way acquisition needs.   |                    |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   | <b>RFFA</b>        |
| <b>Risk Score</b>                 | Medium-Low   | Medium-Low         |
| <b>Archaeological Probability</b> | High. There is a high probability of encountering precontact archaeological deposits in the area given the proximity to the Columbia River and slough channels. Additionally, the trail location is south of an ethnographically known village on the Columbia River. The presence of the historic airbase also increases the likelihood of encountering historic archaeological deposits. |                    |

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| <b>Project name:</b>              | <b>Council Creek Regional Trail Enhanced Street Crossings</b>  |             |
| <b>Applicant:</b>                 | Washington County  |             |
| <b>Amount requested:</b>          | \$5,511,000  |             |
| <b>Source requested:</b>          | Either   |             |
| <b>Project phase(s):</b>          | Construction   |             |
| <b>Risk overview:</b>             | While Washington County has comprehensively mitigated risks where possible, there are project complexities that create inherent risk for this project. Those include the number of jurisdictions required for coordination, work with the railroad, and reliance on an ongoing project.  |             |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   | <b>RFFA</b> |
| <b>Risk Score</b>                 | Medium   | Medium      |
| <b>Archaeological Probability</b> | Moderate to High. Most of the project area has likely been disturbed by development. The proposed trail follows a decommissioned Oregon Electric rail line and runs through the heavily developed areas of Forest Grove, Cornelius, and Hillsboro. Only one site and one isolate have been identified within 1 mile of the project area despite 22 past studies. However, only two of those surveys intersected the project area. The trail location is in close proximity to a permanent water source crossing Council Creek between Cornelius and Hillsboro, then following within 1 kilometer of the creek until the trail's end in Forest Grove. The proposed trail's proximity to water combined the lack of surveys conducted within the project area suggest a moderate potential for precontact archaeological resources. The presence of several structures including the early townsite of Hillsboro on the 1852 GLO map and subsequent USGS maps indicate a high likelihood of encountering historic archaeological deposits. |             |

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| <b>Project name:</b>              | <b>Cully Boulevard/ 57th Avenue Complete Street Project</b>  |
| <b>Applicant:</b>                 | Portland Bureau of Transportation  |
| <b>Amount requested:</b>          | \$7,643,201  |
| <b>Source requested:</b>          | RFFA   |
| <b>Project phase(s):</b>          | Construction   |
| <b>Risk overview:</b>             | This project is generally low risk, as it is well-defined through existing project development, only affecting an already urban cross section without environmental complexities and will only require right-of-way from one adjacent parcel. There are some risks around parking removal and design around a major waterline.   |
| <b>Risk ratings:</b>              | <b>RFFA</b>  |
| <b>Risk Score</b>                 | <b>Low</b>   |
| <b>Archaeological Probability</b> | Moderate to High. There are no sites recorded within the project area and very few archaeological resources recorded in the broader vicinity. The project area is not situated on a landform that suggests a high probability for encountering precontact archaeological resources. However, the proposed project area has never been previously surveyed in entirety, and historic development in the vicinity increases the probability of encountering historic archaeological sites. |

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| <b>Project name:</b>              | <b>Emerald Necklace Trail Master Plan</b>  |             |
| <b>Applicant:</b>                 | Forest Grove   |             |
| <b>Amount requested:</b>          | \$200,000  |             |
| <b>Source requested:</b>          | Either   |             |
| <b>Project phase(s):</b>          | Planning   |             |
| <b>Risk overview:</b>             | Key risks focus on scope development, the number of complexities that arise from the length of this project, and whether the budget will be appropriate for the large scope of this project. The RFFA risk score is higher due to the additional coordination needed with ODOT for ODOT project delivery.  |             |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   | <b>RFFA</b> |
| <b>Risk Score</b>                 | Medium-High  | High        |
| <b>Archaeological Probability</b> | Moderate to High. Very few archaeological sites have been documented in the area, but this likely reflects the lack of formal surveys rather than an actual absence of sites. The project area spans nearly 10 kilometers, crossing/bordering at least three creeks including Gales and Council Creek. Precontact sites are likely to be found on higher ground adjacent to these streams. Additionally, the proposed trail surrounds the heavily developed city of Forest Grove crossing both modern roads and historic, unnamed roads (GLO 1852), thus increasing the probability of encountering historic archaeological sites. |             |

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| <b>Project name:</b>              | <b>Fanno Creek Trail Project Development: Bonita Road to Durham Road</b>  |
| <b>Applicant:</b>                 | Tigard  |
| <b>Amount requested:</b>          | \$1,606,705   |
| <b>Source requested:</b>          | RFFA  |
| <b>Project phase(s):</b>          | Planning  |
| <b>Risk overview:</b>             | There are inherent project complexities due to proximity of this project to riparian zones/waterways. The project scope and budget accounts for these risks appropriately, the request is only for project development funds to help mitigate these risks further, and there has been significant work on the project to this point already, making this a low risk project.  |
| <b>Risk ratings:</b>              | <b>RFFA</b>   |
| <b>Risk Score</b>                 | <b>Low</b>  |
| <b>Archaeological Probability</b> | Moderate to High. The project area is located near Fanno Creek and there are several previously recorded precontact sites in the vicinity along the Creek and the Tualatin River, which increases the probability of encountering additional sites in similar environments. Historic structures are also mapped adjacent/within the project area in the early 20th century maps. Interestingly, the only previous survey to intersect a portion of the proposed project location did not encounter archaeological resources, possibly indicating that only the areas outside the historic channel route retain a higher archaeological probability. |

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| <b>Project name:</b>              | <b>Gresham-Fairview Trail: Halsey to Sandy</b>   |
| <b>Applicant:</b>                 | Gresham  |
| <b>Amount requested:</b>          | \$4,232,978  |
| <b>Source requested:</b>          | Trails Bond  |
| <b>Project phase(s):</b>          | Construction   |
| <b>Risk overview:</b>             | This is a low-risk project. The inherent risks, which include minor permits, the need to do more direct outreach to abutters, and coordination with ODOT and the railroad, have been accounted for appropriately in the budget.  |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   |
| <b>Risk Score</b>                 | Low  |
| <b>Archaeological Probability</b> | High. The proposed trail location is within the floodplain of the Columbia River, near an ethnographic village. Additionally, the general area contains many precontact sites. The historic map review indicates the potential for historic archaeological deposits as well. |



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| <b>Project name:</b>              | <b>I-205 Multi-Use Path Gap Refinement Plan</b>   |
| <b>Applicant:</b>                 | Clackamas County  |
| <b>Amount requested:</b>          | \$1,094,858   |
| <b>Source requested:</b>          | RFFA  |
| <b>Project phase(s):</b>          | Planning, Project Development   |
| <b>Risk overview:</b>             | The risk assessment team found this project to be well scoped and further project development will consider risks before construction. Risks include outside involvement and budget contingency. The project will require significant outside agency involvement, including significant involvement by ODOT, who has provided their commitment to be a partner in this project development project. The project budget includes contingency for some but not all tasks.   |
| <b>Risk ratings:</b>              | <b>RFFA</b>   |
| <b>Risk Score</b>                 | <b>Low</b>  |
| <b>Archaeological Probability</b> | Moderate. The project area is located in an area that has undergone extensive historic-era development, and there are several archaeological sites documented in the nearby vicinity, which increases the probability of encountering historic archaeological resources. Additionally, the project location has never been surveyed in entirety. Precontact resources in the vicinity are predominately located along one of the local drainages, away from the project location, and the area has seen substantial past development, resulting in a low likelihood of encountering precontact resources. |

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| <b>Project name:</b>              | <b>Lakeview Boulevard – Jean Road to McEwan Road</b>  |
| <b>Applicant:</b>                 | Lake Oswego   |
| <b>Amount requested:</b>          | \$450,036   |
| <b>Source requested:</b>          | RFFA  |
| <b>Project phase(s):</b>          | Project Development   |
| <b>Risk overview:</b>             | The overall cost estimate seems sufficient but there is no activity break down provided, which poses a risk because the project may not sufficiently fund each task. There is some risk in whether cost overages will be able to be sufficiently covered by the City. There is some risk that future phases of this project will face neighborhood opposition due to right-of-way impacts and roadway character changes and there is some risk in the lack of coordination with ODOT. However, this does not pose a risk to the project as scoped, as the project is only requesting funding through 30% design and may be able to mitigate this risk through this project development process by coming up with a neighborhood supported design. |
| <b>Risk ratings:</b>              | <b>RFFA</b>   |
| <b>Risk Score</b>                 | Medium-Low  |
| <b>Archaeological Probability</b> | Moderate to High. The proposed project area is located less than 0.2 mile from the Tualatin River. Precontact sites are likely to be found on higher ground adjacent to large streams, and most of the recorded precontact sites in the area have been documented on or near the Tualatin River or one of its tributaries. The project area has never been surveyed. Additionally, the proposed project is located near a historic rail line and in an area of documented historic-era development, creating a possibility of encountering historic archaeological resources.   |

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| <b>Project name:</b>              | <b>Marine Drive Trail: I-205 to NE 122nd Avenue</b>   |                    |
| <b>Applicant:</b>                 | Portland Parks & Recreation   |                    |
| <b>Amount requested:</b>          | \$2,261,645 (Trails Bond)   | \$2,899,104 (RFFA) |
| <b>Source requested:</b>          | Either  |                    |
| <b>Project phase(s):</b>          | Project Development, Construction   |                    |
| <b>Risk overview:</b>             | Key project risks include complexities related to coordination and permitting work due to proximity to the river, work on the levee, and coordination with other agencies/jurisdictions, including the US Army Corps of Engineers. There has been limited project development so far, but the project has a relatively focused scope and construction easements are secured along the entire alignment. The escalation and contingency budgeted for this project are low in comparison to comparable projects, creating some additional risk. |                    |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>  | <b>RFFA</b>        |
| <b>Risk Score</b>                 | Medium-Low  | Medium-Low         |
| <b>Archaeological Probability</b> | High. The trail runs through a historic site 35MU158. Additionally, the location is on the south shore of the Columbia River in an area with multiple ethnographic village sites.   |                    |

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| <b>Project name:</b>              | <b>NE Martin Luther King Jr. Blvd Safety and Access to Transit (Phase 2)</b>   |
| <b>Applicant:</b>                 | Portland Bureau of Transportation  |
| <b>Amount requested:</b>          | \$5,532,955  |
| <b>Source requested:</b>          | RFFA   |
| <b>Project phase(s):</b>          | Construction   |
| <b>Risk overview:</b>             | This project is relatively low risk due to its focused and limited scope. Complexities include minor coordination with TriMet and potential streetcar rail lines along the corridor.   |
| <b>Risk ratings:</b>              | <b>RFFA</b>  |
| <b>Risk Score</b>                 | Low  |
| <b>Archaeological Probability</b> | Moderate. The project area has never been surveyed in entirety, and the majority of previous surveys in the vicinity have been very small in scale. Additionally, the project is located in an area of intensive 19th century historic development, is mapped as adjacent to a historic road, and crosses an additional historic road and unnamed trail. These factors increase the probability of encountering historic archaeological sites. |

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| <b>Project name:</b>              | <b>North Portland Greenway: Columbia Boulevard to Cathedral Park (Greenways and Trails Only)</b>   |                    |
| <b>Applicant:</b>                 | Portland Parks & Recreation  |                    |
| <b>Amount requested:</b>          | \$1,858,161 (Trails Bond)  | \$1,926,645 (RFFA) |
| <b>Source requested:</b>          | Either   |                    |
| <b>Project phase(s):</b>          | Project Development, Construction  |                    |
| <b>Risk overview:</b>             | This is a low-risk project that will make minor changes to existing streets to create neighborhood greenways and add several short segments of trail on existing Portland Parks & Recreation land. The project may require minor coordination with other agencies/organizations (PBOT and Metro).  |                    |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   | <b>RFFA</b>        |
| <b>Risk Score</b>                 | Low  | Low                |
| <b>Archaeological Probability</b> | <p>Very High. The location's proximity to the Willamette and Columbia Rivers and Smith and Bybee lakes increases the probability of encountering precontact archaeological deposits. Many large precontact sites have already been identified near the north end of the trail location. Additionally, the trail runs through St. Johns, increasing the chances of encountering historic deposits.</p> <p><i>This archaeological probability assessment was conducted for the combination of the North Portland Greenway: Columbia Boulevard to Cathedral Park and Columbia Boulevard Bridge project.</i></p> |                    |

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| <b>Project name:</b>              | <b>North Portland Greenway: Columbia Boulevard to Cathedral Park (Columbia Boulevard Bridge Only)</b>   |                                  |
| <b>Applicant:</b>                 | Portland Parks & Recreation   |                                  |
| <b>Amount requested:</b>          | \$2,779,340 - \$5,215,708 (Trails Bond)   | \$2,934,002 - \$5,505,841 (RFFA) |
| <b>Source requested:</b>          | Either  |                                  |
| <b>Project phase(s):</b>          | Project Development, Construction   |                                  |
| <b>Risk overview:</b>             | This project has had significant project development, reducing the number of risks involved. There are a number of complexities, which have been addressed in existing project development and budget development, that contribute to the risk score. Those include major coordination between agencies, major utility coordination, and impact to a railroad. Other risks include minor permitting and water quality mitigation. This project is considered to be higher risk if it is anticipated to be delivered by ODOT for the lower cost estimate, as the cost may not adequately account for inflation and permitting costs, than Portland Parks & Recreation for the higher cost estimate, as this cost seems conservative in the estimation. |                                  |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>  | <b>RFFA</b>                      |
| <b>Risk Score</b>                 | Medium-High   | Medium-High                      |
| <b>Archaeological Probability</b> | Very High. The location's proximity to the Willamette and Columbia Rivers and Smith and Bybee lakes increases the probability of encountering precontact archaeological deposits. Many large precontact sites have already been identified near the north end of the trail location. Additionally, the trail runs through St. Johns, increasing the chances of encountering historic deposits.  |                                  |

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| <b>Project name:</b>              | <b>North Portland Greenway: Kelley Point Park to the North Slough</b>  |                    |
| <b>Applicant:</b>                 | Portland Parks & Recreation  |                    |
| <b>Amount requested:</b>          | \$3,626,632 (Trails Bond)  | \$4,648,824 (RFFA) |
| <b>Source requested:</b>          | Either   |                    |
| <b>Project phase(s):</b>          | Project Development, Construction  |                    |
| <b>Risk overview:</b>             | There is some inherent risk with the trail's proximity to a floodplain and wetland and coordination with outside agencies like the Port of Portland.   |                    |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   | <b>RFFA</b>        |
| <b>Risk Score</b>                 | Low  | Low                |
| <b>Archaeological Probability</b> | Very High. There are documented sites along and on the trail. The location's proximity to the Willamette and Columbia Rivers and Smith and Bybee lakes increases the probability of encountering precontact archaeological deposits. Many large precontact sites have already been identified along and in close proximity to the trail location. Additionally, nearby buildings appearing on maps as early as 1854 increase the chances of encountering historic archaeological deposits. |                    |

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| <b>Project name:</b>              | <b>NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230th Avenue</b>  |
| <b>Applicant:</b>                 | Multnomah County   |
| <b>Amount requested:</b>          | \$20,660,000   |
| <b>Source requested:</b>          | RFFA   |
| <b>Project phase(s):</b>          | Construction   |
| <b>Risk overview:</b>             | <p>This is a project of considerable length and with quite a few project complexities, but the applicant has broken the project into three segments and identified that any of the segments may be funded instead of the whole corridor. They identify their priority segment as 201<sup>st</sup> Avenue to Quail Hollow, which has a total project cost of \$7,870,000. The risk assessment was conducted with regards to the entire corridor, and the risk is likely to be reduced for the shorter segment due to fewer complexities.</p> <p>With the design phase yet to kick off, there are inherent project risks related to utility relocation, environmental impacts including wetland crossings, and right-of-way. The budget seems to sufficiently account for these aforementioned project risks, but they will still create complexity.</p> |
| <b>Risk ratings:</b>              | <b>RFFA</b>  |
| <b>Risk Score</b>                 | Medium- High   |
| <b>Archaeological Probability</b> | <p>High. There are several archaeological sites documented in the area, including similar environments as the project location, adjacent the former wetland south of the Columbia Slough. The project area is located near several fresh water sources and has historically crossed several creeks. Precontact sites are likely to be found on higher ground adjacent wetlands, and near these water resources. Additionally, the proposed project is located in an area of historic development during both the 19th and 20th centuries and is documented as crossing both modern roads and historic, unnamed roads, increasing the probability of encountering historic archaeological sites.</p>  |



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| <b>Project name:</b>              | <b>Sandy River Greenway – Riverfront Trail and Park</b>   |
| <b>Applicant:</b>                 | Troutdale   |
| <b>Amount requested:</b>          | \$1,945,800   |
| <b>Source requested:</b>          | Trails Bond   |
| <b>Project phase(s):</b>          | Construction  |
| <b>Risk overview:</b>             | The biggest risks to this project are the railroad undercrossing, which the team is actively mitigating through the undercrossing permitting process, and the proximity to the river, which has been accounted for through the project development process. The project is well-defined through extensive project development, and risks are documented and accounted for in the cost estimate. |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>  |
| <b>Risk Score</b>                 | Medium-Low  |
| <b>Archaeological Probability</b> | Moderate to High. Proximity to the Sandy River increases the probability of encountering precontact archaeological deposits. The location is on a low terrace above the river, a physical setting known to contain sites in other areas. Additionally, the trail crosses the Oregon-Washington Rail line and passes near several structures likely to be historic properties.                   |

|                                   |  |
|-----------------------------------|--|
| <b>Project name:</b>              | <b>Scott Creek Trail Development</b>   |
| <b>Applicant:</b>                 | Happy Valley   |
| <b>Amount requested:</b>          | \$162,840  |
| <b>Source requested:</b>          | Trails Bond  |
| <b>Project phase(s):</b>          | Planning, Project Development  |
| <b>Risk overview:</b>             | There is risk in the budget not being sufficient for the scope: the budget is low in comparison to other similar recently completed projects and other Trails Bond/RFFA requests for a similar scope. For a low-cost project, there are considerable risks including potential federal nexus for a creekside trail (which would mean that the benefits from using Trail Bond money would be moot), inadequate budgeting, and potential community pushback for the street alignment.                    |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   |
| <b>Risk Score</b>                 | Medium-High  |
| <b>Archaeological Probability</b> | Moderate. The proposed trail sits on a terrace along Scott Creek approximately 3 kilometers north of the Clackamas River. This location is adjacent to a permanent water source and positioned on a terrace above the flood plain, a setting with a higher probability of encountering precontact sites. Only one historic site has been identified in a 1-mile radius, but this is likely a reflection of the lack of systematic survey in the area rather than actual site distribution in the area. |

|                                   |   |
|-----------------------------------|---|
| <b>Project name:</b>              | <b>SW Taylors Ferry Road Access to Transit</b>  |
| <b>Applicant:</b>                 | Portland Bureau of Transportation   |
| <b>Amount requested:</b>          | \$10,124,236  |
| <b>Source requested:</b>          | RFFA  |
| <b>Project phase(s):</b>          | Construction  |
| <b>Risk overview:</b>             | There are complexities regarding right-of-way impacts, environmental impacts to Woods Creek, and coordinating with BES on major project elements such as watermain and culvert relocation.  |
| <b>Risk ratings:</b>              | <b>RFFA</b>   |
| <b>Risk Score</b>                 | <b>Medium-High</b>  |
| <b>Archaeological Probability</b> | Moderate to High. Very few archaeological sites have been documented in the broader area, but this likely reflects the lack of formal surveys, especially along the minor drainages of the area where the majority of the few recorded sites are located. The project area crosses a drainage/creek and is proximal to several others. Precontact sites are likely to be found on higher ground adjacent to these water sources. The project area has never been surveyed in entirety. Additionally, the project area is located along a historic road, and is historically mapped less than 0.1 mile from several structures, increasing the likelihood of encountering historic archaeological sites. |

|                                   |  |             |
|-----------------------------------|--|-------------|
| <b>Project name:</b>              | <b>Tigard-Lake Oswego Regional Trail Gap: I-5 to Wall Street</b>   |             |
| <b>Applicant:</b>                 | Tigard   |             |
| <b>Amount requested:</b>          | \$245,000  |             |
| <b>Source requested:</b>          | Either   |             |
| <b>Project phase(s):</b>          | Planning   |             |
| <b>Risk overview:</b>             | The key risks include complexities due to ODOT's existing interchange and future interchange project. If it could be determined whether an alignment through the interchange is a possibility before this project kicked-off, it would allow for this project to have a much more focused scope. |             |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   | <b>RFFA</b> |
| <b>Risk Score</b>                 | Medium-Low   | Medium-Low  |
| <b>Archaeological Probability</b> | High. The location is on higher ground with Fanno Creek to the west and Bell Creek to the south, a physical setting likely to contain precontact sites. This is also near an ethnographic village or camp. The historic map review indicates the potential for historic archaeological deposits. |             |

|                                   |  |
|-----------------------------------|--|
| <b>Project name:</b>              | <b>Trolley Trail: Milwaukie Bay Park</b>   |
| <b>Applicant:</b>                 | North Clackamas Parks & Recreation District  |
| <b>Amount requested:</b>          | \$651,750  |
| <b>Source requested:</b>          | Trails Bond  |
| <b>Project phase(s):</b>          | Construction   |
| <b>Risk overview:</b>             | The cost estimate provides a good level of detail for the project phase and most risks seem to be considered and addressed. The overall cost for constructing a trail of this length seems low because the applicant has included many related project development tasks in the larger Milwaukie Bay Park project. |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   |
| <b>Risk Score</b>                 | Medium-Low   |
| <b>Archaeological Probability</b> | Very High. The historic map review and previous survey results indicate the potential for historic archaeological deposits. Additionally, proximity to the Willamette River indicates the likelihood of encountering precontact archaeological deposits.   |

|                                   |  |
|-----------------------------------|--|
| <b>Project name:</b>              | <b>S Troutdale Road Complete Street and Fish Passage: SE Stark Street to Beaver Creek Lane</b>   |
| <b>Applicant:</b>                 | Multnomah County   |
| <b>Amount requested:</b>          | \$1,720,000  |
| <b>Source requested:</b>          | RFFA   |
| <b>Project phase(s):</b>          | Project Development  |
| <b>Risk overview:</b>             | This project area has several inherent risks, as it impacts an environmentally sensitive area, will require culvert replacement on a salmon bearing stream, will trigger stormwater management requirements, and extensive permits, but the project is requesting only project development funding in order to better understand impacts and be able to mitigate risk.   |
| <b>Risk ratings:</b>              | <b>RFFA</b>  |
| <b>Risk Score</b>                 | <b>Low</b>   |
| <b>Archaeological Probability</b> | Moderate to High. The project area crosses Beaver Creek and is located near the Sandy River. Precontact sites are likely to be found on higher ground adjacent to these water sources (e.g. 35MU173, 35MU104). The project area has never been surveyed in entirety and the immediate area has also been insufficiently surveyed in the past. Additionally, historic maps indicate that the project vicinity has undergone substantial historic development in the early 20th century, and is within the footprint of a historic road, which increases the likelihood of encountering historic archaeological sites. |

|                                   |  |
|-----------------------------------|--|
| <b>Project name:</b>              | <b>Westside Trail Bicycle and Pedestrian Bridge</b>  |
| <b>Applicant:</b>                 | Tualatin Hills Parks & Recreation District   |
| <b>Amount requested:</b>          | \$1,907,500  |
| <b>Source requested:</b>          | Trails Bond  |
| <b>Project phase(s):</b>          | Project Development  |
| <b>Risk overview:</b>             | There are quite a few complexities related to this project including major utilities, wetlands, irregular grades, limited right-of-way, and the involvement of multiple jurisdictions, agencies, and organizations. Past project development has explored many of these complexities, and this project will allow the agency to consider and address these complexities. |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   |
| <b><i>Risk Score</i></b>          | Medium-High  |
| <b>Archaeological Probability</b> | Low.   |

|                                   |  |
|-----------------------------------|--|
| <b>Project name:</b>              | <b>Westside Trail: Segment 1 Planning and Design</b>   |
| <b>Applicant:</b>                 | King City  |
| <b>Amount requested:</b>          | \$210,000  |
| <b>Source requested:</b>          | Trails Bond  |
| <b>Project phase(s):</b>          | Planning, Project Development  |
| <b>Risk overview:</b>             | Key risks include budget and project complexities. The funding request and local match are not anticipated to be sufficient for creating construction ready plans, as seems to be the intent for this project application. The City indicates having additional funding for construction, which may be useful in completing the planning and preliminary engineering stages of the project. There are multiple project complexities including major utilities (power lines and a gasoline pipeline), stormwater considerations, permits, and right-of-way needs that will need to be addressed through this project. |
| <b>Risk ratings:</b>              | <b>Trails Bond</b>   |
| <b>Risk Score</b>                 | <b>High</b>  |
| <b>Archaeological Probability</b> | Moderate to High. The location's proximity to the Tualatin River suggests a higher probability of encountering archaeological deposits. While the previous survey that spanned the length of the trail did not encounter archaeological materials, no shovel probes were excavated, and subsurface deposits may exist. Additionally, the historic map review indicates the potential for historic archaeological deposits.   |



|                                   |  |
|-----------------------------------|--|
| <b>Project name:</b>              | <b>Willamette Falls Drive Multimodal Improvement Project – 16th Street to Ostman Road</b>  |
| <b>Applicant:</b>                 | West Linn  |
| <b>Amount requested:</b>          | \$3,497,580  |
| <b>Source requested:</b>          | RFFA   |
| <b>Project phase(s):</b>          | Construction   |
| <b>Risk overview:</b>             | Although accounted for in the budget, there are some inherent risks around coordination with outside agencies, especially ODOT for project delivery, and some inherent risk around the impact to abutters and construction easements necessary for the project.  |
| <b>Risk ratings:</b>              | <b>RFFA</b>  |
| <b>Risk Score</b>                 | <b>Medium-Low</b>  |
| <b>Archaeological Probability</b> | High. The project area has few documented sites in the vicinity, but this likely reflects the lack of formal survey in the area, especially in the south and west. The project is located adjacent the Tualatin River, near the confluence with the Willamette. Precontact archaeological sites are often found on high ground adjacent these water resources, and especially near the confluence of two rivers. The presence of a Traditional Cultural Property in the vicinity may also emphasize the importance and history of indigenous use of the area. Additionally, the project is depicted on historic maps adjacent a rail line and in an area of early 20th century development, increasing the likelihood of encountering historic archaeological sites. |

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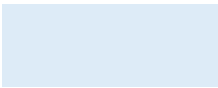
## Conclusion

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This risk assessment is intended to provide information about the likelihood of a project being completed on time, on budget, and as intended. Project risk should be balanced with intended project outcomes to make the decision about which RFFA and Trails Bond applications should be prioritized.

## Appendix A: Risk Assessment Scoring Sheet

Project Name  
KAI Reviewer  
Funding Type?  
Federally Certified?  
Project Development Phases?  
Description  
Risk Overview



| Assessment Factor                                      | Relevant Project Development Phase | Risk Rank | Low Risk Criteria  | Low Score | Mid Risk   | Mid Score | High Risk   | High Score | Risk Level | SCORE |
|--|------------------------------------|-----------|--|-----------|--|-----------|---|------------|------------|-------|
| Project Management Risk                                |                                    |           |  |           |  |           |   |            |            |       |
| Quality of Project Scope                               | Planning, PE, Construction         | Medium    | High   | 0         | Developing   | 4         | Low   | 8          |            | 0     |
| Status of Planning and Scoping Documents               | PE, Construction                   | Low       | Complete   | 0         | Underway   | 2         | Not Initiated   | 4          |            | 0     |
| Quality of Project Budget (see details below )         | Planning, PE, Construction         | High      | See Budget information below   |           |  |           |   |            |            |       |
| Staff time budgeted?                                   | Planning, PE, Construction         | Low       | Adequate   | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| ODOT project delivery budget? (For RIFA projects only) | Planning, PE, Construction         | Low       | Adequate or Unnecessary  | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| Inflation/escalation?                                  | Planning, PE, Construction         | Low       | Adequate   | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| Is there an adequate budget contingency?               | Planning, PE, Construction         | Low       | Adequate   | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| Is community engagement appropriately budgeted?        | Planning, PE, Construction         | Low       | Adequate   | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| Are permitting costs included?                         | PE, Construction                   | Low       | Adequate or Unnecessary  | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| Are mobilization costs included?                       | Construction                       | Low       | Adequate   | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| Are construction easements included?                   | Construction                       | Low       | Adequate or Unnecessary  | 0         | Inadequate   | 2         | None  | 4          |            | 0     |
| Do costs feel reasonable?                              | Planning, PE, Construction         | Medium    | Yes  | 0         | Inadequate   | 4         | No  | 8          |            | 0     |
| Status of Preliminary Engineering and Design Phase     | Construction                       | Low       | Complete   | 0         | Underway   | 2         | Not Initiated   | 4          |            | 0     |
| Local Community Support                                | PE, Construction                   | Medium    | Supported  | 0         | Controversial  | 4         | Opposed or Unknown  | 8          |            | 0     |
| Governing Body Support                                 | Planning, PE, Construction         | Low       | Supported  | 0         | Controversial  | 2         | Opposed or Unknown  | 4          |            | 0     |
| Secured Funding Toward Project Completion              | Planning, PE, Construction         | Low       | Certain  | 0         | Probable   | 2         | Unlikely  | 4          |            | 0     |
| Environmental/NEPA Impacts and Mitigation Defined      | PE, Construction                   | High      | Yes or Unnecessary   | 0         | Incomplete   | 8         | Not Initiated   | 16         |            | 0     |
| Utility Relocation Need                                | PE, Construction                   | High      | No, Minor, or Complete   | 0         | Uncertain or Underway  | 8         | Yes and Not Addressed   | 16         |            | 0     |
| Water Quality or Quantity Mitigation Need              | PE, Construction                   | Medium    | Low or Complete  | 0         | Uncertain or Underway  | 4         | High and Not Addressed  | 8          |            | 0     |
| Street Lighting Need                                   | PE, Construction                   | Low       | No, Minor, or Complete   | 0         | Uncertain or partially addressed   | 2         | Yes and Not Addressed   | 4          |            | 0     |
| Outside Coordination Needs and Status                  | Planning, PE, Construction         | High      | See Outside Coordination information below   |           |  |           |   |            |            |       |
| Outside delivery? (For RIFA projects only)             | Planning, PE, Construction         | Medium    | No and/or Complete   | 0         | Yes and Some Progress  | 4         | Yes and No Contact  | 8          |            | 0     |
| Other jurisdictional/major partner involvement?        | Planning, PE, Construction         | Medium    | No and/or Complete   | 0         | Yes and Some Progress  | 4         | Yes and No Contact  | 8          |            | 0     |
| Railroad impact?                                       | Planning, PE, Construction         | High      | No and/or Complete   | 0         | Yes and Some Progress  | 8         | Yes and No Contact  | 16         |            | 0     |
| Status of Right-of-Way Acquisitions                    | Construction                       | High      | Complete or Unnecessary  | 0         | Underway   | 8         | Not Initiated   | 16         |            | 0     |
| Other impact?  | Planning, PE, Construction         | Medium    | No and/or Addressed  | 0         | Yes and Some Progress  | 4         | Yes and Not Addressed   | 8          |            | 0     |
| Inherent Risk  |                                    |           |  |           |  |           |   |            |            |       |
| Right-of-Way Acquisitions                              | Construction                       | High      | None/Only Construction Easements   | 0         | Yes, 1-5 non-controversial parcels   | 8         | Yes, 6+ parcels or controversial parcels  | 16         |            | 0     |
| Environmental Impacts/Environmental Permitting?        | PE, Construction                   | High      | None/Very Minor  | 0         | Indirect or minor impact to riparian zone, floodplain, environmentally sensitive area, endangered species, etc.            | 8         | Direct or major impact to riparian zone, wetland, floodplain, environmentally sensitive areas, endangered species, etc.   | 16         |            | 0     |
| Utility Relocation Need                                | PE, Construction                   | High      | None/Very Minor (on public ROW)  | 0         | (Unlikely) Yes, minor utility (waterline, high voltage transmission lines, gas lines, etc.) and utility owned/operated ROW | 8         | Yes, major utility (waterline, high voltage transmission lines, gas lines, etc.) and utility owned/operated ROW   | 16         |            | 0     |
| Water Quality or Quantity Treatment Needs              | PE, Construction                   | Medium    | Low, likely not triggering new stormwater treatment-- no to very little impervious pavement added/stormwater treatment already in place/trails | 0         | New impervious, but space within ROW to move/treat   | 4         | Very constrained ROW (no space to deal with water within the ROW) or significant new impervious along sensitive areas (wetlands, floodplains, fish bearing streams) | 8          |            | 0     |
| Outside Coordination Needs                             | Planning, PE, Construction         | High      | See Outside Coordination information below   |           |  |           |   |            |            |       |
| Outside delivery? (For RIFA projects only)             | Planning, PE, Construction         | Medium    | Locally certified or Using Trail Bond  | 0         | Other agency delivery  | 4         | ODOT delivery on behalf of local agency   | 8          |            | 0     |
| Other jurisdictional/major partner involvement?        | Planning, PE, Construction         | Medium    | No   | 0         | Yes - 1  | 4         | Yes - 2 or more   | 8          |            | 0     |
| Railroad impact?                                       | Planning, PE, Construction         | High      | No   | 0         | Minor  | 8         | Major   | 16         |            | 0     |
| Other impact?  | Planning, PE, Construction         | Medium    | No   | 0         | Minor  | 4         | Major   | 8          |            | 0     |

July 11, 2022

Joint Policy Advisory Committee  
c/o JPACT Chair Shirley Craddick  
600 NE Grand Ave.  
Portland, OR 97232

**Re: Prioritization of the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bonds**

Dear Chair Craddick and members of JPACT:

On behalf of the Clackamas County Coordinating Committee (C4), we submit the following prioritization and comments related to the Regional Flexible Funds Allocation (RFFA) and Metro Parks Trail Bond (Bond) process. We recognize the decision process for these funds is dynamic, and will happen at multiple tables, and that final decisions will not occur until the fall of 2022.

We appreciate being involved in shaping the process for selecting the RFFA projects and that we are given the opportunity to provide recommendations to JPACT on the projects that best reflect our communities' local priorities.

In this round, only three Clackamas County jurisdictions submitted requests for RFFA funding. Local participation was influenced by a variety of factors, such as staff capacity limitations in smaller communities and the desire for various jurisdictions to have the opportunity to receive RFFA dollars. In total, the amount of RFFA dollars requested by Clackamas County jurisdictions represents only 10.7% of available funds. **Knowing that the first 2025-2027 RFFA Program Guidance objective is to fund projects from throughout the region, we recommend that all three of the RFFA project proposals receive approval for funding.**

In addition to the RFFA process, three local projects were submitted for Trails Bond consideration. Like the RFFA process, local Bond projects requested a very small portion of available funds. In total, funding requested by the three Clackamas County projects constitutes only 6.9% of the available Trail Bond dollars. **For these reasons – and given the significant need for additional multimodal and trail investments in our communities where few exist today – we urge that all projects submitted from the communities in Clackamas County receive funding from the Trail Bond at their requested amount.**

Thank you for soliciting coordinating committee priorities to inform final project selection. While our position is that all Clackamas projects be funded this cycle, we recognize the depth of need across the region and Metro's process to objectively analyze and score projects. In support of Metro's process, we have also ranked our local projects within each funding category, seen here with 1 being the highest ranking:

**RFFA Projects by Priority:**

1. Clackamas County I-205 Multi-use Path Gap Plan
2. West Linn Willamette Falls Drive
3. Lake Oswego Lakeview Blvd

Trails Bond Projects by Priority:

1. NCPRD Trolley Trail Milwaukie Bay Park
2. Happy Valley Clackamas River Trail
3. Happy Valley Scott Creek Trail Development

In closing, please accept these final comments:

First, thank you for including a competitive process to access funds from the Metro Parks and Nature Bond. While it may not make sense for these two funding programs to be included in the same process in the future, we appreciate that communities can access these funds through a public process that also tried to balance regional needs.

Second, we urge you to find ways to invest in suburban communities, such as Lake Oswego, where there has not been RFFA investment in the recent past. While suburban communities may not score as highly as other, more dense neighborhoods, their proposals address program objectives and provide infrastructure where there are no alternatives in order to fill critical gaps in the active transportation system. With a number of relatively small cities and communities throughout Clackamas, we think our communities experience greater barriers to accessing funds than perhaps larger communities throughout the region. While there are many good criteria to guide how projects are scored and selected, we also encourage Metro to elevate the prioritization of projects that add multimodal, trail, or transit capacity where none exists today.

Last, given the early nature of when these comments were requested and the absence of detail about how projects across the region will score, we reserve the right to share additional feedback, prioritization, or comment as the process continues.

Thank you for your consideration.

Sincerely,



Paul Savas, Commissioner  
Clackamas County  
C4 Co-Chair  
R1ACT Vice Chair



Brian Hodson, Mayor  
City of Canby  
C4 Co-Chair  
R1ACT Member

**C4 Membership:** Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit



# Regional Funding Allocation: Outcomes Evaluation Report

2025-2027 Regional Flexible Funds  
Parks & Nature Trails Bond funding

UPDATED July 5, 2022

**Nondiscrimination Notice to the Public**

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at [www.oregonmetro.gov](http://www.oregonmetro.gov) or call 503-797-1536.

## 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). 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 Regional Transportation Plan (RTP) and commitments made to voters who passed the 2019 Parks and Nature bond measure.

## BACKGROUND AND METHODOLOGY

In November 2021, Metro opened a call for project proposals to be submitted by the region's local jurisdictions and special districts. Twenty-nine proposals were submitted by the February 2022 deadline.

The OE is an analysis of the proposals, comparing and rating the projects using a set of criteria and performance measures. It is one of several sources of information used by decision makers in developing a list of project investments.

The criteria were developed as part of the 2025-2027 RFFA Program Direction adopted by the Metro Council in September 2021. The criteria for the Regional Flexible Funds are taken directly from the 2018 RTP Investment Priorities. The criteria for the Trails Bond Funds were identified in the 2019 Parks and Nature bond measure.

The main criteria areas for the two funding sources are as follows:

| <b>RFFA Funds</b> | <b>Trails Bond Funds</b> |
|-------------------|--------------------------|
| Equity            | Racial Equity            |
| Safety            | Climate Resilience       |
| Climate           | Community Engagement     |
| Congestion Relief |                          |

Performance measures for each of the criterion were first discussed and refined by a work group comprised of TPAC members and community organization representatives.

Using the criteria and performance measures, Metro staff completed a rating of each project within multiple investment priority areas. The project rating worksheet was comprised of a series of "Yes" or "No" questions. Most of the project analysis was done using GIS to determine if the project met a given performance measure. A few additional performance measures were evaluated by staff to determine the response.



All projects seeking RFFA funds are given a BEST/BETTER/GOOD rating in each of the four RFFA criteria areas. Projects seeking Trails Bond funds are rated using the Equity, Safety and Climate RFFA criteria areas, plus a set of Trails criteria specific to the Bond funding. Trails projects seeking either source of funding are scored using both sets of criteria.

## UNDERSTANDING THE PROJECT RATINGS

This RFFA cycle is unique due to the inclusion of the Trails Bond funding in the application and evaluation processes. Metro wished to provide applicants with greater opportunities and an easier process to receive regional funding for trails projects. To that end, leveraging the existing RFFA process and developing an application methodology that allowed for trails projects to be considered for either funding source was a key goal of Metro.

While many trails projects have been funded through the RFFA process in previous funding cycles, it was not possible to simply use the RFFA criteria alone to conduct the project technical analysis in this cycle. The bond measure passed by voters included specific criteria to be used in selecting trails projects. While there is some overlap between the RFFA criteria and the bond measure criteria, there are also criteria unique to each source.

In addition, both funding sources may be used to fund planning and development activities to prepare for project construction. Projects needing planning and development work invariably have a lower degree of certainty in their design, alignment, budget, etc. This makes them difficult to directly compare in a technical analysis to projects that have been through a sufficient level of development to be eligible for construction funding.

Because of these factors, it made sense to compare projects within the following **four categories**:

- Projects seeking Trails Bond funds for Planning and Project Development
- Projects seeking Trails Bond funds for Construction
- Projects seeking RFFA funds for Planning and Project Development
- Projects seeking RFFA funds for Construction

Creating distinct categories allows for a more relevant comparison between projects at similar phases of their development and seeking a specific funding source with different criteria. Trails projects requesting either source of funding are rated in both the RFFA and Trails Bond categories.

- Each project was evaluated and given a GOOD/BETTER/BEST rating in each of the relevant criteria areas for the requested funding source. No criteria area is weighted greater than the others. Projects requesting Trails Bond funding only are not rated in the Congestion Relief criteria area. The trails criteria are not used for non-trail projects. Projects were also given an overall rating, based on the averages of the criteria scores.
- With each of the criteria areas, the projects were evaluated using a series of Yes/No questions. “Yes” answers were awarded points, “No” answers were awarded no points. The number of points per question in each criteria area was adjusted so that the total number of points available in each RFFA criteria area equaled 20. The total number of points available in the Trails Bond criteria was 34.

Simply totaling the scores would have resulted in some questions being weighted differently than others, which was not the policy intent of the RFFA Program Direction. Using percentages of the total points in each criteria area creates a rating methodology that does not unintentionally weight

the scoring towards any specific criteria area.

The GOOD/BETTER/BEST ratings are based on how a project compares relative to other projects within its specific category (e.g., Equity or Safety). Here is an example of how ratings were derived, using the projects in the Trails Bond Planning and Project Development category:

In the Equity criteria area, the average score was 63 percent. The scores ranged from a high of 89 percent to a low of 44 percent. Looking at the average, maximum and minimum Equity scores of these projects, natural breaks in the scores emerged. There were two projects that achieved a 78 percent score or greater; these were rated BEST. Two projects had scores ranging from 56 percent to 67 percent; these were rated BETTER. Two projects had a 44 percent score and were rated GOOD.

For the same group of projects, their Climate scores averaged 37 percent, with a high of 56 percent and a low of 22 percent. One project was at 56 percent and was rated BEST. Four projects rated between 44 and 33 percent and were rated BETTER. One project had a 22 percent score and was rated GOOD.

The Overall score was calculated using the average of the criteria area ratings for project within a specific category. The Overall score is relative to the other project's average scores, not to the project's criteria area scores. For example, a project may have BETTER ratings in the Equity, Safety, Climate and Trails criteria area, but still receive a GOOD rating overall. This is because its Overall rating is low compared to the other project's overall ratings.

| DRAFT 25-27 Project Ratings      |              |             | Legend:       | BEST   | BETTER | GOOD    |           |        |         |
|----------------------------------|--------------|-------------|---------------|--------|--------|---------|-----------|--------|---------|
| Project                          | Applicant    | Fund Source | Requested amt | Equity | Safety | Climate | Con. Rel. | Trails | Overall |
| Trails Bond Planning/PD projects |              |             |               |        |        |         |           |        |         |
| Emerald Necklace Trail           | Forest Grove | Either      | \$ 200,000    | 56%    | 63%    | 33%     | N/A       | 53%    | 51%     |
| Tigard-LO Trail                  | Tigard       | Either      | \$ 245,000    | 67%    | 71%    | 56%     | N/A       | 82%    | 69%     |
| Brookwood Ped Overpass           | Hillsboro    | Either      | \$ 4,500,000  | 44%    | 71%    | 33%     | N/A       | 71%    | 55%     |
| Scott Creek Trail                | Happy Valley | Bond        | \$ 89,562     | 78%    | 79%    | 44%     | N/A       | 47%    | 62%     |
| Westside Trail: Seg 1            | King City    | Bond        | \$ 210,000    | 44%    | 50%    | 22%     | N/A       | 56%    | 43%     |
| Westside Trail Bridge            | THPRD        | Bond        | \$ 1,907,500  | 89%    | 71%    | 33%     | N/A       | 76%    | 67%     |
|                                  |              |             | avg           | 63%    | 68%    | 37%     |           | 64%    | 58%     |
|                                  |              |             | max           | 89%    | 79%    | 56%     |           | 82%    | 69%     |
|                                  |              |             | min           | 44%    | 50%    | 22%     |           | 47%    | 43%     |
|                                  |              |             | diff          | 44%    | 29%    | 33%     |           | 35%    | 26%     |

The evaluation also included Yes/No questions related to project economic outcomes. These outcomes are included in the detailed evaluation notes for each project.

## PROJECT RATING DETAILS

All the individual project technical rating worksheets and compiled ratings are included in a separate Excel worksheet available on Metro's website ([oregonmetro.gov/RFFA](http://oregonmetro.gov/RFFA)).

The following pages provide details on the candidate project's technical ratings. A summary table illustrates the projects' ratings. Following this, rating details for each project are listed in alphabetical order by project name as follows:

**EDIT 7-1-22:** Several projects have updated funding requests or additional details provided by the applicant and are noted below.

**EDIT 7-5-22:** Due to an error in the technical evaluation, the Fanno Creek Trail project has had its Equity, Safety and Overall scores increased. The project was previously not awarded points for being in an Equity Focus Area and within 1 mile of a school. The scores have been corrected and will be reflected in materials moving forward.

- 148<sup>th</sup> Ave: Halsey St to Powell Blvd
- 162<sup>nd</sup> Ave - Glisan St to Halsey St - UPDATED
- 7<sup>th</sup> Ave: Washington St to Division St
- Allen Blvd: Murray Road to King St - UPDATED
- Beaverton Creek Trail - UPDATED
- Brookwood Pkwy Ped Overpass
- Clackamas River Trail
- Cornfoot Rd MUP
- Council Creek Trail
- Cully Blvd/57<sup>th</sup> Ave
- Emerald Necklace Trail - UPDATED
- Fanno Creek Trail - UPDATED
- Gresham-Fairview Trail: Halsey St to Sandy Blvd - UPDATED
- I-205 MUP - UPDATED
- Lakeview Blvd: Jean to McEwan
- Marine Dr Trail
- MLK Jr Blvd: Fremont to Lombard
- NP Greenway: Columbia Blvd to Cathedral Pk - UPDATED
- NP Greenway: Kelley Pt to N. Slough
- Sandy Blvd: Gresham to 230<sup>th</sup> Ave - UPDATED
- Sandy River Greenway - UPDATED
- Scott Creek Trail
- Taylors Fy Rd: 49<sup>th</sup> Ave to Capitol Hwy
- Tigard-Lake Oswego Trail
- Trolley Trail: Milwaukie Bay Pk
- Troutdale Rd: Stark St to Beaver Ck Dr
- Westside Trail: Bike/Ped Br
- Westside Trail: Seg. 1
- Willamette Falls Dr: 16<sup>th</sup> Ave to Ostman Rd - UPDATED

| DRAFT 25-27 Project Ratings       |               |             |               | Legend: | BEST   | BETTER  | GOOD      |        |         |  |
|-----------------------------------|---------------|-------------|---------------|---------|--------|---------|-----------|--------|---------|--|
| Project                           | Applicant     | Fund Source | Requested amt | Equity  | Safety | Climate | Con. Rel. | Trails | Overall |  |
| Trails Bond Planning/PD projects  |               |             |               |         |        |         |           |        |         |  |
| Brookwood Ped Overpass            | Hillsboro     | Either      | \$ 4,500,000  |         |        |         | N/A       |        |         |  |
| Emerald Necklace Trail            | Forest Grove  | Either      | \$ 200,000    |         |        |         | N/A       |        |         |  |
| Scott Creek Trail                 | Happy Valley  | Bond        | \$ 89,562     |         |        |         | N/A       |        |         |  |
| Tigard-LO Trail                   | Tigard        | Either      | \$ 245,000    |         |        |         | N/A       |        |         |  |
| Westside Trail Bridge             | THPRD         | Bond        | \$ 1,907,500  |         |        |         | N/A       |        |         |  |
| Westside Trail: Seg 1             | King City     | Bond        | \$ 210,000    |         |        |         | N/A       |        |         |  |
| Trails Bond Construction projects |               |             |               |         |        |         |           |        |         |  |
| Clackamas River Trail             | Happy Valley  | Bond        | \$ 666,175    |         |        |         | N/A       |        |         |  |
| Cornfoot Rd                       | PBOT          | Either      | \$ 5,225,500  |         |        |         | N/A       |        |         |  |
| Council Ck Trail                  | Washington Co | Either      | \$ 5,511,000  |         |        |         | N/A       |        |         |  |
| Gresh-Fairview Trail              | Gresham       | Bond        | \$ 4,232,978  |         |        |         | N/A       |        |         |  |
| Marine Dr Trail                   | PPR           | Either      | \$ 2,161,124  |         |        |         | N/A       |        |         |  |
| NP Greenway (Col to Cath)         | PPR           | Either      | \$ 5,215,608  |         |        |         | N/A       |        |         |  |
| NP Greenway (Kelley to Slough)    | PPR           | Either      | \$ 3,483,699  |         |        |         | N/A       |        |         |  |
| Sandy River Greenway              | Troutdale     | Bond        | \$ 1,945,800  |         |        |         | N/A       |        |         |  |
| Trolley Trail                     | NCPRD         | Bond        | \$ 624,250    |         |        |         | N/A       |        |         |  |
| RFFA Planning/PD projects         |               |             |               |         |        |         |           |        |         |  |
| Allen Blvd                        | Beaverton     | RFFA        | \$ 723,670    |         |        |         |           | N/A    |         |  |
| Brookwood Ped Overpass            | Hillsboro     | Either      | \$ 4,500,000  |         |        |         |           | N/A    |         |  |
| Emerald Necklace Trail            | Forest Grove  | Either      | \$ 200,000    |         |        |         |           | N/A    |         |  |
| Fanno Ck Trail                    | Tigard        | RFFA        | \$ 1,606,705  |         |        |         |           | N/A    |         |  |
| I-205 MUP                         | Clackamas Co  | RFFA        | \$ 1,094,858  |         |        |         |           | N/A    |         |  |
| Lakeview Blvd                     | Lake Oswego   | RFFA        | \$ 450,036    |         |        |         |           | N/A    |         |  |
| Tigard-LO Trail                   | Tigard        | Either      | \$ 245,000    |         |        |         |           | N/A    |         |  |
| Troutdale Rd                      | Multnomah Co  | RFFA        | \$ 1,720,000  |         |        |         |           | N/A    |         |  |
| RFFA Construction projects        |               |             |               |         |        |         |           |        |         |  |
| 148th Ave                         | PBOT          | RFFA        | \$ 7,100,335  |         |        |         |           | N/A    |         |  |
| 162nd Ave                         | Gresham       | RFFA        | \$ 7,575,882  |         |        |         |           | N/A    |         |  |
| 57th Ave-Cully Blvd               | PBOT          | RFFA        | \$ 7,643,201  |         |        |         |           | N/A    |         |  |
| 7th Ave                           | PBOT          | RFFA        | \$ 10,692,227 |         |        |         |           | N/A    |         |  |
| Beaverton Creek Trail             | THPRD         | RFFA        | \$ 2,055,647  |         |        |         |           | N/A    |         |  |
| Cornfoot Rd                       | PBOT          | Either      | \$ 6,698,345  |         |        |         |           | N/A    |         |  |
| Council Ck Trail                  | Washington Co | Either      | \$ 5,511,000  |         |        |         |           | N/A    |         |  |
| Marine Dr Trail                   | PPR           | Either      | \$ 2,770,252  |         |        |         |           | N/A    |         |  |
| MLK Blvd                          | PBOT          | RFFA        | \$ 5,532,955  |         |        |         |           | N/A    |         |  |
| NP Greenway (Col to Cath)         | PPR           | Either      | \$ 5,505,841  |         |        |         |           | N/A    |         |  |
| NP Greenway (Kelley to Slough)    | PPR           | Either      | \$ 4,465,605  |         |        |         |           | N/A    |         |  |
| Sandy Blvd                        | Multnomah Co  | RFFA        | \$ 20,660,000 |         |        |         |           | N/A    |         |  |
| Taylor's Fy Rd                    | PBOT          | RFFA        | \$ 10,124,236 |         |        |         |           | N/A    |         |  |
| Willamette Falls Dr               | West Linn     | RFFA        | \$ 3,362,985  |         |        |         |           | N/A    |         |  |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | 148 <sup>th</sup> Avenue  |
| <b>Applicant:</b>        | Portland Bureau of Transportation   |
| <b>Amount requested:</b> | \$7,100,335   |
| <b>Source requested:</b> | RFFA  |
| <b>Project phase(s):</b> | Construction  |
| <b>Evaluation notes:</b> | Project adds wider bike lanes and sidewalks along the length of the project area (Halsey St to Powell Blvd, approx. 2.5 mi.). Other amenities, such as enhanced ped crossings and buffers, are added at key points along the street. Project does not fill the pedestrian network gap along the west side of 148 <sup>th</sup> between Halsey and Glisan along Glendoveer Golf Course. Improves freight network, increases access to tracts with high residential developability. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |
| <i>Equity</i>            | BEST  |
| <i>Safety</i>            | BETTER  |
| <i>Climate</i>           | BETTER  |
| <i>Congestion</i>        | GOOD  |
| <i>Overall</i>           | BETTER  |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | 162 <sup>nd</sup> Avenue  |
| <b>Applicant:</b>        | Gresham   |
| <b>Amount requested:</b> | <del>\$7,316,080</del> 7,575,882  |
| <b>Source requested:</b> | RFFA  |
| <b>Project phase(s):</b> | Construction  |
| <b>Evaluation notes:</b> | Project builds complete street between Halsey St. and Glisan St. (approx. .5 mi.). Improves crossing of 162 <sup>nd</sup> to connect to planned Holladay St. greenway. Fills gap in pedestrian network; improves transit stops. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |
| <i>Equity</i>            | BEST  |
| <i>Safety</i>            | BEST  |
| <i>Climate</i>           | BETTER  |
| <i>Congestion</i>        | BEST  |
| <i>Overall</i>           | BEST  |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | 7 <sup>th</sup> Avenue  |
| <b>Applicant:</b>        | Portland Bureau of Transportation   |
| <b>Amount requested:</b> | \$10,692,227  |
| <b>Source requested:</b> | RFFA  |
| <b>Project phase(s):</b> | Construction  |
| <b>Evaluation notes:</b> | Project upgrades existing bike lanes and sidewalks to add protected bike lanes and other active transportation improvements on a street identified on the High Crash Corridor network, e.g., ADA curb ramps, modernized signals and improved crossings. ROW is constrained; project removes parking on one side of the street. Project area includes residential and commercial uses; 7 <sup>th</sup> Ave provides a safer alternative to a regional freight network street (MLK/Grand couplet). Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |
| <i>Equity</i>            | BETTER  |
| <i>Safety</i>            | BEST  |
| <i>Climate</i>           | BETTER  |
| <i>Congestion</i>        | BEST  |
| <i>Overall</i>           | BETTER  |

|   |  |
|---|--|
| <b>Project name:</b>                          | Allen Blvd   |
| <b>Applicant:</b>                             | Beaverton  |
| <b>Amount requested:</b>                      | \$723,670  |
| <b>Source requested:</b>                      | RFFA   |
| <b>Project phase(s):</b>                      | Planning   |
| <b>Evaluation notes:</b>                      | Analysis of multiple options for multi-modal street improvements between Murray Rd. and King St. (approx. 1.5 miles). Options noted in application range from roadway reallocation to create a three-lane cross section, as well as roadway widening to retain the existing travel lanes and create space for protected bike facilities, wider sidewalks, and street trees. Project does not reach to Hwy. 217 interchange, approx. .2 mi east. Potential TSMO and ITS solutions identified, but further understanding of TSMO or ITS needs on this corridor are necessary. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.   |
| <b>Additional information from applicant:</b> | <p><b>Equity:</b> Project proposes a complete street plan approach to reduce barriers and disparities faced by community residents to access affordable and safe travel options. Project is in a Metro Equity Focus Area, with higher-than-average numbers of residents who are people of color, people with limited English proficiency and people with lower incomes. The project will evaluate a range of design alternatives that improve access for people walking, biking and taking transit and develop a plan to create a multimodal corridor that prioritizes mobility and access for people with a range of needs and physical abilities.</p> <p><b>Safety:</b> Project is in High Injury Corridor and a top concern for community members is an incomplete, uncomfortable and sometimes challenging environment for walking and bicycling. Increasing safety and identifying solutions that reduce fatal and serious injury crashes is a key focus of the plan.</p> <p><b>Community Engagement:</b> The project will meaningfully engage with historically marginalized communities and include partnering with CBOs and individuals to reach a diverse range of voices and lived experience.</p> <p><b>TSMO and ITS:</b> Project will propose signal timing changes and Transit Signal Priority to keep buses on schedule.</p> |
| <b>Outcomes ratings:</b>                      | <b>RFFA</b>  |
| <i>Equity</i>                                 | BETTER   |
| <i>Safety</i>                                 | BETTER   |
| <i>Climate</i>                                | BEST   |
| <i>Congestion</i>                             | BEST   |
| <i>Overall</i>                                | BEST   |

|                          |  |
|--------------------------|--|
| <b>Project name:</b>     | Beaverton Creek Trail  |
| <b>Applicant:</b>        | Tualatin Hills Parks & Recreation District   |
| <b>Amount requested:</b> | \$1,774,575 2,055,647  |
| <b>Source requested:</b> | RFFA   |
| <b>Project phase(s):</b> | Construction   |
| <b>Evaluation notes:</b> | Project constructs and improves section of trail up to regional standards. Design is constrained in places due to constrained ROW through developed property. Has multiple on and off-street sections. Connects to MAX stations. Some additional project features at the intersections where the trail crosses the roadway. These features make it safer to cross. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>  |
| <i>Equity</i>            | BEST   |
| <i>Safety</i>            | BEST   |
| <i>Climate</i>           | BETTER   |
| <i>Congestion</i>        | BEST   |
| <i>Overall</i>           | BETTER   |

|                          |  |             |
|--------------------------|--|-------------|
| <b>Project name:</b>     | Brookwood Pedestrian Overpass  |             |
| <b>Applicant:</b>        | Hillsboro  |             |
| <b>Amount requested:</b> | \$4,500,000  |             |
| <b>Source requested:</b> | Either   |             |
| <b>Project phase(s):</b> | Planning, Project Development  |             |
| <b>Evaluation notes:</b> | The project would design bridge across a major arterial that is also a segment of the Crescent Park Greenway. Adjoining segments of the regional trail are currently under construction. The project will address environmental considerations such as wetlands and floodplain issues. The project has a stated purpose of being more recreational and a lot of the project features are focused to support recreational use. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network. |             |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>   | <b>RFFA</b> |
| <i>Equity</i>            | GOOD   | GOOD        |
| <i>Safety</i>            | BETTER   | BEST        |
| <i>Climate</i>           | BETTER   | GOOD        |
| <i>Congestion</i>        | N/A  | BETTER      |
| <i>Trails</i>            | BETTER   | N/A         |
| <i>Overall</i>           | BETTER   | BETTER      |



|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | Clackamas River Trail   |
| <b>Applicant:</b>        | Happy Valley  |
| <b>Amount requested:</b> | \$666,175   |
| <b>Source requested:</b> | Bond  |
| <b>Project phase(s):</b> | Construction  |
| <b>Evaluation notes:</b> | Project would build a 1,450 foot multi-use trail along the Clackamas River in Carver. The property adjacent is undeveloped and difficult to plan / build without knowing what will be going there. Many unknowns regarding facility design and construction – major access issues - accessible likely and issue. Not currently filling a gap. The city would bring considerable overmatch, providing 75% of the overall project cost. Improves access to tracts with high residential development potential. Improves regional freight network. |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  |
| <i>Equity</i>            | GOOD  |
| <i>Safety</i>            | GOOD  |
| <i>Climate</i>           | GOOD  |
| <i>Trails</i>            | GOOD  |
| <i>Overall</i>           | GOOD  |

|                          |   |             |
|--------------------------|---|-------------|
| <b>Project name:</b>     | Cornfoot Road Multiuse Path   |             |
| <b>Applicant:</b>        | Portland Bureau of Transportation   |             |
| <b>Amount requested:</b> | \$5,225,500   |             |
| <b>Source requested:</b> | Either  |             |
| <b>Project phase(s):</b> | Project Development, Construction   |             |
| <b>Evaluation notes:</b> | Creates separated path along designated freight intermodal network connection in commercial/industrial zone. Fills 1.2 mile bike/ped network gap and is a segment of the Columbia Slough Trail. Improves connections to airport, employment, shopping. Not in an equity focus area but completes a direct connection between EFAs and employment area (via 47 <sup>th</sup> Ave improvements). Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network. |             |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  | <b>RFFA</b> |
| <i>Equity</i>            | BETTER  | BETTER      |
| <i>Safety</i>            | GOOD  | GOOD        |
| <i>Climate</i>           | BETTER  | GOOD        |
| <i>Congestion</i>        | N/A   | BEST        |
| <i>Trails</i>            | BETTER  | N/A         |
| <i>Overall</i>           | BETTER  | BETTER      |

|                          |   |             |
|--------------------------|---|-------------|
| <b>Project name:</b>     | Council Creek Trail   |             |
| <b>Applicant:</b>        | Washington County   |             |
| <b>Amount requested:</b> | \$5,511,000   |             |
| <b>Source requested:</b> | Either  |             |
| <b>Project phase(s):</b> | Construction  |             |
| <b>Evaluation notes:</b> | Project builds 20 street and driveway crossings along the six mile long Council Creek Trail and would leverage \$17.5M in local and federal funding dedicated to trail construction. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. |             |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  | <b>RFFA</b> |
| <i>Equity</i>            | BEST  | BETTER      |
| <i>Safety</i>            | BEST  | BEST        |
| <i>Climate</i>           | BEST  | BETTER      |
| <i>Congestion</i>        | N/A   | BEST        |
| <i>Trails</i>            | BEST  | N/A         |
| <i>Overall</i>           | BEST  | BEST        |

|                          |   |  |
|--------------------------|---|--|
| <b>Project name:</b>     | Cully Boulevard/57 <sup>th</sup> Avenue   |  |
| <b>Applicant:</b>        | Portland Bureau of Transportation   |  |
| <b>Amount requested:</b> | \$7,643,201   |  |
| <b>Source requested:</b> | RFFA  |  |
| <b>Project phase(s):</b> | Construction  |  |
| <b>Evaluation notes:</b> | Project improves bike/ped infrastructure between Fremont and Prescott streets. Creates protected bike lanes to continue existing protected facilities north of Prescott. Improves access to tracts with high residential development potential. |  |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |  |
| <i>Equity</i>            | BETTER  |  |
| <i>Safety</i>            | BETTER  |  |
| <i>Climate</i>           | BETTER  |  |
| <i>Congestion</i>        | BETTER  |  |
| <i>Overall</i>           | BETTER  |  |

|   |  |             |
|---|--|-------------|
| <b>Project name:</b>                          | Emerald Necklace Trail   |             |
| <b>Applicant:</b>                             | Forest Grove   |             |
| <b>Amount requested:</b>                      | \$200,000  |             |
| <b>Source requested:</b>                      | Either   |             |
| <b>Project phase(s):</b>                      | Planning   |             |
| <b>Evaluation notes:</b>                      | Refinement of several sections of an 11 mile trail loop encircling the city. Roughly half of the loop is already built. Through community engagement, the project would propose an alignment and preliminary design to complete the remaining gaps. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.   |             |
| <b>Additional information from applicant:</b> | The Senate Appropriations Committee is considering a \$2.24 million funding request for this project as part of the Transportation, Housing and Urban Development appropriations bill. Approval of this bill should occur in July. Should the City of Forest Grove receive these funds it is the intent of the City to complete the design, engineering and construction of the Gales Creek portion. This segment is approximately 3.1 miles, located between B Street and Gales Creek Terrace, and will be constructed entirely on City-owned land or easements. No right-of-way is required to construct this segment. |             |
| <b>Outcomes ratings:</b>                      | <b>Trails Bond</b>   | <b>RFFA</b> |
| <i>Equity</i>                                 | BETTER   | BETTER      |
| <i>Safety</i>                                 | BETTER   | BETTER      |
| <i>Climate</i>                                | BETTER   | GOOD        |
| <i>Congestion</i>                             | N/A  | BETTER      |
| <i>Trails</i>                                 | BETTER   | N/A         |
| <i>Overall</i>                                | BETTER   | BETTER      |

|                          |  |  |
|--------------------------|--|--|
| <b>Project name:</b>     | Fanno Creek Trail  |  |
| <b>Applicant:</b>        | Tigard   |  |
| <b>Amount requested:</b> | \$1,606,705  |  |
| <b>Source requested:</b> | RFFA   |  |
| <b>Project phase(s):</b> | Planning   |  |
| <b>Evaluation notes:</b> | Analysis of trail alignment options between Bonita Rd. and Durham Rd. (approx. 1 mile). Increases access to schools, library/services for an EFA and adjacent affordable housing complex. Significant portion of much longer trail system. Links/provides access to bus on perpendicular roads. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. |  |
| <b>Outcomes ratings:</b> | <b>RFFA</b>  |  |
| <i>Equity</i>            | BETTER BEST  |  |
| <i>Safety</i>            | BETTER   |  |
| <i>Climate</i>           | BETTER   |  |
| <i>Congestion</i>        | BETTER   |  |
| <i>Overall</i>           | BETTER BEST  |  |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | Gresham – Fairview Trail  |
| <b>Applicant:</b>        | Gresham   |
| <b>Amount requested:</b> | <del>\$4,167,723</del> 4,232,978  |
| <b>Source requested:</b> | Trails Bond   |
| <b>Project phase(s):</b> | Construction  |
| <b>Evaluation notes:</b> | Builds a new 0.6 mile long multi-use path along west side of NE 201 <sup>st</sup> Ave. Completes a gap in the Gresham-Fairview Trail and connects to the perpendicular I-84 path. The project has a high cost due to the need to move and rebuild the existing road. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  |
| <i>Equity</i>            | BEST  |
| <i>Safety</i>            | BEST  |
| <i>Climate</i>           | BEST  |
| <i>Trails</i>            | BETTER  |
| <i>Overall</i>           | BEST  |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | I-205 Multiuse Path   |
| <b>Applicant:</b>        | Clackamas County  |
| <b>Amount requested:</b> | <del>\$935,884</del> 1,094,858  |
| <b>Source requested:</b> | RFFA  |
| <b>Project phase(s):</b> | Planning, Project Development   |
| <b>Evaluation notes:</b> | Analysis of three potential alignments to replace current on-street section of regional multi-use path between Highways 224 and 212 (approx. 4,000 ft. straight line distance). Project will complete gap on regional trails network. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |
| <i>Equity</i>            | BEST  |
| <i>Safety</i>            | BEST  |
| <i>Climate</i>           | BETTER  |
| <i>Congestion</i>        | BEST  |
| <i>Overall</i>           | BEST  |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | Lakeview Blvd   |
| <b>Applicant:</b>        | Lake Oswego   |
| <b>Amount requested:</b> | \$450,036   |
| <b>Source requested:</b> | RFFA  |
| <b>Project phase(s):</b> | Project Development   |
| <b>Evaluation notes:</b> | Analysis and planning for road improvements. Indicated initial project design would widen .7 mile of Lakeview Blvd. (Jean Rd to McEwan Rd) to 14' travel lanes with bicycle sharrows, and upgrade sidewalk on one side of street. The street has single-family homes on the south side and industrial uses on the north, presenting a challenge to meet both purposes. Analysis and outreach are needed to design a facility that will serve the needs of businesses and residents while increasing the livability of the streets in the area. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |
| <i>Equity</i>            | BETTER  |
| <i>Safety</i>            | GOOD  |
| <i>Climate</i>           | BETTER  |
| <i>Congestion</i>        | GOOD  |
| <i>Overall</i>           | GOOD  |

|                          |  |             |
|--------------------------|--|-------------|
| <b>Project name:</b>     | Marine Drive Trail   |             |
| <b>Applicant:</b>        | Portland Parks & Recreation  |             |
| <b>Amount requested:</b> | \$2,161,124  |             |
| <b>Source requested:</b> | Either   |             |
| <b>Project phase(s):</b> | Project Development, Construction  |             |
| <b>Evaluation notes:</b> | Project would fill a 4,050 foot gap in the 40-Mile Loop. The design is appropriate for the classification with good safety and crossing features. Applicant has on-levee design and construction experience. A good level of work has gone into project development. The project would replace 4,000+ft of dangerous on street bike lanes in a high crash corridor with a separated path. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network. |             |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>   | <b>RFFA</b> |
| <i>Equity</i>            | GOOD   | BETTER      |
| <i>Safety</i>            | BETTER   | BEST        |
| <i>Climate</i>           | BEST   | BETTER      |
| <i>Congestion</i>        | N/A  | BEST        |
| <i>Trails</i>            | BETTER   | N/A         |
| <i>Overall</i>           | BETTER   | BETTER      |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | Martin Luther King Jr. Boulevard  |
| <b>Applicant:</b>        | Portland Bureau of Transportation   |
| <b>Amount requested:</b> | \$5,532,955   |
| <b>Source requested:</b> | RFFA  |
| <b>Project phase(s):</b> | Construction  |
| <b>Evaluation notes:</b> | Project consists of multiple crossing and signal improvements along MLK Blvd between Fremont and Lombard streets (approx. 2 mi). Adding bicycle facilities to MLK is not feasible due to nature of the street; improving crossings is safest improvement possible. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |
| <i>Equity</i>            | BEST  |
| <i>Safety</i>            | BETTER  |
| <i>Climate</i>           | BEST  |
| <i>Congestion</i>        | BEST  |
| <i>Overall</i>           | BEST  |

|                          |  |             |
|--------------------------|--|-------------|
| <b>Project name:</b>     | N Portland Greenway: Columbia Blvd to Cathedral Park   |             |
| <b>Applicant:</b>        | Portland Parks & Recreation  |             |
| <b>Amount requested:</b> | <del>\$2,647,950</del> 2,779,340 - \$5,505,841   |             |
| <b>Source requested:</b> | Either   |             |
| <b>Project phase(s):</b> | Project Development, Construction  |             |
| <b>Evaluation notes:</b> | <p>Project consists of three main elements: 1) makes up funding shortfall for partially designed and funded bike/ped bridge over Columbia Blvd, 2) builds 1,450 feet of paved regional trail in Baltimore Woods Natural Area and Cathedral Park, and 3) completes 2,300 feet of on-street neighborhoods greenways. Reviewers are concerned that the requested funds may not be enough to cover the bridge shortfall and that the neighborhood greenway elements may not be eligible for bond funds, as they are not shown in the Regional Trails System Plan Map. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network.</p> <p><b>EDIT 7/1/22:</b> Applicant has submitted a revised funding request with multiple project management and funding source scenarios and requested amounts for each. The funding request ranges from \$2,779,340 to \$5,505,841.</p> |             |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>   | <b>RFFA</b> |
| <i>Equity</i>            | BEST   | BEST        |
| <i>Safety</i>            | BEST   | BEST        |
| <i>Climate</i>           | BETTER   | GOOD        |
| <i>Congestion</i>        | N/A  | BEST        |
| <i>Trails</i>            | BEST   | N/A         |
| <i>Overall</i>           | BEST   | BETTER      |

|                          |   |             |
|--------------------------|---|-------------|
| <b>Project name:</b>     | N Portland Greenway: Kelley Point Park to Columbia Slough   |             |
| <b>Applicant:</b>        | Portland Parks & Recreation   |             |
| <b>Amount requested:</b> | \$4,465,605   |             |
| <b>Source requested:</b> | Either  |             |
| <b>Project phase(s):</b> | Project Development, Construction   |             |
| <b>Evaluation notes:</b> | Project would build a new 2,000 foot paved trail in Kelley Point Park and rebuild the 2,600 Rivergate Trail along the Columbia Slough. There is concern that the Rivergate Trail would be a “path to nowhere,” as it dead ends at the site of an unfunded future bike-ped bridge across the Slough. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. |             |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  | <b>RFFA</b> |
| <i>Equity</i>            | GOOD  | BETTER      |
| <i>Safety</i>            | BETTER  | BETTER      |
| <i>Climate</i>           | BETTER  | GOOD        |
| <i>Congestion</i>        | N/A   | GOOD        |
| <i>Trails</i>            | BETTER  | N/A         |
| <i>Overall</i>           | BETTER  | GOOD        |

|   |   |
|---|---|
| <b>Project name:</b>                          | Sandy Boulevard   |
| <b>Applicant:</b>                             | Multnomah County  |
| <b>Amount requested:</b>                      | \$20,660,000  |
| <b>Source requested:</b>                      | RFFA  |
| <b>Project phase(s):</b>                      | Construction  |
| <b>Evaluation notes:</b>                      | Project adds sidewalks and bike lanes, improves transit access along a 1.4 mile section of Sandy Blvd. between Gresham city limits and 230 <sup>th</sup> Ave. Overall project funding request is phased into smaller sections to allow for different funding options to be considered. Project is not on high crash corridor network nor in equity focus area. But there is a large amount of affordable housing in the project area and it is in close proximity to employment areas. Project as described would not completely fill network gap; project extent does not include approx. 2 block length between improvements eastward to 201 <sup>st</sup> and the Gresham city limit. It is unclear from the application if a future project is planned to close this gap. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network.  |
| <b>Additional information from applicant:</b> | The project builds on a previous RFFA award to design the improvements on Sandy Blvd from the Gresham City Limits to 230th. The County and neighboring jurisdictions along Sandy Blvd have been working for many years over phased projects to make this former ODOT road a complete street safe for pedestrians. It is a narrow freight route and lacks safe bicycling, walking, or ADA accessible infrastructure in an area with senior and affordable housing and where more new multifamily housing is being constructed. Recent development has been required to fill in sidewalk gaps along the parcel's frontage, but the piecemeal nature of this development means it is still unsafe for people to walk along the corridor and impossible for people using mobility devices - this project builds on those existing projects and closes the gaps along this nearly 30 block corridor. This section and a couple of adjacent blocks in Gresham are the final gap in active transportation infrastructure on Sandy Blvd. We are partnering with Gresham to include the two blocks from the city limits to 201st Avenue so that there is no remaining gap after this project is completed. |
| <b>Outcomes ratings:</b>                      | <b>RFFA</b>   |
| <i>Equity</i>                                 | GOOD  |
| <i>Safety</i>                                 | BETTER  |
| <i>Climate</i>                                | BETTER  |
| <i>Congestion</i>                             | BEST  |
| <i>Overall</i>                                | BETTER  |



|   |  |
|---|--|
| <b>Project name:</b>                          | Sandy River Greenway   |
| <b>Applicant:</b>                             | Troutdale  |
| <b>Amount requested:</b>                      | \$1,945,800  |
| <b>Source requested:</b>                      | Trails Bond  |
| <b>Project phase(s):</b>                      | Construction   |
| <b>Evaluation notes:</b>                      | Riverfront path construction completes a gap in the 40-mile loop, and connects existing trails at I-84 to the Historic Columbia River Highway in downtown Troutdale. Helps create safer connection to industrial area and employment. Proposed design provides a high-quality experience. Design challenge will be to cross under railroad while staying above flood elevation. 60% design is already completed.   |
| <b>Additional information from applicant:</b> | <p><b>Anti-displacement strategy:</b> We are contracting with two design firms that are certified WBE and DBE (Marianne Zarkin Landscape Architects and Firwood Design Group) and will include COBID-certified firms in the bid evaluation criteria for the construction phase of the project. We will strive to include other strategies from “Parks Bond: Anti-displacements Strategies” memo (Metro, July 6, 2021) as the project progresses.</p> <p><b>Provides transit options &amp; connects with trails of statewide significance:</b> The proposed trail helps provide transit options and congestion relief in the Waterfall Corridor by connecting the I-84 bikeway to a Sasquatch shuttle stop and Bike Hub at the Gateway to the Gorge Visitor Center.</p> <p><b>Industrial/Commercial developability:</b> Although census tract 41051010305 scores lower than average overall in terms of commercial and housing developability, the proposed trail and park is sited within Troutdale’s Urban Renewal Area (The Confluence) which includes 16 acres of undeveloped land that will become a new mixed-use (residential and commercial) center for Troutdale.</p> <p><b>Improves access to low and middle wage jobs:</b> The trail provides a direct connection from downtown Troutdale to census tract 41051010200 (Troutdale Reynolds Industrial Park) which is above average in terms of diversity, job access and developability according to the Economic Value Atlas tool.</p> |
| <b>Outcomes ratings:</b>                      | <b>Trails Bond</b>   |
| <i>Equity</i>                                 | GOOD   |
| <i>Safety</i>                                 | BETTER   |
| <i>Climate</i>                                | BETTER   |
| <i>Trails</i>                                 | GOOD   |
| <i>Overall</i>                                | GOOD   |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | Scott Creek Trail   |
| <b>Applicant:</b>        | Happy Valley  |
| <b>Amount requested:</b> | \$89,562  |
| <b>Source requested:</b> | Trails Bond   |
| <b>Project phase(s):</b> | Planning, Project Development   |
| <b>Evaluation notes:</b> | Project would complete 30% design for a regional trail gap in an equity focus area, providing a grade-separated crossing of Sunnyside Road and a connection to Mt. Talbert Nature Park. They have reached out to Tribes about the grant request and project. The project would address a network gap and has both a Preferred A) off street option and a Backup B) On Street alignment. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  |
| <i>Equity</i>            | BEST  |
| <i>Safety</i>            | BEST  |
| <i>Climate</i>           | BETTER  |
| <i>Trails</i>            | GOOD  |
| <i>Overall</i>           | BETTER  |

|                          |  |
|--------------------------|--|
| <b>Project name:</b>     | Taylors Ferry Road   |
| <b>Applicant:</b>        | Portland Bureau of Transportation  |
| <b>Amount requested:</b> | \$10,124,236   |
| <b>Source requested:</b> | RFFA   |
| <b>Project phase(s):</b> | Construction   |
| <b>Evaluation notes:</b> | Fills gap between 48 <sup>th</sup> Ave and Barbur Blvd. Improves access to transit, creates safer biking/walking conditions. Project design is limited due to right-of-way limitations and environmental impacts. This segment of Taylors Ferry Rd traverses Woods Creek and surrounding natural area; sidewalk only on one side of street. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>  |
| <i>Equity</i>            | BETTER   |
| <i>Safety</i>            | GOOD   |
| <i>Climate</i>           | BETTER   |
| <i>Congestion</i>        | BETTER   |
| <i>Overall</i>           | BETTER   |

|                          |   |             |
|--------------------------|---|-------------|
| <b>Project name:</b>     | Tigard – Lake Oswego Trail  |             |
| <b>Applicant:</b>        | Tigard  |             |
| <b>Amount requested:</b> | \$245,000   |             |
| <b>Source requested:</b> | Either  |             |
| <b>Project phase(s):</b> | Planning  |             |
| <b>Evaluation notes:</b> | This alignment study will refine a concept alignment for a 4,400 foot regional trail connection that includes crossings of a freeway ramp and two private properties, and a reconfiguration of city streets. The future trail would provide an important link in the active transportation network by connecting to an existing bike/ped bridge across I-5. The project faces many constraints and unknowns, particularly around ODOT's future plans within its right-of-way. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves access to tracts with high residential development potential. Improves regional freight network. |             |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  | <b>RFFA</b> |
| <i>Equity</i>            | BETTER  | BETTER      |
| <i>Safety</i>            | BETTER  | BEST        |
| <i>Climate</i>           | BEST  | BETTER      |
| <i>Congestion</i>        | N/A   | BEST        |
| <i>Trails</i>            | BEST  | N/A         |
| <i>Overall</i>           | BEST  | BEST        |

|                          |   |  |
|--------------------------|---|--|
| <b>Project name:</b>     | Trolley Trail   |  |
| <b>Applicant:</b>        | North Clackamas Parks & Recreation District   |  |
| <b>Amount requested:</b> | \$624,250   |  |
| <b>Source requested:</b> | Trails Bond   |  |
| <b>Project phase(s):</b> | Construction  |  |
| <b>Evaluation notes:</b> | Realigns and improves an existing 1,065 foot substandard section of the regional trail along McLoughlin Blvd, within the park. The design will create a 14-ft paved multi-use path and will remove tight turns, delineate bike and ped zones, mitigate potential crossing conflict, and provide more uniform paving. This segment connects people from the regional trail network to the park and the river as well as from the transit stops, housing, and commercial areas in the adjacent downtown and neighboring communities. Identified in Regional Investment Measure. Improves access to tracts with high residential development potential. Improves regional freight network. |  |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  |  |
| <i>Equity</i>            | BEST  |  |
| <i>Safety</i>            | BEST  |  |
| <i>Climate</i>           | BEST  |  |
| <i>Trails</i>            | BEST  |  |
| <i>Overall</i>           | BEST  |  |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | Troutdale Road  |
| <b>Applicant:</b>        | Multnomah County  |
| <b>Amount requested:</b> | \$1,720,000   |
| <b>Source requested:</b> | RFFA  |
| <b>Project phase(s):</b> | Project Development   |
| <b>Evaluation notes:</b> | Project improves .35 mile of Troutdale Rd. between Stark St. and Beaver Creek Ln. Includes culvert replacement for Beaver Creek and adds sidewalks and bike facilities. Improves transit stops. Troutdale Rd/Buxton Rd are identified as a 1.5 mile gap in the regional bike/ped network. Curb tight sidewalks and painted bike lanes are present for most of this gap but are largely missing in the project area particularly at the culvert. There are few viable alternative options for north/south active transportation travel in this area. |
| <b>Outcomes ratings:</b> | <b>RFFA</b>   |
| <i>Equity</i>            | BETTER  |
| <i>Safety</i>            | BETTER  |
| <i>Climate</i>           | GOOD  |
| <i>Congestion</i>        | BETTER  |
| <i>Overall</i>           | BETTER  |

|                          |  |
|--------------------------|--|
| <b>Project name:</b>     | Westside Trail Bridge  |
| <b>Applicant:</b>        | Tualatin Hills Parks & Recreation District   |
| <b>Amount requested:</b> | \$1,907,500  |
| <b>Source requested:</b> | Trails Bond  |
| <b>Project phase(s):</b> | Project Development  |
| <b>Evaluation notes:</b> | Project will complete design and engineering for a bike/ped bridge across US-26 Sunset Highway. Crosses a major barrier (the freeway) and the design thus far has been informed by a thorough planning and engagement process. Identified in Regional Investment Measure. Improves access to regional target industries. Improves access to tracts with high industrial/commercial development potential. Improves regional freight network. |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>   |
| <i>Equity</i>            | BEST   |
| <i>Safety</i>            | BETTER   |
| <i>Climate</i>           | BETTER   |
| <i>Trails</i>            | BEST   |
| <i>Overall</i>           | BEST   |

|                          |   |
|--------------------------|---|
| <b>Project name:</b>     | Westside Trail: Segment 1   |
| <b>Applicant:</b>        | King City   |
| <b>Amount requested:</b> | \$210,000   |
| <b>Source requested:</b> | Trails Bond   |
| <b>Project phase(s):</b> | Planning, Project Development   |
| <b>Evaluation notes:</b> | Project would plan and design the entirety of King City's 4,000 foot segment of the regional trail. The Urban Growth Boundary was recently expanded to encompass this portion of trail. The trail would provide connections to the local trail network and public transit on 99W to the people living North of Beef Bend Rd or west of the Power Line. Because it is a planning project there are still many unknowns regarding facility design. Improves access to tracts with high residential development potential. |
| <b>Outcomes ratings:</b> | <b>Trails Bond</b>  |
| <i>Equity</i>            | GOOD  |
| <i>Safety</i>            | GOOD  |
| <i>Climate</i>           | GOOD  |
| <i>Trails</i>            | BETTER  |
| <i>Overall</i>           | GOOD  |

|   |   |
|---|---|
| <b>Project name:</b>                          | Willamette Falls Drive  |
| <b>Applicant:</b>                             | West Linn   |
| <b>Amount requested:</b>                      | \$3,497,580   |
| <b>Source requested:</b>                      | RFFA  |
| <b>Project phase(s):</b>                      | Construction  |
| <b>Evaluation notes:</b>                      | Project continues complete street improvements for .4 mile between 16 <sup>th</sup> and Ostman Streets. High level of design detailed in application; concern is that available right-of-way may not be sufficient along the entire length to include all identified project elements.                    |
| <b>Additional information from applicant:</b> | This project parallels I-205 and completes a section of the planned regional bike and pedestrian network paralleling the freeway/pending tollway. It also connects to planned walking and safe routes to school for the Athey Creek middle school currently under construction on Willamette Falls Drive. |
| <b>Outcomes ratings:</b>                      | <b>RFFA</b>   |
| <i>Equity</i>                                 | GOOD  |
| <i>Safety</i>                                 | BETTER  |
| <i>Climate</i>                                | BETTER  |
| <i>Congestion</i>                             | GOOD  |
| <i>Overall</i>                                | GOOD  |

## ACKNOWLEDGEMENTS

### **Performance Measures Work Group:**

Glen Bolen – ODOT  
William Francis – Community Cycling Center  
Hau Hagedorn – Portland State University  
Ted Labbe – Urban Greenspaces Institute  
Lewis Lem – Port of Portland  
Andre Lightsey-Walker – The Street Trust  
Stephanie Noll – Oregon Trails Coalition  
Jeff Owen – TriMet  
Momoko Saunders – Community Cycling Center  
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Robert Spurlock  
Karen Vitkay

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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RFFA / Bond examples for TPAC discussion, updated

<https://oregonmetro.sharefile.com/d-sa5a977ca451d433a90b71fe3188b8a2f>



Materials following this page were distributed at the meeting.



# 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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**Project web site:** [oregonmetro.gov/rffa](http://oregonmetro.gov/rffa)

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| Online tool participants .....            | 37 |

### ***Appendices under separate cover***

Appendix A: Notices and invitations to participate - *forthcoming*

Appendix B: Comments received, email

Appendix C: Comments received, letters and phone calls

Appendix D: Comments received, web comment tool

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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](http://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](http://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](mailto: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

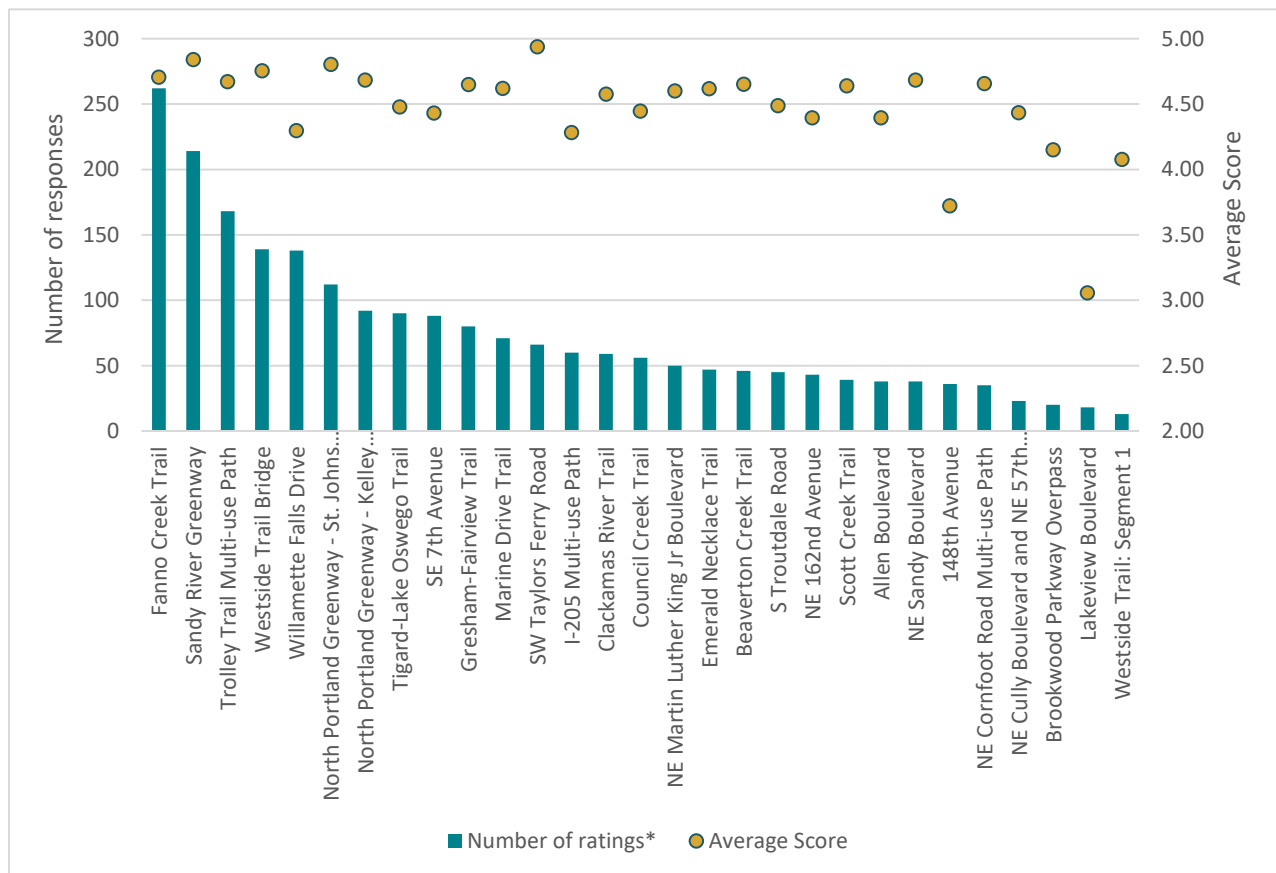
(For the full text of these comments, see appendices)

## 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.)<sup>1</sup> 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**



<sup>1</sup> 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

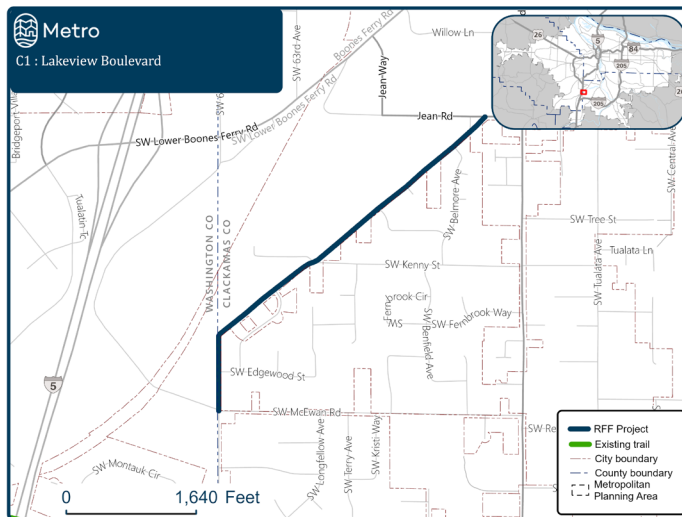
## Summary of comments, proposed projects

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](https://oregonmetro.gov/rffa) in the proposed projects section.

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

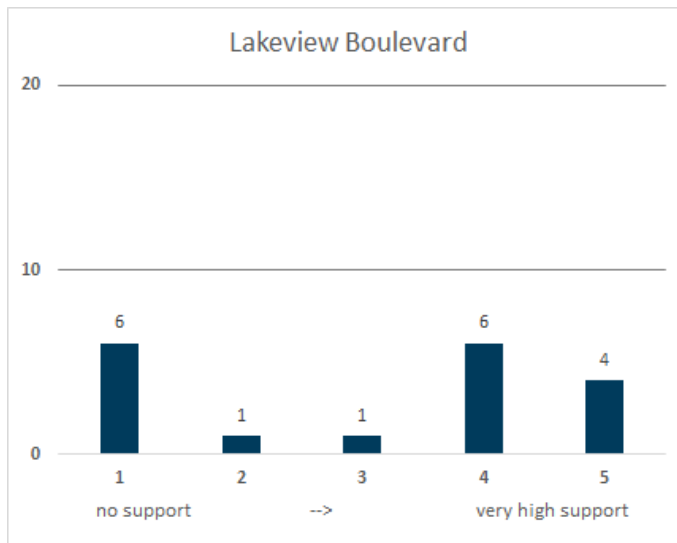


There was a relatively lower level of interest in this project. The comments in support of the project indicated the need for safer sidewalks that would connect to nearby schools.

- “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

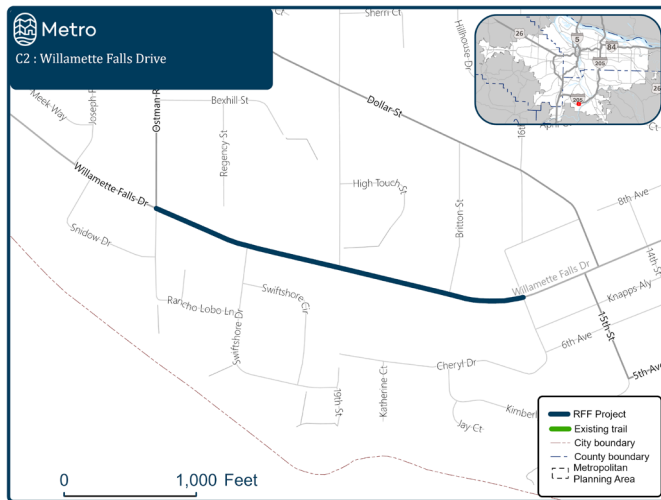
Number of web tool comments: 10



*Concerns or considerations:*

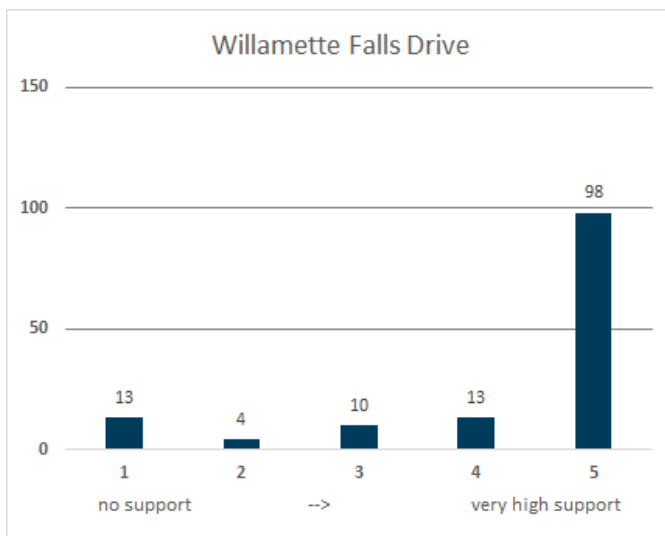
- A few comments indicated that this project is not a priority.

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



Number of letter, email and voice mail comments: 0

Number of web tool comments: 107



### Concerns/considerations:

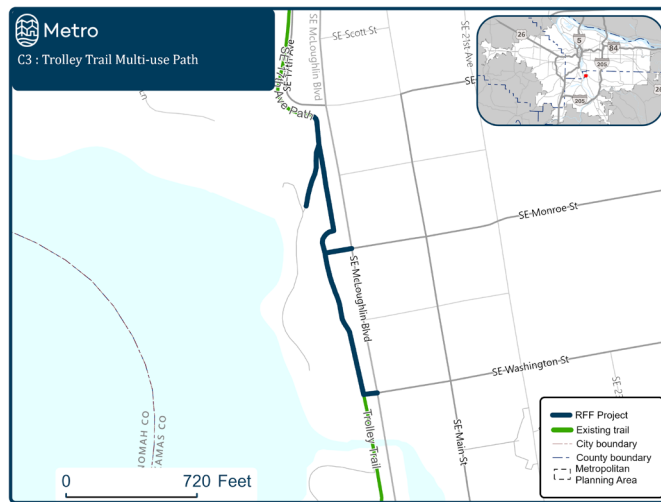
A couple of people voiced concerns about the potential impacts of this project on specific properties. There were several concerns about the cost of the project.

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.

- “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!”

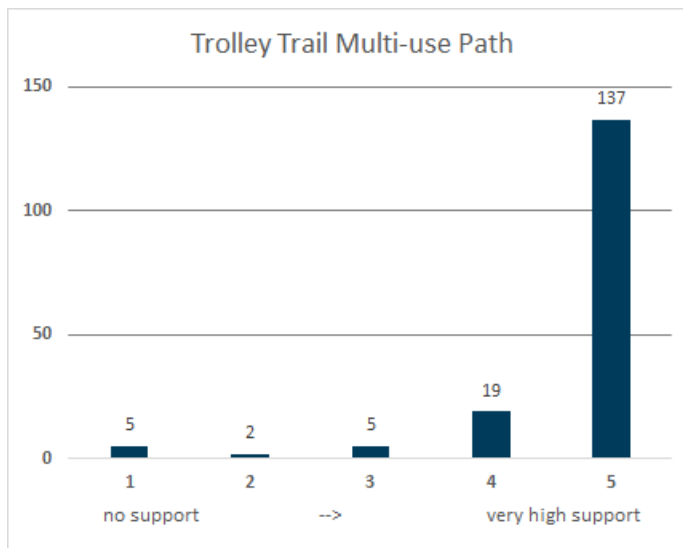


### C3: Trolley Trail Multiuse Path – Milwaukie Bay Park | North Clackamas Park and Recreation | \$624,250



Number of letter, email and voice mail comments: 5

Number of web tool comments: 121

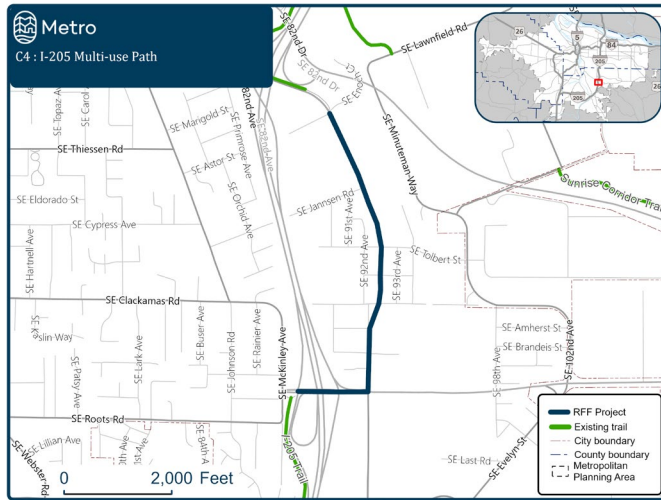


#### Concerns/considerations:

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.

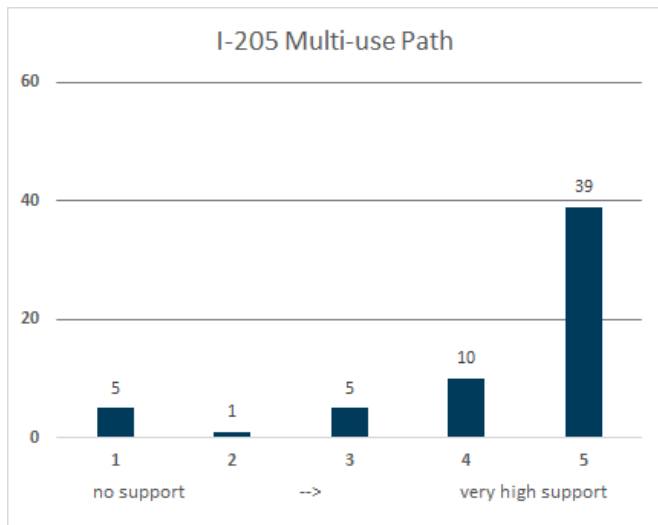
Most online comments and letters/emails voice support for this project highlighting the need for an improved trail that meets the needs of the people who use this trail for a variety of activities.

- “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



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.

*Concerns or considerations:*

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

**Metro**  
C5 : Scott Creek Trail

SE Azar Dr  
SE Niklas Ln  
SE Vernazza Ln  
SE 115th Ct  
SE 116th Ct  
SE Westgate Way  
SE 117th Ct  
SE 118th Ct  
SE 119th Ave  
SE Timber Valley Dr  
SE Forest Creek Ct  
SE 120th Ave  
SE 121st Ave  
SE Eagle Glen Dr  
SE Imperial Crest St  
SE Lynda Ln

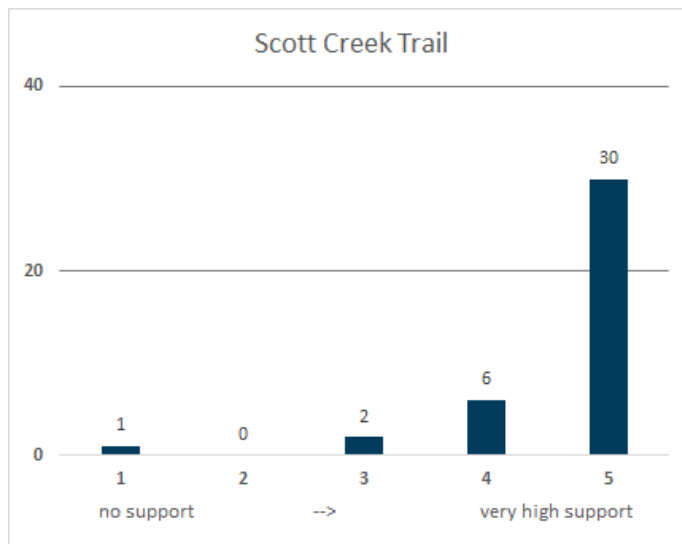
SE Sunnyside Rd  
SE 116th Ct  
SE 117th Ct  
SE 118th Ct  
SE 119th Ave  
SE 120th Ave  
SE 121st Ave

0 1,020 Feet

Legend:  
 - RFF Project  
 - Existing trail  
 - City boundary  
 - County boundary  
 - Metropolitan Area  
 - Planning Area

Inset Map: Metro Vancouver

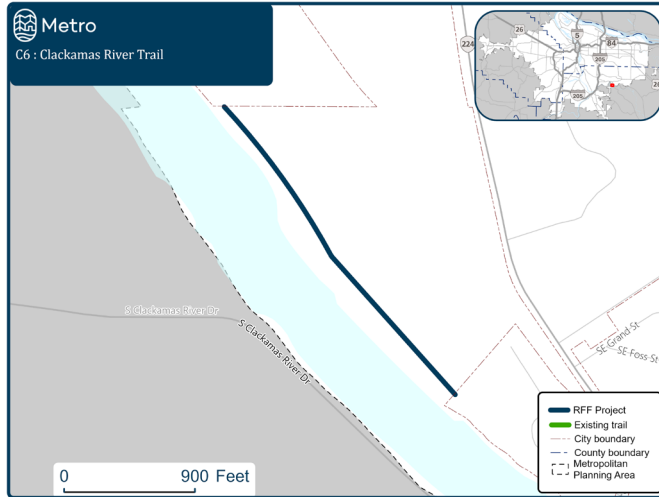
Number of web tool comments: 29



One comment indicated that it is not a priority.

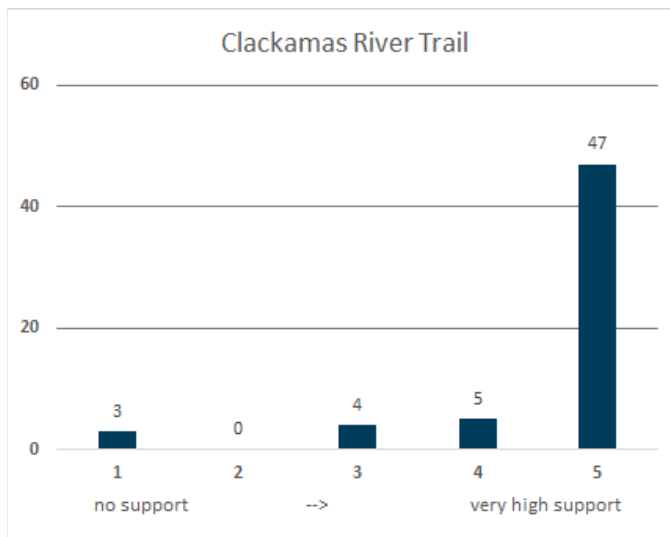
- “Provides a needed connection to the bus line and businesses from the nature park trail.”
- “I visit the park frequently - both Southern Lites and Mt Talbert and would be great to have a nice way to walk to both parks rather than driving between the two, as crossing Sunnyside Rd can be difficult.”

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



Number of letter, email and voice mail comments:  
2

Number of web tool comments: 44



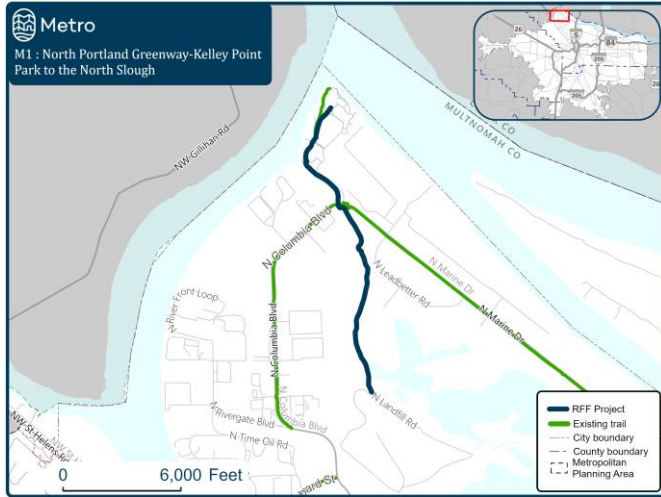
### Concerns/considerations:

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."

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.

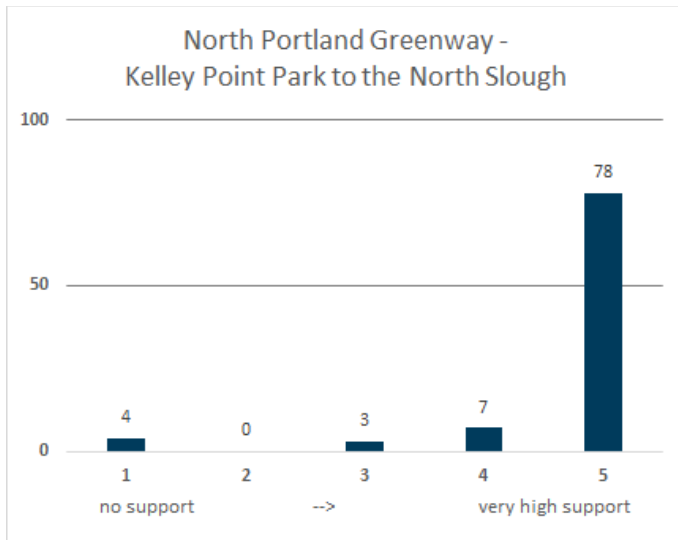
- Development along the Clackamas River is long overdue and this project would be a great start. This is a beautiful natural resource that has no access in our area and this project is a great start on the long term plan.
- Modest cost to enhance a connection in the Carver area. The main road is extremely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

**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

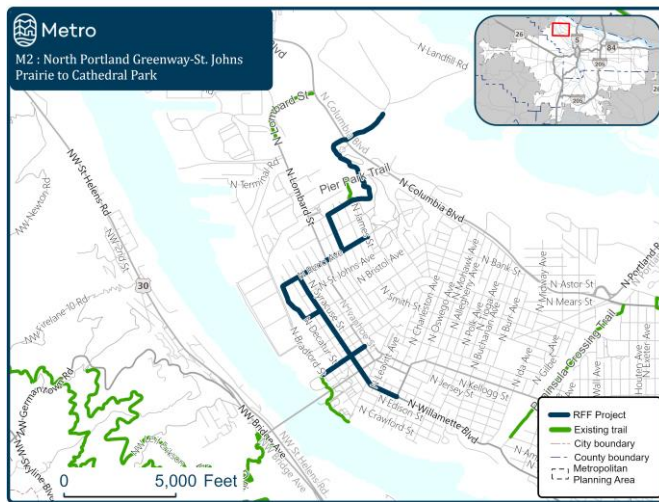
Number of web tool comments: 65



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.

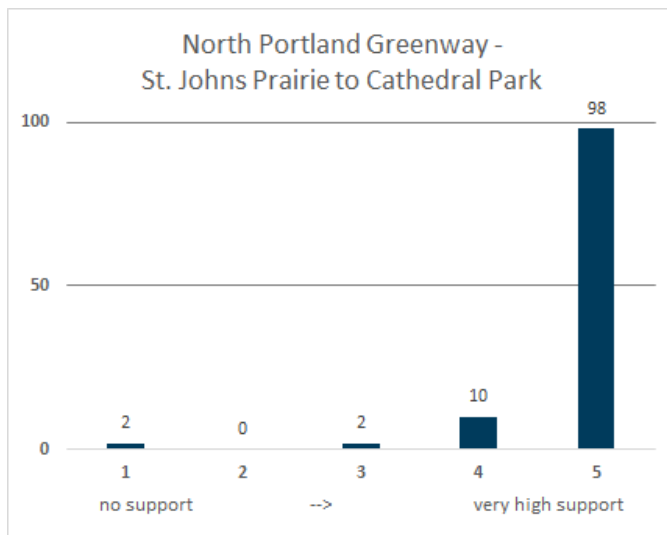
- “These projects would greatly enhance our ability to enjoy the parks and waterways of the peninsula.”
- “This project will improve safety and access to nature by providing infrastructure for pedestrian/bike access to Kelley Point Park from St. Johns Prairie (the former landfill). It will also improve 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

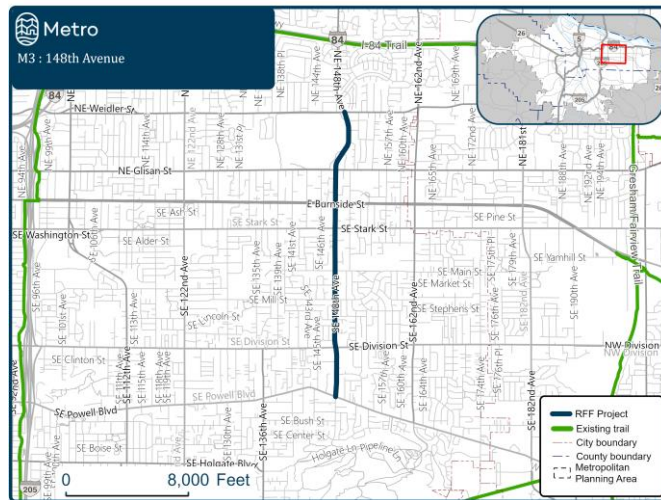


All online comments voiced support for this project.

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

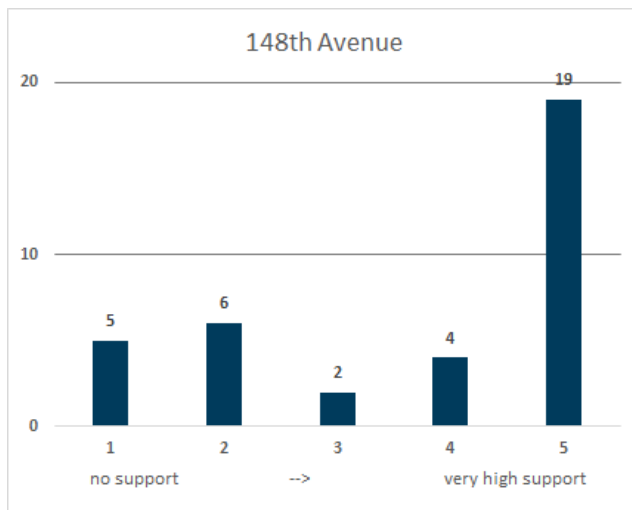
- “We need more places in this area that are recreational, green and non –industrial. Restored streets, sidewalks and more green areas. Involve young people in your ideas and then carry out actions with children and young people’s opinion.” – comment submitted in Spanish and translated
- “This neighborhood 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



#### 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.

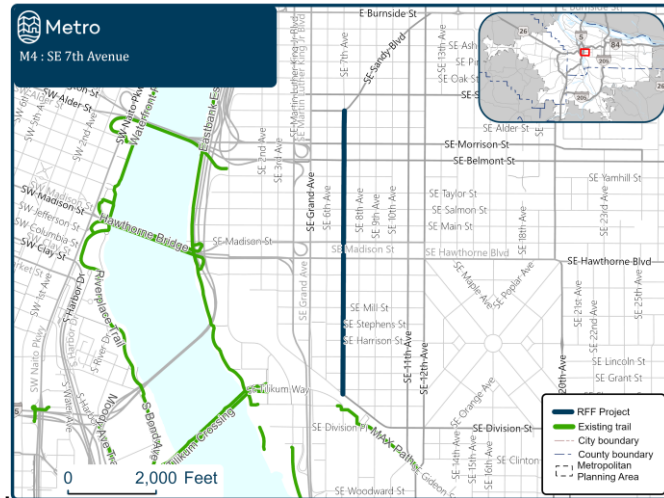
About half of the online comments supported the project and about half voiced concern or lack of support.

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.”

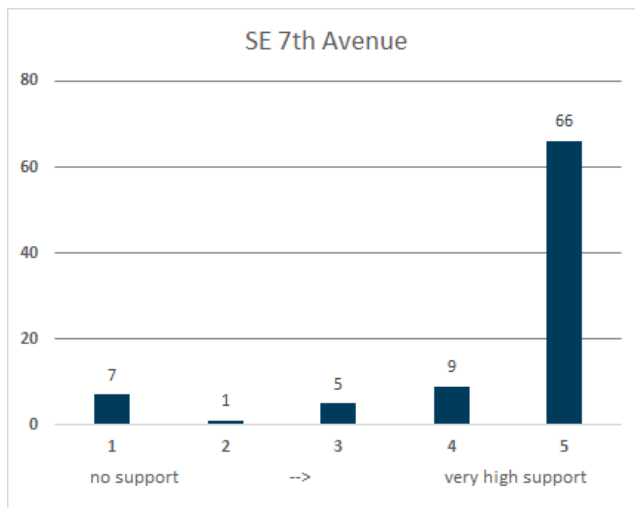


## M4: 7<sup>th</sup> Avenue, Complete Street Project | City of Portland | \$10,692,225



Number of letter, email and voice mail comments: 1

Number of web tool comments: 64



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.”

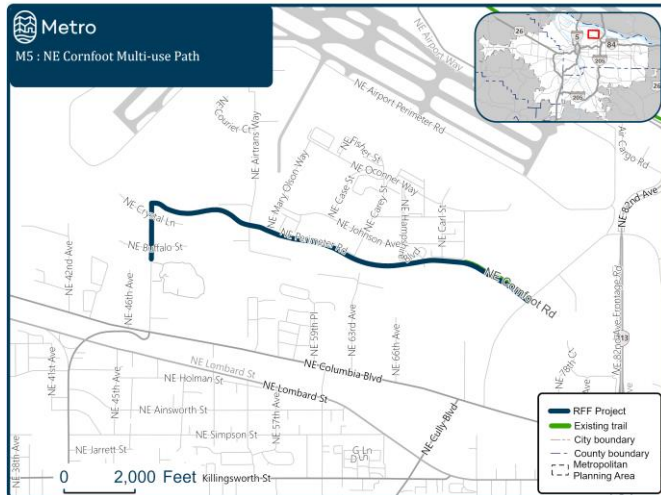
### Concerns or considerations:

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.”

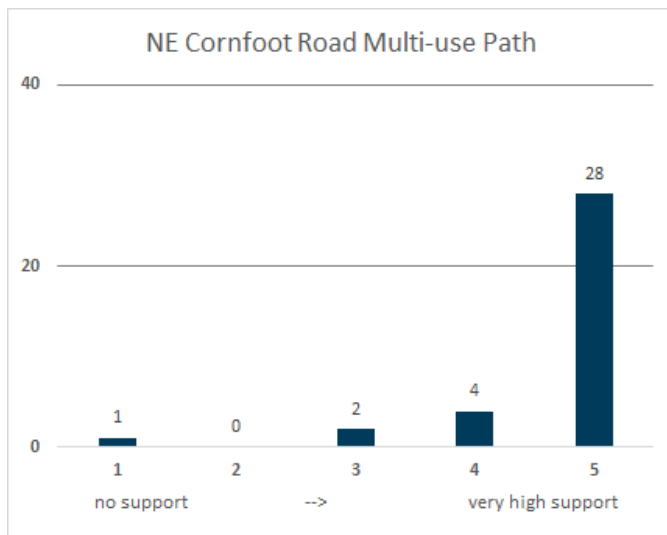


## M5: NE Cornfoot Road, Multi-use Path Project | City of Portland | RFFA \$6,698,350, Trail Bonds \$5,225,500



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.

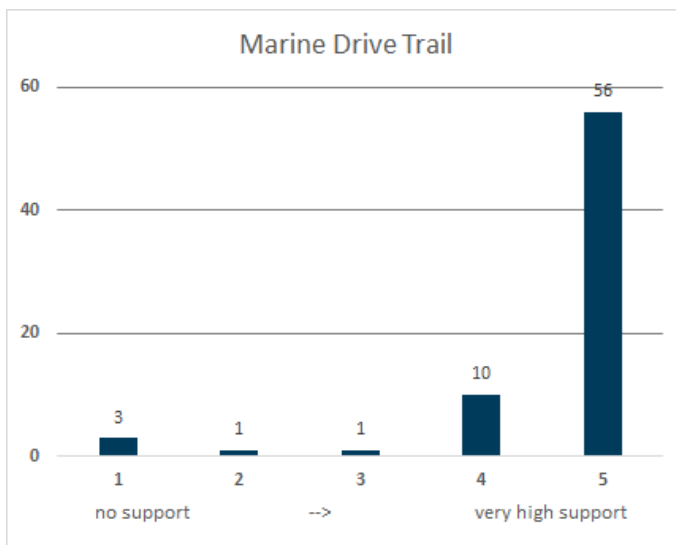
- “East-west link that builds on existing sections of the Columbia Slough trail. This part of an active transportation link that will connect to Ne 47th and the Whitaker Ponds Nature area.”
- “The NE Cornfoot Road Multi-use Path is a critical connection from our neighborhood to employment opportunities 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 122<sup>nd</sup> Avenue | City of Portland | RFFA \$2,770,300 Trail Bonds \$2,161,200**



Number of letter, email and voice mail comments: 3

Number of web tool comments: 53



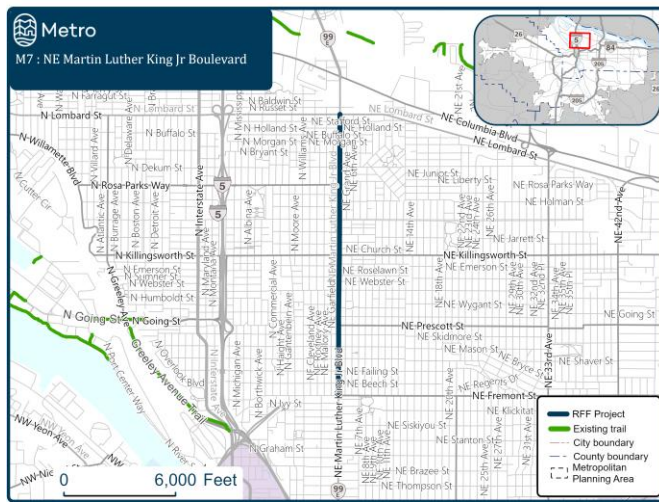
*Concerns or considerations:*

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

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

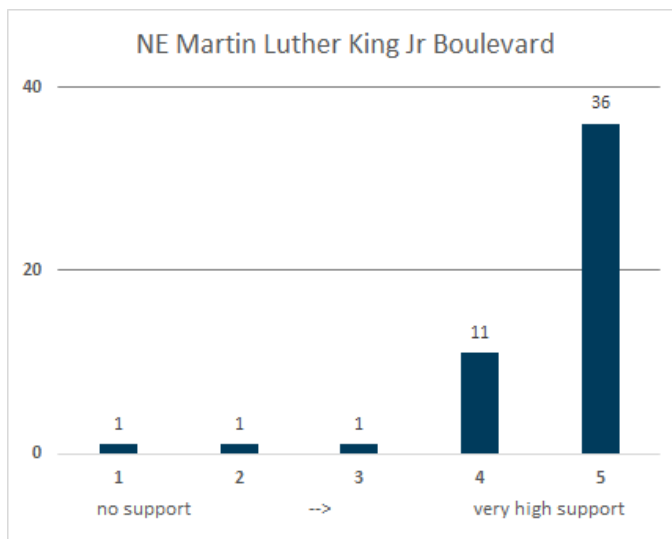
- “Weekday riding on Marine Drive is not very pleasant because of the heavy use by semi-trucks and the number of vehicles on the road...”
- “This is a much needed trail connection. The existing trail gap is dangerous and discourages non seasoned cyclists and pedestrians.”

## 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:

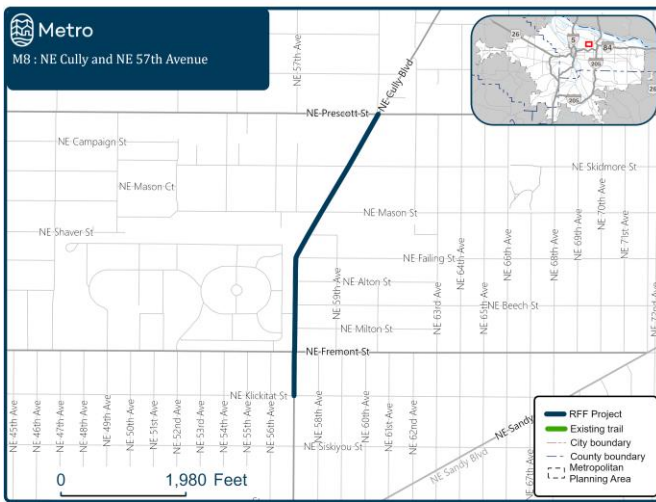
Two commenters voiced concerns, one about the cost and one about potential for new bike infrastructure to negatively impact businesses on MLK.

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.”

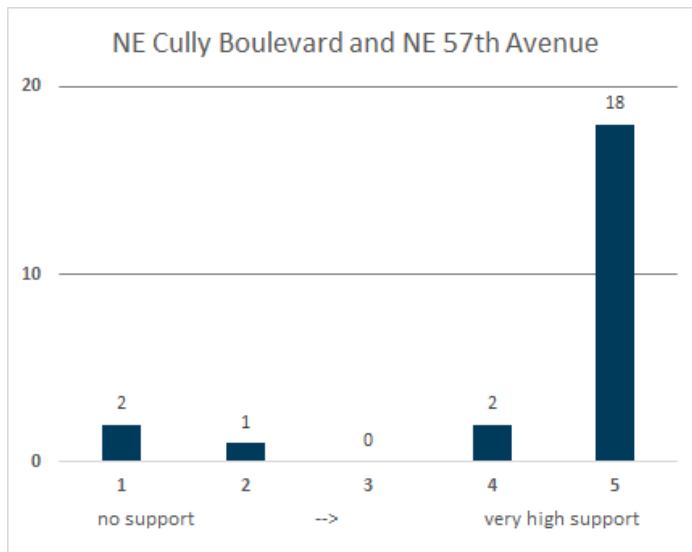
## M8: NE Cully Boulevard/57<sup>th</sup> Avenue, Complete Street Project | City of Portland | \$7,643,200



Number of letter, email and voice mail comments: 1

Hearing testimony comments in support:

Number of web tool comments: 13



### Concerns/considerations:

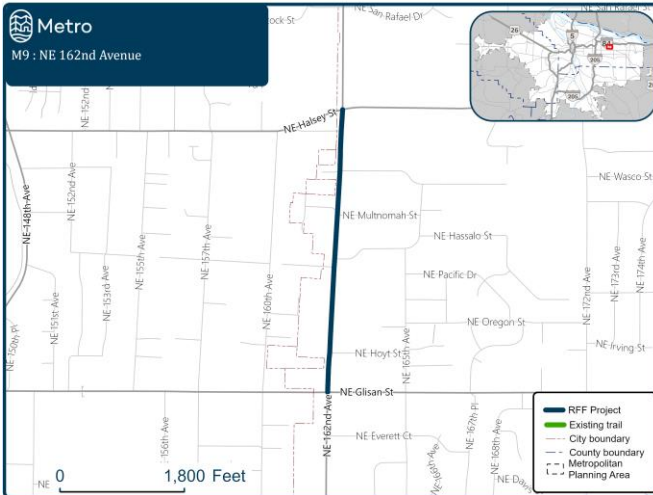
One person voiced interest in seeing a more holistic approach to investments in Cully, with consideration for the impacts on gentrification.

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.

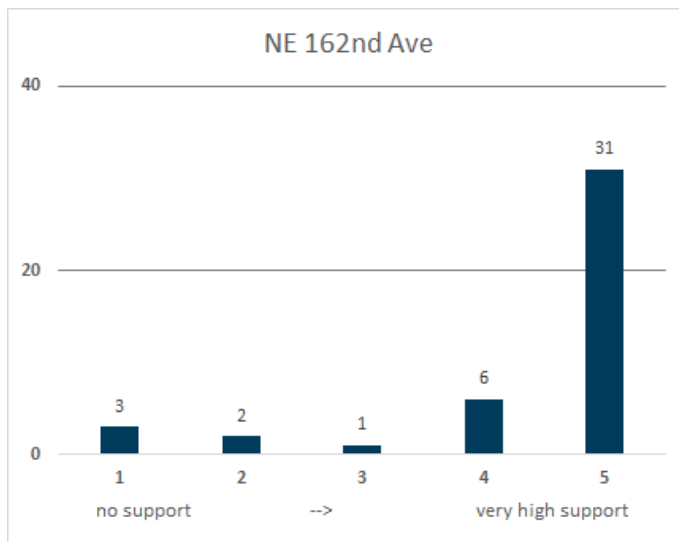
- “This street is classified as a Pedestrian Parkway and a Bicycle Parkway in the Regional Transportation Plan and it is currently unsafe for both.”
- “This would connect to an existing well-protected section north of NE Prescott, and it would finally allow safe biking and pedestrian access from the 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 162<sup>nd</sup> 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

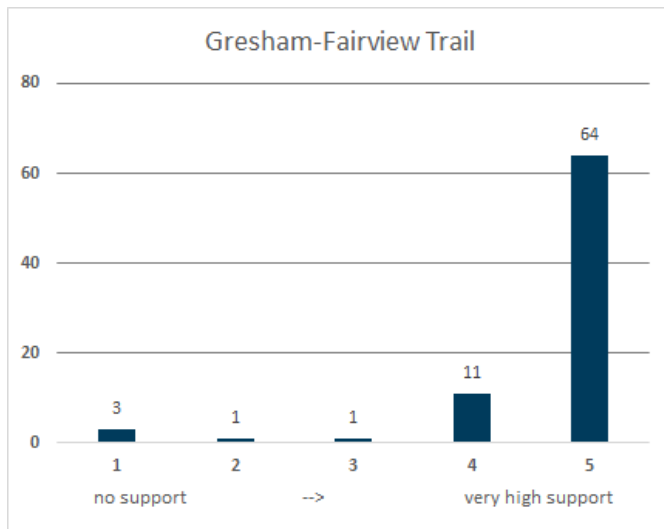
- “This road is so dangerous! It's always hard to even just cross the street. Also with the Albertina Kerr building, more folks will be living right here. Kids are at risk!”
- “162nd connects kids to parks and schools, commuters to public transit, and residents to grocery stores. This project would improve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

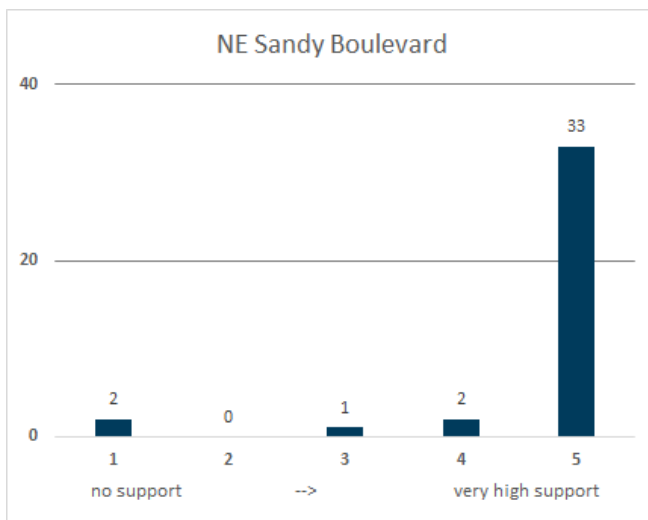


## M11: NE Sandy Boulevard Complete Street: Gresham City Limits to NE 230<sup>th</sup> Avenue | Multnomah County | \$20,660,000



Number of letter, email and voice mail comments: 5

Number of web tool comments: 26



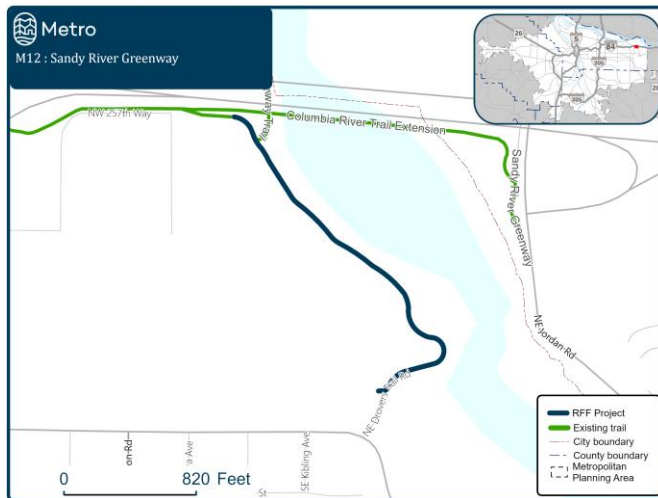
### Concerns/considerations:

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

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

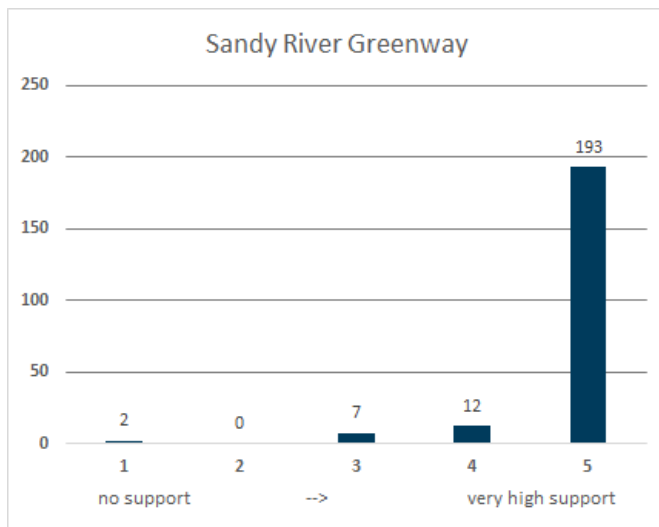
- East Multnomah county often gets forgotten, or dismissed with Portland taking up the majority of the county. It would be nice to have more attributes to make our community safer and more family friendly.
- This strip desperately needs sidewalks for safety, especially with new apartments going in.

## 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:

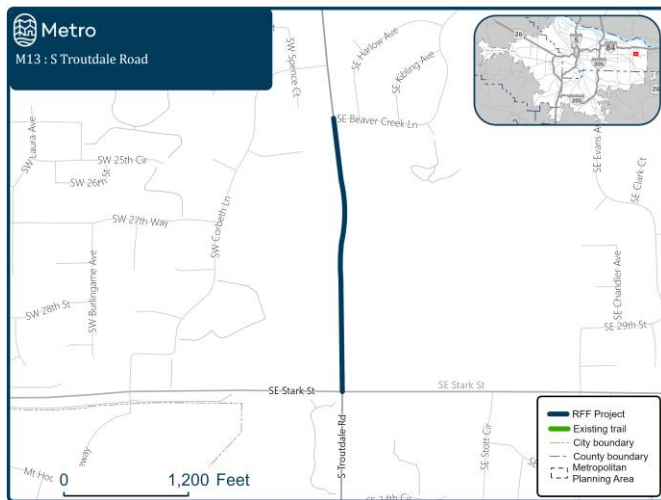
There was one comment voicing concern about the potential for people camping in the park.

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.”

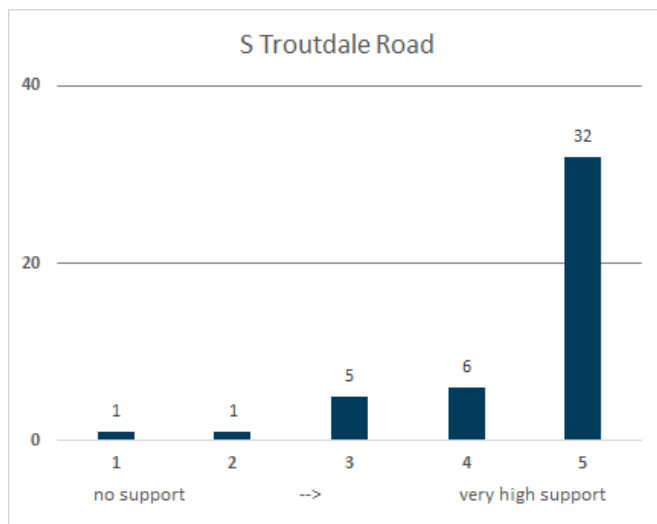


### M13: S Troutdale Road Complete Street and Fish Culvert| Multnomah County | \$1,720,000



Number of letter, email and voice mail comments: 0

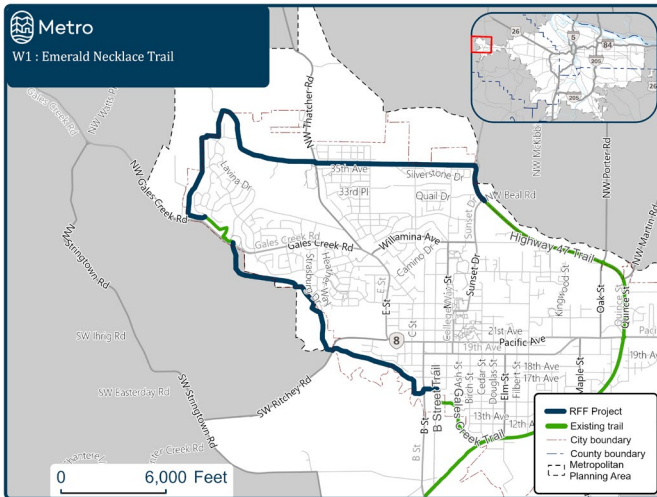
Number of web tool comments: 28



All online comments and letters/emails voice support for this project. Online comments and letters/emails highlighted how this project would increase safety and connectivity for people of all ages and abilities.

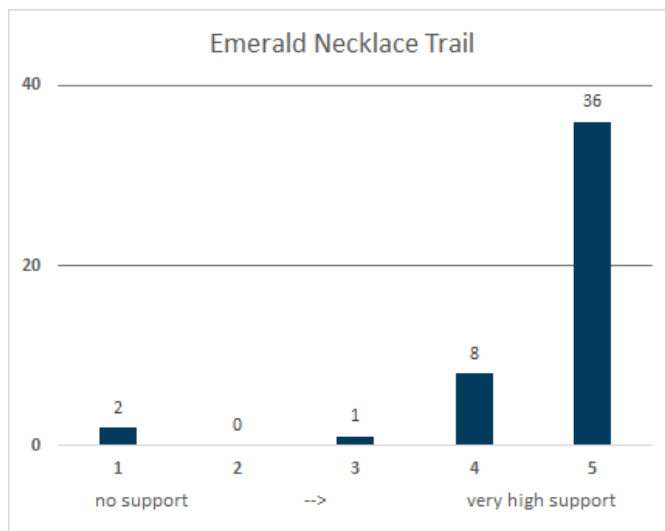
- It seems ridiculous that so many kids who go to Sweetbriar don't have a safe walking route to school because of the lack of sidewalk on S Troutdale just north of stark.
- "My sister (a wheelchair user) has a hard time going from the market to our home. A sidewalk or a wider walk way would help us get to the market or a bus stop safer and we wouldn't have to worry about something bad happening."

## 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



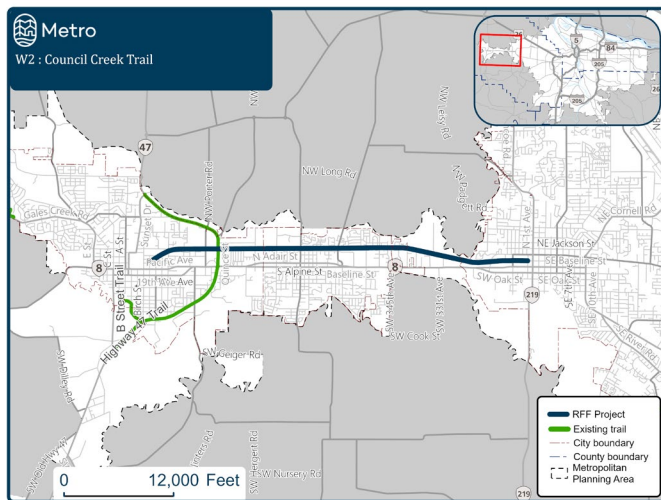
### Concerns or considerations:

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.

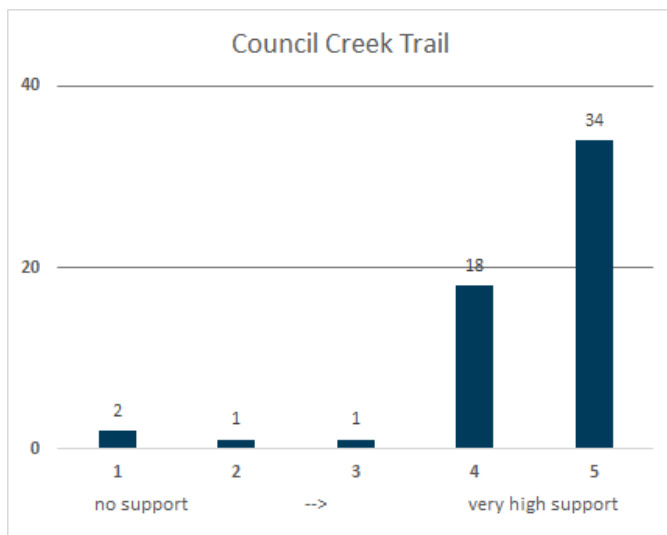
- “The FG [Forest Grove] community desperately needs more bike and walking paths, especially with the significant growth from the new housing developments that are on David Hill, which would be up against the new path.”
- “Biking around and in Forest Grove is very challenging since the main connectors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



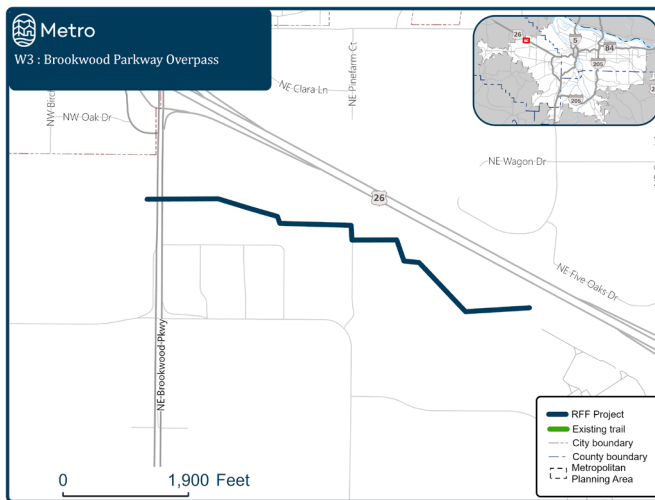
### Concerns/considerations:

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.”

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

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

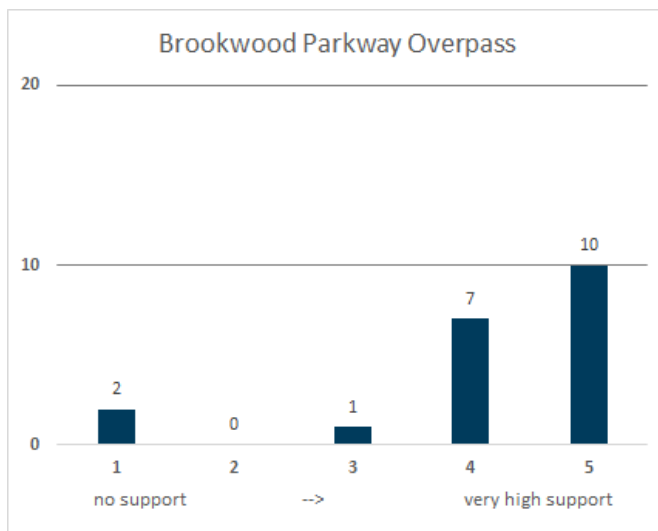


Number of letter, email and voice mail comments: 0

Number of web tool comments: 9

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.

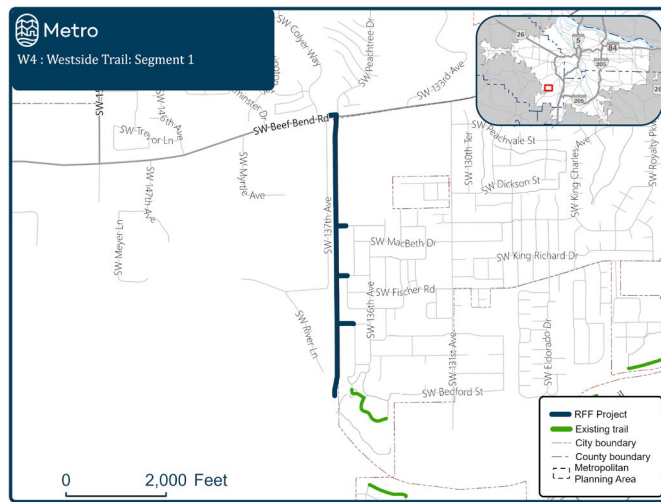
- “...The planned greenway network - which is already in development - is going to be a huge benefit to the region's commuters and [people recreating]. Please help them make it happen!”



*Concerns/considerations:*

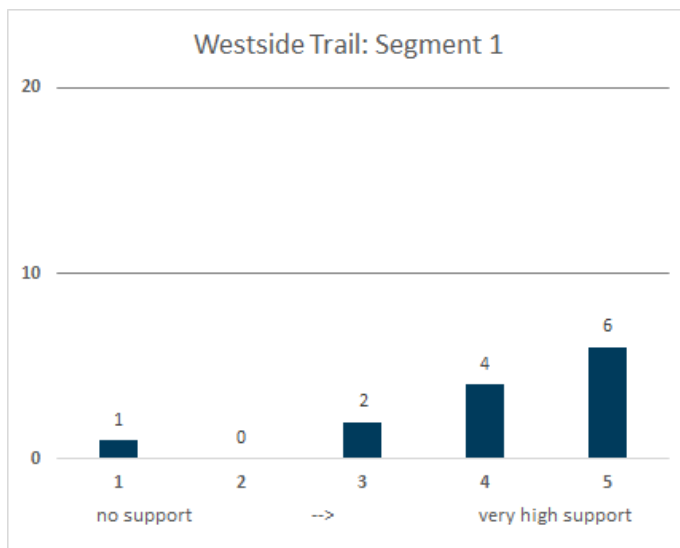
Commenters who did not support the project indicated that it wasn't a priority in part because the lack of connection to existing facilities.

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



Number of letter, email and voice mail comments: 0

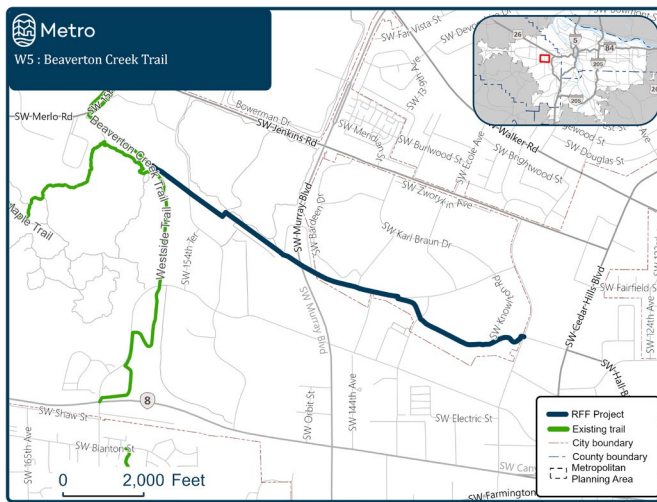
Number of web tool comments: 7



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

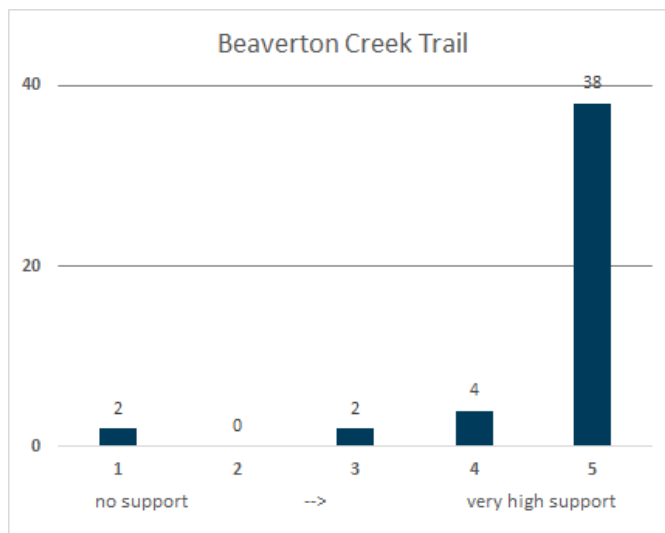
- “Completing the Westside trail is important to providing a travel option west of Highway 217 that connects to multiple cities and facilities.”
- “Vital segment of highly popular, Westside Trail, much of which is already constructed, that will ultimately connect to Portland to the north.”

## 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

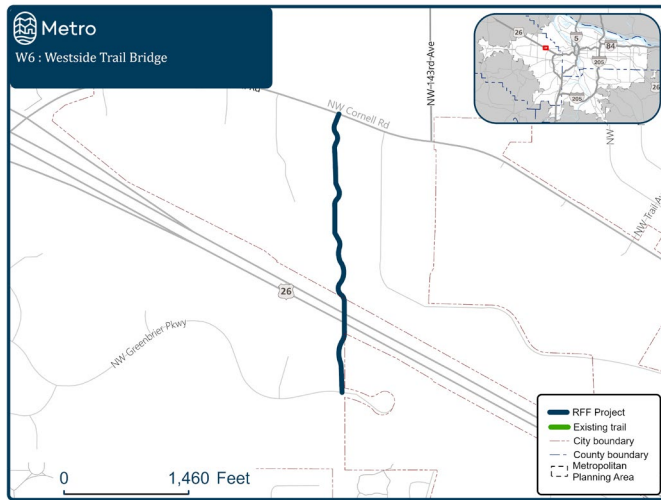
Number of web tool comments: 33



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.

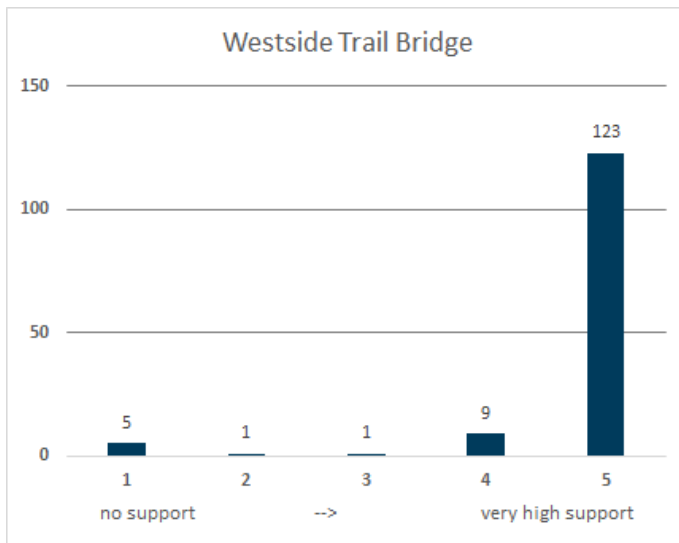
- “This is a critical connection for the Beaverton downtown, which is highly congested and it's so important to encourage more alternative modes of travel. Safe trail connections is one way to this can be achieved.”
- “The shopping at Cedar Hills, one end of this trail, is a very popular destination;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

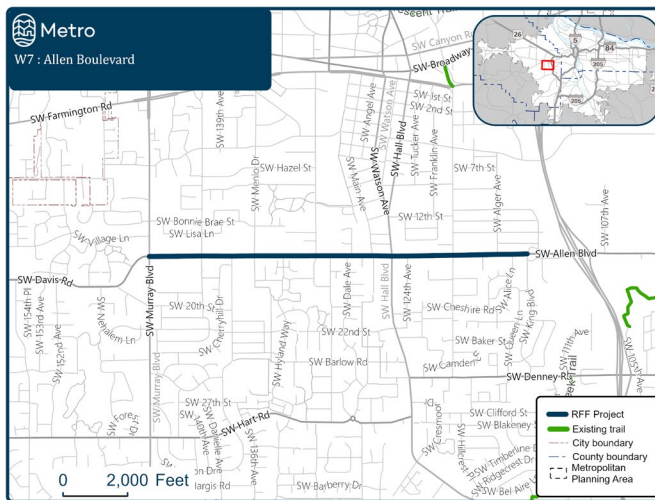


All but one of the online comments and letters/emails voiced support for this project highlighting the need for a safe crossing over Highway 26 and connection to trails and bus routes.

- “... 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.”

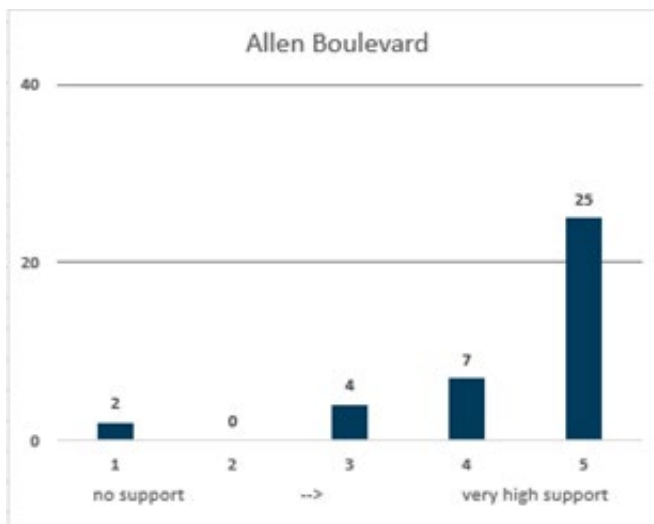


## W7: Allen Boulevard Complete Street Plan SW Allen Boulevard: SW Murray Boulevard to SW King Avenue)| Tualatin Hills Parks and Recreation | \$723,670



Number of letter, email and voice mail comments: 2

Number of web tool comments: 27



### Concerns/considerations:

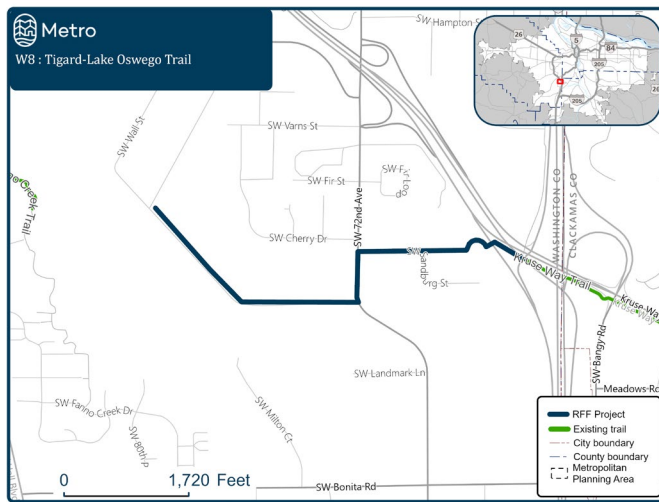
Two comments suggested this project is not a priority. Another expressed that the improvements would not actually create a complete network and that they would like to “prioritize complete networks over partial, incomplete network enhancements.”

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.”

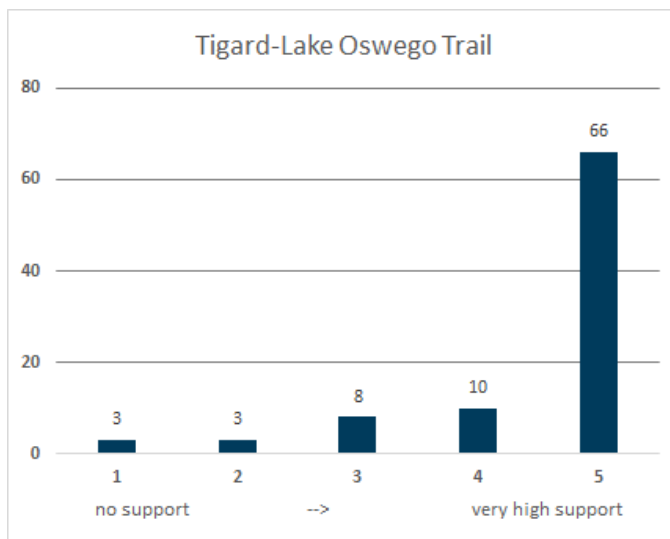


## W8: Tigard/Lake Oswego (TLO) Regional Trail Gap - Alignment Study | City of Tigard | \$245,000



Number of letter, email and voice mail comments: 1

Number of web tool comments: 59



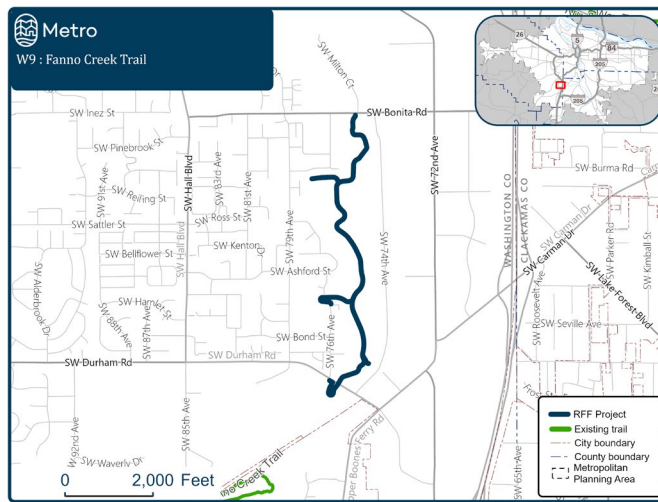
### Concerns or considerations:

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.

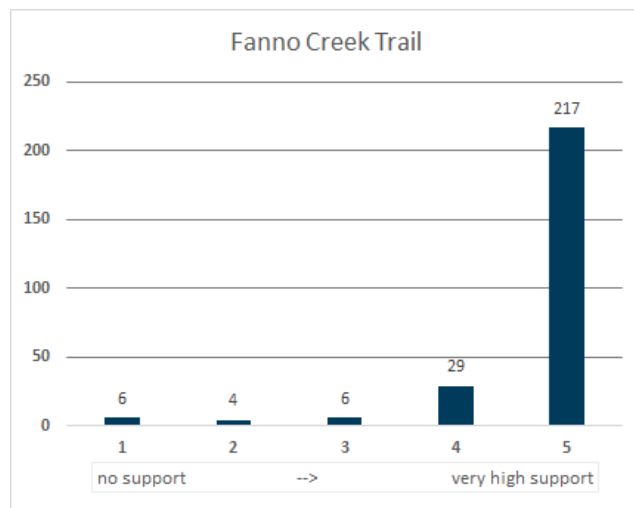
- “...trail connection from Tigard to Lake Oswego would allow greater use of the fantastic walk bike bridge that already spans over I-5 at Koontz way.”
- “This would be an awesome addition to the trails in the Tigard/Fanno creek area. I would love to access the shops and food options to the East of Tigard,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

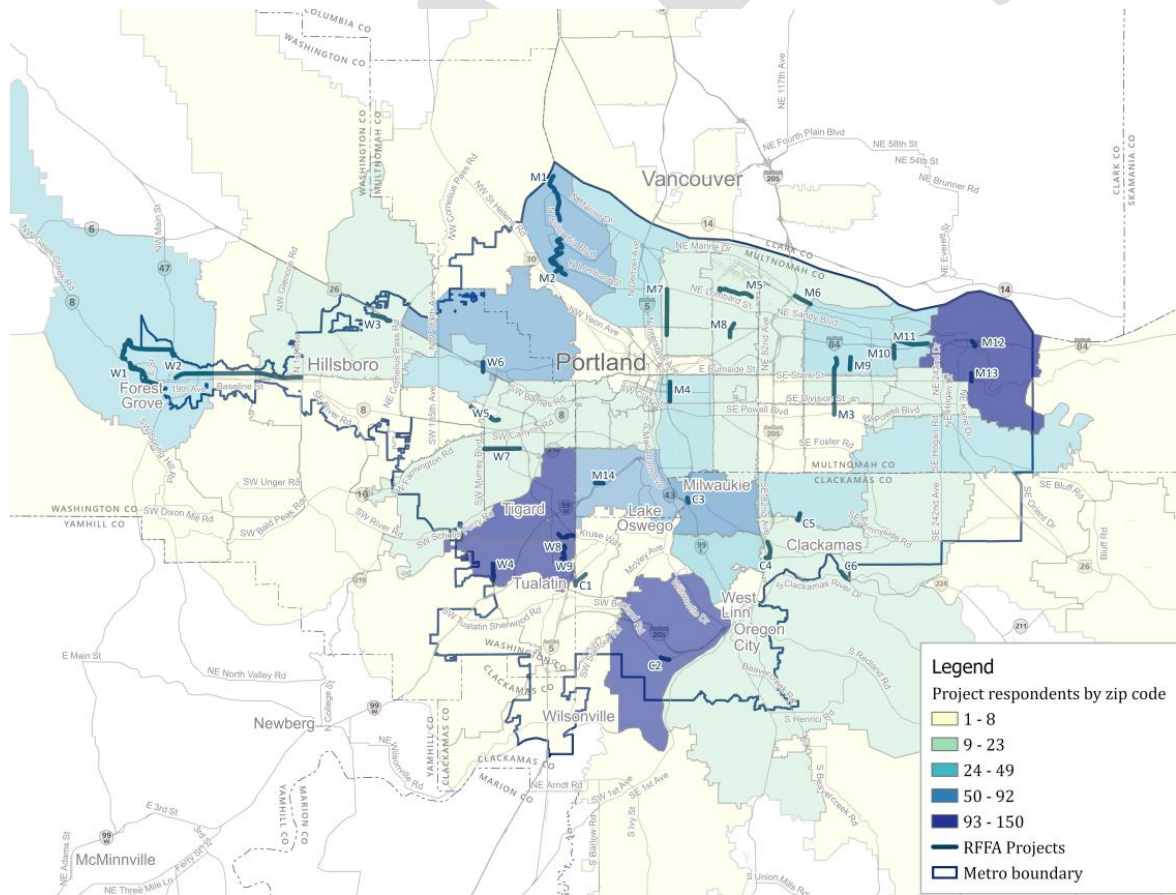
## ONLINE TOOL PARTICIPANTS

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.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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[oregonmetro.gov/news](http://oregonmetro.gov/news)

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### **Metro Councilors**

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Christine Lewis, District 2

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Mary Nolan, District 5

Duncan Hwang, District 6

### **Auditor**

Brian Evans

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700



# Appendices

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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## Appendices

Appendix A: Notices and invitations to participate - *forthcoming*

Appendix B: Comments received, email

Appendix C: Comments received, letters and phone calls

Appendix D: Comments received, web comment tool

## **APPENDIX B**

### **Comments received: emails**



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**From:** A. Fromme

**Sent:** Tuesday, May 24, 2022 6:42 PM

**To:** Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>

**Subject:** [External sender]RFFA SW Taylors Ferry Road Walkway and Bikeway Project

- I strongly support funding the RFFA SW Taylors Ferry Road Walkway and Bikeway Project. This project will encourage me to leave my car at home and walk, bike and take transit instead.
- Sidewalks and bike lanes will make it safer to access transit service on SW Capitol Highway and SW Barbur Blvd. that serves the Portland Community College Sylvania campus, Ida B. Wells-Barnett High School, OHSU, PSU and jobs in Portland, Tigard, Tualatin and Sherwood.
- Sidewalks and bike lanes will make it safer to access shops and services in the West Portland Town Center as well as schools and the Capitol Hill library.
- Four people have been seriously injured on this section of SW Taylors Ferry Road in the past 10 years. We want to do our part to mitigate climate change but it's too dangerous to walk and bike on SW Taylors Ferry today.
- Southwest Urban Trail #5 runs along this section of SW Taylors Ferry Road and this would fill a gap in the trails network.
- This project ties directly into the West Portland Town Center and the new SW Capitol Highway sidewalks that lead to Multnomah Village. These network connections are extremely valuable.

Thank you

**From:** Garlynn Woodsong

**Sent:** Monday, May 23, 2022 10:35 AM

**To:** Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>

**Subject:** [External sender]Email fail

Hello,

The survey fails to accept comment at the end

(<https://survey123.arcgis.com/share/d9065b0f4e034c13a46f0f165b055c08>), so I'm emailing those comments.

The thing that my neighborhood needs most is:

A safe, complete, connected automobile-free low-speed mobility network to connect my neighborhood to all of the regional destinations, from the east side to the west side of the West Hills and the rivers.

What I want to tell regional decision-makers is:

What I want to say about this project list has more to do about the projects that are NOT on it, than those that are.

We need to build the Canyon Road trail to connect Portland and points east, north, and south to Beaverton and points west by bicycle, e-scooter, e-bicycle, etc. This should be the top regional funding priority, and instead it doesn't even have a project sponsor. We need to quickly build out our regional bicycle and pedestrian network with a sense of urgency, focusing on building a complete network ASAP. Why does it seem like our regional decision makers just don't get this?

Thanks,

~Garlynn

.....

Garlynn Woodsong

Portland, OR

-----Original Message-----

From: Jonathan & Lia Levine

Sent: Wednesday, May 25, 2022 11:17 PM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]RFFA SW Taylors Ferry Road Project

Hi Metro,

Fund the project above, please.

The neighborhood has been waiting for almost fifty years — since the freeway went through — for this project.

Please make it possible for my child and others to walk or bike safely home Barbur Transit Center.

Thank you,

Jonathan

---

-----Original Message-----

From: jan spaldings

Sent: Tuesday, May 24, 2022 8:29 PM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]RFFA SW Taylors Ferry Road Project

I question how long before someone is seriously injured or killed walking along SW Taylors Ferry Road. The space between the narrow area pedestrians traverse and cars traveling along Taylors Ferry is frighteningly close. We seriously need to provide sidewalks on Taylors Ferry! So many I.B. Wells High School students have to walk this dangerous area to get to Capitol to catch the bus to school. Please direct funds to this serious need! Thank you.  
Janet Spalding

**From:**

**Sent:** Tuesday, May 24, 2022 9:16 PM

**To:** Trans System Accounts <[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)>

**Cc:** 'Linda Robinson'

**Subject:** [External sender]endorsement for Marine Drive Trail I-205 to NE 122nd Ave

METRO TRANSPORTATION RFFA GRANTORS

The East Portland Parks Coalition would like to strongly recommend that you fund the Marine Drive Trail segment between I-205 to NE 122<sup>nd</sup> Avenue. This uncompleted segment of the 40 Mile Loop is a key segment of the multiuse path along the Columbia River which connects the Delta Park in North Portland to Blue Lake Park and Troutdale. It also provides a critical link for connecting East Portland points to the I-205 Multiuse Path.

When considering Metro's prioritization criteria, as presented in the public outreach session, we find the Parkrose Gap to be an excellent candidate for funding because:

- EQUITY DEMOGRAPHIC - This location scores a high value by being in the intersection of all the Metro qualifiers for inclusion. There is a high percentage of BIPOC and low-income residents in East Portland, and the area is park deficient.
- ACCESS TO NATURE - We feel this project should score higher on Access to Nature. Do not under-estimate the value of a long ride in full view of the Columbia River. This path offers both spectacular nature and scenery along most of its length. In addition to connecting high value natural



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**From:** Margaux Wagenmann

**Sent:** Friday, May 27, 2022 9:30 PM

**To:** Trans System Accounts <transportation@oregonmetro.gov>

**Subject:** [External sender]RFFA SW Taylors Ferry Road Project

Good evening,

I'm emailing in favor of funding the RFFA SW Taylors Ferry Road Walkway & Bikeway project.

Every day my husband walks to trimet station from our house, which is right on SW Taylors Ferry Road and he's recently switched to driving since it is simply too unsafe to walk.

Every warm weather day we avoid walking to the Woods creek area and other parks off of SW Taylors ferry, or picking up ice cream at Barbur World Foods with our family because again, it's simply too unsafe to walk without sidewalks.

Our youngest has Down syndrome, we also have a 7 year old daughter who I dream of one day being able to walk to her elementary school.

None of this is possible because Taylors Ferry Road is unsafe for pedestrians and bicyclists. We live so close to a major Trimet hub! Please make it easier to get to.o

More reasons why it's imperative our community is supported:

- Four people have been seriously injured on this section of SW Taylors Ferry Road in the past 10 years. We want to do our part to mitigate climate change but it's too dangerous to walk and bike on SW Taylors Ferry today.
- Southwest Urban Trail #5 runs along this section of SW Taylors Ferry Road and this would fill a gap in the trails network.
- This project ties directly into the West Portland Town Center and the new SW Capitol Highway sidewalks that lead to Multnomah Village. These network connections are extremely valuable.
- This project supports proposed higher residential density along SW Taylors Ferry and makes affordable housing projects more feasible.

Please support our community!

Margaux & Randall Wagenmann

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**From:** Norm Solomon

**Sent:** Tuesday, May 31, 2022 1:55 PM

**To:** Trans System Accounts <transportation@oregonmetro.gov>

**Subject:** [External sender]Transportation Projects in the Tri-County Area

The side streets near PCC Sylvania could use sidewalks, and some should use some paving for the main part of the street.

Side streets in Wilsonville could also use sidewalks.

Earnestly yours,

***Norm Solomon***

(

**From:** [Chris Carvalho](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Comment on 2025-27 RFFA Allen Boulevard Complete Street Plan  
**Date:** Sunday, May 29, 2022 12:34:47 PM

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I wish to comment on the Allen Boulevard Complete Street Plan, part of the package for regional flexible funding for transportation. I regularly use TV Highway and Allen Blvd. for east-west travel from Aloha to destinations east and south of the area. Due to traffic backups in Beaverton, GPS map software regularly identifies Allen as a quicker route. The project description mentions a possible three-lane cross section for Allen as one of the alternatives. I'm strongly opposed to any lane reductions on Allen, as they will increase congestion on the street. I'm hearing of changes to TV Highway which if implemented will slow traffic in downtown Beaverton even more in the future. It's important to consider any changes to Allen Blvd. in the larger context. If travel through downtown Beaverton worsens, Allen will become an important east-west route for relieving congestion. Our area has very few ways to travel efficiently in the east-west direction. Allen is important now and will become even more important in the future. Transit and cycling are not solutions for me to make the trips I use TV Highway and Allen Blvd. for. Cycling routes could be provided on streets adjacent to Allen if right of way was acquired to make a bike path through areas where SW 13th or 14th streets are not through streets due to not having a grid layout. Acquiring that right of way could be less expensive than using Allen for bike lanes, and it could be safer for cyclists as well.

If it is deemed necessary to expand bike and walking facilities along Allen, then we must acquire the right-of-way to do it rather than reducing traffic lanes.

Sincerely,  
Chris Carvalho  
Aloha, OR

-----Original Message-----

From: Martha Dibblee

Sent: Tuesday, May 31, 2022 1:59 PM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]Pavers or cobblestones instead of blacktop or concrete for sidewalks

Pavers & cobblestones are used worldwide except in USA. Blacktop is ugly but is useful for street paving. Concrete for sidewalks prohibits drainage to groundwater in a metropolitan area that's already seeing a deficit in groundwater production because of excessive building. Using pavers/cobblestones not only is more aesthetic it allows groundwater penetration & repairs are much simpler because cobblestones are set in sand & a few can be removed or changed if necessary.

Martha Dibblee

Portland ACS

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**From:** Stacey Krish

**Sent:** Tuesday, May 31, 2022 5:17 PM

**To:** Trans System Accounts <transportation@oregonmetro.gov>

**Subject:** [External sender]Metro Projects feedback

I live in the Willamette neighborhood of West Linn and my husband and I walk down to Field's Bridge Park regularly. I want to voice our support for the proposal to build sidewalks and bike lanes between 16th and Ostman. This would be much safer for everyone, older folks like ourselves, families and especially middle school kids walking or biking to our new middle school that's being built.

I also support the Clackamas River trail project in Happy Valley. Trails going all the way along all of our rivers would be awesome and this one looks like a good start.

Stacey Krish  
West Linn

-----Original Message-----

From: Katy Brumbelow

Sent: Tuesday, May 31, 2022 8:53 PM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]Metro Project Prioritization Feedback

Hard-working Metro Transportation Staff Member,

All of these projects, while worthy, will never be fully backed by the population which you seek to serve until your organization is able to demonstrate transparency and accountability to the voters. Ultimately, I believe this can only happen through a good, honest look at the feasibility and long-term benefits to your constituency of decentralization.

But before we get there, and more realistically, at least initially, it would be a marked improvement to begin budgeting the way most ordinary folks, the ones who keep giving you more money, do. Here is one voter's suggested seven-step process. Some of these tasks are currently an integral part of your process and receive greater attention than others, I know. But, as in most things, the initial step is clearly the most important, particularly for public servants serving in an elected capacity.

- 1) Spend one to two years eliminating unnecessary spending (often referred to as "flexible" or "general" within government circles).
- 2) Focus first on the cost of maintenance of existing areas
- 3) Based upon an understanding of your respective communities, come up with something achievable and solely within your own purview.
- 4) Put forth several ideas to all of your voters - including specific cost estimates - at publicly held, in-person, and well-advertised meetings.
- 5) Respond to suggestions and revamp plans accordingly.
- 6) Resubmit to community for approval through a hybrid online and in-person meeting or series of meetings.
- 7) Fulfill the project in a timely manner (before costs of materials and labor put you at the mercy of out of control inflation and thus, broken promises to your voters).

This, although difficult, will demonstrate your efficiency and accountability to the community rather than constantly having to ask the federal government for a handout (These tax dollars, after all, come from all of us too. See "inflation" in earlier paragraph).

In time, and through some costly changes and initially difficult, unpopular choices, you may become a model of responsible, accountable government. You will have greater voter turnout without having to pander to partisan political agendas.

With a little time and hard work and community partnership, Oregon could become an example of responsible use of tax dollars rather than a leader in outlandish cost of living increases. These never-ending increases continue to make daily life unsustainable for the most marginalized communities that don't have the option of voting with their feet.

Regrettably, your disenfranchised community partner,

Katy Brumbelow

Sent from my iPhone

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-----Original Message-----

From: Jeanette and Bruce Morrison

Sent: Tuesday, May 31, 2022 11:38 PM

To: Trans System Accounts <transportation@oregonmetro.gov> Subject:  
[External sender]Regional Flexible funds spending

Our priorities for spending the funds are

—maintaining existing parks, trails, nature areas.

---

**From:** Murphy Terrell

**Sent:** Wednesday, June 1, 2022 7:01 AM

**To:** Trans System Accounts <transportation@oregonmetro.gov>

**Subject:** [External sender]SW Taylors Ferry Road "Complete Street"

I support SW Taylors Ferry  
Road "Complete Street" project.



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**From:** LILA BRIGHTBILL

**Sent:**

Wednesday, June 1, 2022 8:52 AM

**To:** Trans System Accounts <transportation@oregonmetro.gov>

**Subject:** [External sender]Comment on Spending

Our roads are a mess. Please spend the money paving roads filled with potholes. Don't just fill the holes. Pave the roads.

If you have any money left, run the curb sweepers around the metropolitan area more often. The weeds growing out of the curbs are unsightly and spread more weeds with their seeds. Evidently, OREGONIANS expect these weeds to be taken care of by Metro since they don't take care of them themselves.

Thank you for soliciting our opinions. Hopefully you will be responding to our requests in the immediate future, and that this isn't just a feel good political ploy.

Sincerely,  
Lila Brightbill

-----Original Message-----

From: Karen Tash

Sent: Thursday, June 2, 2022 8:56 AM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]Happy Valley Trails

I would just like to let you know that as a long time hiker in the Happy Valley area, i am fully in support of funding for improvement for the Happy Valley trail projects C5 and C6.

Thank you .

Karen Ahlberg

Sent from my iPhone

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P

-----Original Message-----

From: Lorelei Gullett

Sent: Saturday, June 4, 2022 6:09 PM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]M10 and M11 transportation Plan

Dear Sirs:

I am interested in the improvements proposed for Sandy Blvd. and the Gresham-Fairview Trail. I live in Fairview and actually live very close to 201st. Avenue, so these improvements would actually affect the neighborhood where I live.

Thank you for considering moving forward with these projects.

Lorelei Gullett

Fairview, OR

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**From:** Doug Vorwaller

**Sent:** Monday, June 6, 2022 1:10 PM

**To:** Trans System Accounts <transportation@oregonmetro.gov>

**Subject:** [External sender]Regional Flexible Funds and 2019 Parks and nature Bond trails grant allocations

Hi Robert and Team,

Support the improvement of trails and sidewalks in the plan.

The two Tigard and King City plans are key to addressing missing links. This area also requires a missing link trail from the Woodard Park Boardwalk to the Fanno Creek Trail by SW Tiedeman Ave.

Thanks for the chance to provide support.

Doug

Doug Vorwaller  
Trail Volunteer

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-----Original Message-----

From: Jay Panagos

Sent: Saturday, June 11, 2022 6:54 AM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]Trolley Trail

To Whom This May Concern,

As a member of Bike Milwaukie, a member of the Public Safety Advisory Committee, and most importantly, a frequent visitor to MBP as a cyclist who enjoys the tranquility of the park. The proposed expansion of the Trolley Trail going thru the park is a step in the right direction in approving the safety and convenience of the park while passing through or taking a break to take in the view.

Needed improvements in MBP is more importantly, showing locals and visitors that someone cares.

Sincerely,

Jay Panagos

Sent from my iPhone

**From:** [Howard Groopman](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Proposed Taylors Ferry project  
**Date:** Saturday, June 11, 2022 9:35:08 PM

---

I would like to express my support for the prospective improvement to the stretch of SW Taylors Ferry Rd between SW 46th Ave and SW Capitol Highway. I walk from my home on Taylors Ferry to the Barbur Transit Center (and back) probably 150 times a year, and that area is in dire need of care. Many other people of all ages walk up and down the street year-round, including young students and seniors like me who exercise.

A number of cyclists also ride down Taylors Ferry, and it is very dangerous for them because of the narrow roadway.

A long-broken fence is the only thing between the south side of the street and a deep, wooded ravine. Anyone who falls or is pushed down that hill probably would die. The wild foliage that grows along that stretch is also dangerous because it is full of thorns. I try to keep it under control with a pruner during the summer when it practically blocks the walkway.

Please consider funding this improvement. This is not the first time our neighborhood has asked for help.

Howard Groopman  
Portland

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**From:** Iain Johnson

**Sent:** Monday, June 13, 2022 12:16 PM

**To:** Trans System Accounts <transportation@oregonmetro.gov>

**Subject:** [External sender]Westside Bicycle and Pedestrian Bridge across Hwy 26

I bike to NW Greenbrier Parkway for work from my home in 97229, using the Waterhouse Trail for the most part. By far the most dangerous part of this commute, particularly in winter when it is dark, is the section between NW Bronson and NW Greenbrier where the current infrastructure makes almost no provision for bicycle or pedestrian users and is designed almost entirely for motorized vehicles. The Westside Bridge would go some way towards redressing the overwhelming imbalance in the current infrastructure and making North-South pedestrian and bicycle commuting more practicable.

I endorse the prioritization of the proposed Westside Bridge project in the interests of both safety and equity for users of non-motorized means of transportation.

Sincerely,

Iain Johnson

Portland OR

**From:** [George Stevenson](#)  
**To:** [Summer Blackhorse](#)  
**Subject:** [External sender]Voting On Proposed Metro Flexible Funds Projects  
**Date:** Tuesday, June 14, 2022 11:47:34 PM

---

Greetings,

In my search I found projects proposed for 1) Sandy Blvd. & 2) NE 148th.....the area I live.

However, I searched the websites but could not pin down what the proposals are.

Please give me guidance.

George

97230



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-----Original Message-----

From: Eilene Roecker

Sent: Wednesday, June 15, 2022 11:45 AM

To: Trans System Accounts <transportation@oregonmetro.gov>

Subject: [External sender]SANDY BLVD

I read the details on the report of Sandy Blvd. The road desperately needs repairs. Don't know about all the other things listed to update it. Hope it would not look like Glisan or Halsey when it is finished. The traffic is heavy and any

thing to slow it down would not be good at commuter time.

I would like to see improvement on Glisan by the two ponds so cars can park there safely to get to the ponds. I am 83 and cannot walk the long trail from Target into the ponds. Would love to fish but can't walk a long ways. Why can't

something be done about safe parking when there is plenty of width to make that possible?

Eilene Roecker

**From:** [Caroline Skinner](#)  
**To:** [Molly Cooney-Mesker](#)  
**Cc:** [Trans System Accounts](#); [Francie Royce](#); [Barbara Quinn BW](#)  
**Subject:** [External sender]RE: Metro's Greenway Trail survey / submitted here by email  
**Date:** Friday, June 17, 2022 11:21:31 AM

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to: Oregon Metro  
re: Metro Greenway Trails Funding / comment opportunity.

from: Caroline Skinner  
Portland, OR

Greetings,

I tried three times, on three different devices, to take the Metro Trails survey to give my feedback for future project funding. Each time I hit submit, I got an error message. So I am commenting via email instead, and I hope others did not have the same problem. It is very important to me that my voice be heard, in particular because it seems that north Portland has been kept in a state of limbo about the north Portland Greenway Trail (npG) for soooo long.

I am writing to give my highest level of support to segment M1 and most especially to segment M2 that is nearest to my home.

I bought my house and moved to St Johns eight years ago. At that time, the North Portland Greenway was something that lay in the future. It's been un-funded and on hold for so long that the vision may be fading. We already got certain critical components put in place. Certainly the big bridge connecting Pier Park and Chimney Park is a huge piece of this puzzle, as are the stairs to N Willamette Blvd, from Swan Island, over by University of Portland.

As far as I know, we have a trail route ready as well. I have been an active volunteer for Friends of Baltimore Woods. That natural area runs from approximately Cathedral Park to Pier Park along N Decatur St. This is the area in which M2 is located. This is the area that is READY for a trail. This is the area that has been neglected, ignored and de-prioritized for long enough. I would like to be able to use and enjoy the trail in my lifetime please.

As a 65-year-old, I am no longer willing to ride my bike on city streets, or even in bike lanes along roads used by cars. The risk is just too high. I am eager to see a trail built (soon) that is dedicated to human-power use. For example, look at the amazing trails along most of both sides of the Willamette River in Eugene. You can literally ride for miles and miles, and there are many spurs connecting into neighborhoods. On that trail, you see walkers, hikers, bicycle riders, people pushing baby strollers, skate boarders, and so much more, pretty much every day.

I would like to have the same opportunity here in my neighborhood. The long-term goal of npG is to run the trail from Kelley Point Park through north Portland all the way to downtown. With gas prices rising and climate change a certainty, people in north Portland need the ability to commute without a car, or even without a bus. I know there are still obstacles to full completion of the npG trail, but until then, we need to begin NOW to put together more segments. I realize that there are many worthy projects competing to be funded, but believe there is no higher priority in our region that segment M2. Thank you for your consideration.

--Caroline Skinner

**From:** [Tracey Smith-Bowring](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Metro improvement funding  
**Date:** Saturday, June 18, 2022 11:22:37 AM

---

We would like to express my full support for the NE Sandy Blvd improvements in the Fairview area. This is badly needed

Sincerely,  
Tracey Smith-Bowring  
Steve Bowring

Sent from my iPad

**From:**  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Support for Taylors Ferry Sidewalk--SW 48th to Capitol Hwy  
**Date:** Friday, June 17, 2022 6:55:55 AM

---

Hello!

That software for the survey does not encourage communication, so I'm resorting to old-fashioned email. Thanks for making it an option.

Here's my brief analysis:

I walk between SW 48th and Capitol Highway a few times a week for grocery shopping or to access the Barbur Transit Center. This particular stretch has a quasi sidewalk which is uneven and cracked, overgrown--with toxic weeds in places--, parallel to a ditch, muddy in spots, and prone to pooling in rain. I often step into the street and navigate cars in order to complete my walk. These risks are exacerbated in the dark or for those walking with children, strollers, or dogs.

Near freeway exit #295, there is a broken cyclone fence, bending from the weight of a significant amount of ivy on it. Tree branches overhead, laden with ivy, pose a risk factor.

Crossing the top of #295 I-5 S freeway exit, and the Capitol Hwy/Taylors Ferry interchange, requires walking between cars. Pedestrians navigate drivers who are either turning right onto Capitol in order to access the I-5 S exit, or continuing along Capitol going north. ODOT's recently completed jug handle may impact this as well, especially at certain times of day with high car traffic.

Tri Met #43 runs once hourly, only a few hours on weekdays, making this walk essential for accessing Tri Met #12, #94, #64, #44. I know many people who won't risk it, and though they'd like to walk, they instead use their cars even for short trips.

With increased density finding its way into this neighborhood, a functional sidewalk on one side of a major neighborhood arterial is essential. Or is it?

Rolling the dice and hoping for the best,  
Marlene Howell

**From:** [Gary & Sharon Klein](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [info@ncprd.com](mailto:info@ncprd.com); [Heather Koch](#); [Ben Johnson](#); [GARY KLEIN](#)  
**Subject:** [External sender]Milwaukie Bay Park trail SUPPORT  
**Date:** Sunday, June 19, 2022 10:36:09 PM

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State of Oregon, folks;

As long time supporter of Milwaukie Bay Park (MBP), I encourage you to support funding for the Multi-use trail in this park!

I started supporting the park back in 2001 just before my wife and I moved back to the family homestead on the NW corner of confluence at Johnson Creek into the Willamette River. We moved back in 2002, and at the same time donated 4/10's of an acre to the City of Milwaukie, for the park as "Klein Point" during the 100 year anniversary of Milwaukie's incorporation.

I started going to Milwaukie's Riverfront Park Broad meetings as an interested citizen. Then shortly thereafter I joined the Riverfront Park Broad. Then years later that board became a taskforce. Then in 2012 "Klein Point" was formally completed as a "Natural Area", in Phase I of the park when I was Vice Chairman. Then a few years later (2015) Phase II was completed (redoing parking, the boat launch, new pathways, restroom and slope contouring).

Then the River Front Taskforce voted to disband in 2016, and I was the only person to vote against it, as the park was NOT done. Thus, in 2016 I started going to Milwaukie's Park And Recreation Board (PARB) meetings as a concerned citizen, again (they were then responsible for the park that was renamed to Milwaukie Bay Park). Then, later in 2016 I was appointed to PARB. Now in 2022 we have started to put things together for Milwaukie Bay Park (MBP), Phase III.

When Phase III is completed, with your support, I will be done with the active support for MBP. Please help us complete this final, Phase III.

Your lifetime OREGONIAN and veteran,  
Gary Klein  
Sent from my iPhone

**From:** [Sarah Taylor](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [Barbara Quinn](#)  
**Subject:** [External sender]Support for North Portland trails  
**Date:** Tuesday, June 21, 2022 11:29:42 AM

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Hello,

Please support these trails. North Portland carries the burden of the CEI Hub and Superfund and Industrial zoning.

It is the lowest per capita census area and there are many Title I schools.

Do it in honor of Benjamin York, who was the first known Black person in the region.

Sarah Taylor

**From:** [BikeLoud PDX](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [Graff, Gabriel](#)  
**Subject:** [External sender]Bike Loud Support for PBOT 7th ave Complete Street proposal  
**Date:** Tuesday, June 21, 2022 10:51:26 AM

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To Metro transportation grant committee,

Bike Loud PDX is writing to express our support for the SE 7th ave Metro Complete Streets application.

The mission of Bike Loud PDX is to support the city towards meeting Portland's adopted climate and transportation goal 25% of all trips in Portland made by bike. Implementing the 7th ave Complete Street design will greatly increase the usability of this important corridor for people riding bicycles. By leveraging the existing investment with the 7th ave bridge over I-84, the complete street would create a safe world class corridor for people of all ages and abilities to access by bicycle.

This is an important N-S artery situated midway between the other 2 nearby NS bicycle routes on the Esplanade and SE 16th. These are, respectively, .5 mile and almost a mile away. This artery connects the neighborhoods of Brooklyn, HAND, Buckman, and Kerns to the Lloyd District.

SE 7th is currently unattractive for many interested but concerned bicyclists and pedestrians. It is a wide road with an unprotected bike lane without shade, with significant and fast traffic, and with intersections with major roads such as Sandy, Belmont, Morrison, and Hawthorne. Improvements in these areas will promote local pedestrian and bicycle traffic and encourage small business development along the route.

We hope you will lend your support to this proposal. To meet our climate goals we need to be doing all we can to encourage people who can to use bikes. This project will do that in an area that is ripe for increased bicycle use.

Kiel Johnson  
Chair BikeLoud PDX

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**From:** [Joe Barnas](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]M2: North Portland Greenway, Cathedral Park to St. Johns Prairie.  
**Date:** Tuesday, June 21, 2022 11:26:16 AM

---

I am writing in support of beginning the planning and construction of the North Portland Greenway from Baltimore Ave to the Baltimore Woods natural area.

When I first moved to Bridgeview Apartments I would see 15 - 20 people walk through on city of Portland property from Edison St to Decatur and on either south towards Cathedral park or north towards Baltimore Woods Meadow. In the last two years with the campsites all along Decatur from Trumbull to Ave Baltimore Ave that number has dwindled to almost zero.

At the same time the amount of vehicle traffic at all times of day and night has increased dramatically which has degraded the condition of not only the roadway but the aprons along the roadway with abandoned cars and trash.

I think returning this section of roadway to a trail that could be further enhanced with both plantings and bike paths would encourage more Portlanders to explore the wonderful parks in the north Portland area.

Thank you

--

Joe Barnas

Portland, OR



**From:** [JEFFREY M LANG](#)  
**To:** [Trans System Accounts](#)  
**Date:**  
**Subject:** [External sender]Comment on Regional Trail from METRO Bond or Federal RFFA \$\$\$s  
Tuesday, June 21, 2022 1:17:30 PM

---

**Hi friends,**

**My first choice of all the trail submissions would be M1 as it completes a missing segment of the North Greenway Trail. It also provides new parklands for North Portland residents.**

**M 1: North Portland Greenway, St Johns Prairie & Smith Bybee Wetlands to Kelley Point Park Section.**

**M 6: Marine Drive Trail from the I-205 Path to NE 122nd**

**I like this trail as it will complete another link for both recreation and commuting to jobs in the Airport district. This is my second choice.**

**Lastly, I like M 10: Gresham Fairview Trail between NE Halsey and NE Sandy Blvd, as it address's some equity issues in our community's trail system.**

**So, in Summary my priorities are in this order:**

M1

M6

M10

Thanks for doing this work.

**Jeffrey Lang**

**JM Lang Consultancy, LLC**

**From:** [Lisa Manning](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Metro #1 & #2  
**Date:** Tuesday, June 21, 2022 2:49:00 PM

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Dear kind Metro People,

This is my email to urge you to fund the M1 and M2 proposed North Portland Greenway Trails out to Kelly Point Park.

For the M2 section of the trail please note that currently, the Friends of Baltimore Woods are working to change the street classification of N. Decatur St. alley, the formally adopted trail alignment route, in order to have the trail moved to Decatur. Ideally bollards could be added allowing police, emergency and fire access by key.

Developing this trail system from the vicinity of the St Johns Bridge to Kelly Point will help to make the eventual connection to the downtown Portland riverfront bike and hike system of the Esplanade possible. This future bike and hike Greenway trail extension enriches the access to the beautiful Willamette River front ecosystems for people and visitors to Portland to enjoy for decades!

Thank you for helping to create a more beautiful and enjoyable Portland Community.  
Respectfully,  
Lisa C Manning  
Friends of Baltimore Woods Board  
& Treasurer

**From:** [Trans System Accounts](#)  
**To:** [Molly Cooney-Mesker](#)  
**Cc:** [Summer Blackhorse](#)  
**Subject:** FW: [External sender]St. Johns Support of Greenways  
**Date:** Tuesday, June 21, 2022 12:08:27 PM

---

Hello,

I am writing to indicate my support of M1 and M2. Please note that accepting testimony by email only structurally disadvantages a neighborhood already experiencing so many barriers to representation and participation. I both live and work here and strongly support these projects. Please consider other avenues for making such investment decisions in the future.

Best,  
Stephanie



**From:** [Wesley Koach](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]WE NEED THIS  
**Date:** Tuesday, June 21, 2022 1:16:08 PM

---

**Please Approve this**

**M2: North Portland Greenway, Cathedral Park to St. Johns Prairie.** This project particularly affects Baltimore Woods corridor. The project would create an on-road and off-road, safe, accessible bicycle and pedestrian connection between Chimney Park and Cathedral Park that will increase access to local parks and natural areas such as Baltimore Woods natural area, Pier Park, Smith-Bybee Wetland and Kelley Point Park.

Currently, the Friends of Baltimore Woods are working to change the street classification of N. Decatur St. alley, the formally adopted trail alignment route, in order to have the trail moved to Decatur. Ideally bollards could be added allowing police, emergency and fire access by key.

-Wes Koach

Resident

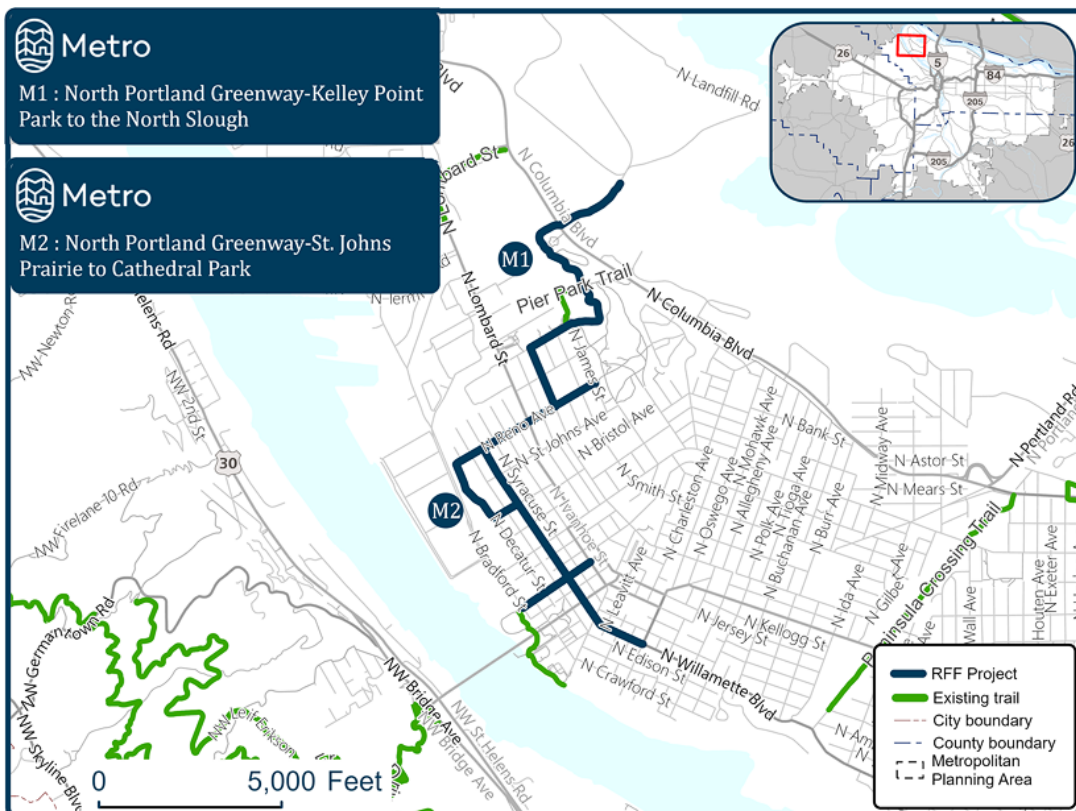
**From:** [Stephanie Blair](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]St. Johns Support of Greenways  
**Date:** Tuesday, June 21, 2022 10:48:09 AM  
**Attachments:** [M2 NEW.png](#)

---

Hello,

I am writing to indicate my support of M1 and M2. Please note that accepting testimony by email only structurally disadvantages a neighborhood already experiencing so many barriers to representation and participation. I both live and work here and strongly support these projects. Please consider other avenues for making such investment decisions in the future.

Best,  
Stephanie



**From:** [B Erlich](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]I support the Greenway trail from Kelly Point to St Johns  
**Date:** Wednesday, June 22, 2022 10:54:04 AM

---

It would be a great benefit to Portlanders in general. Please consider it as a priority.

**From:** [Lia Holland](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]In support of M1 and M2  
**Date:** Wednesday, June 22, 2022 8:00:22 AM

---

Hello, as a North Portland homeowner and avid trail runner, I am writing in strong support of M1: North Portland Greenway – Kelley Point Park to the North Slough and M2: North Portland Greenway, Cathedral Park to St. Johns Prairie.

For a very long time, my neighborhood has seen less investment than others in Portland, and I would like to see my tax dollars working to create more greenspace, and toward the ultimate goal of a trail system stretching along the willamette all the way from columbia park to kelley point.

Thank you for investing in my community.

Lia Holland (she/they)

[@LiaHolland](#)  
[LiaHolland.com](#)

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**From:** [michelle bickley Trans](#)  
**To:** [System Accounts](#)  
**Subject:** [External sender]St Johns: M1 & M2 Project Support  
**Date:** Wednesday, June 22, 2022 11:47:56 AM

---

Dear Metro,

As a long-time resident of the St Johns neighborhood, I want to share my hope that the M1 & M2 projects be completed for improved access to the natural areas and parks in our vicinity.

The safety that these projects would provide in creating fully-connected access routes is very important to many of us.

Thank you for keeping these projects as priorities to improve this urban area for residents and visitors.

Appreciatively,

Michelle Bickley  
Portland, OR



**From:** [Kelsey Parada](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Baltimore woods/north portland green way  
**Date:** Wednesday, June 22, 2022 5:36:59 PM

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Hello! I am a PE teacher at Cesar Chavez School and community member of North Portland. Please consider our area (Baltimore woods/Kelley Point) for the greenway trail. As a community of BIPOC people, we deserve safe access to outdoor space and recreation. I know many of my students and families would use and appreciate these spaces, including my own family! Thank you for your consideration.

Kelsey Parada

**From:** [Katrina Scotto Di Carlo](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Public Comment: Regional Flexible Funds and the Parks and Nature Bond  
**Date:** Wednesday, June 22, 2022 7:36:07 PM

---

Hi there,

I would like to enthusiastically voice my support for extending the npGreenway from Cathedral Park to St Johns Prairie and Kelley Point Park to the North Slough.

Years ago, Metro helped bridge the freight tracks that separated Chimney and Pier Parks. That steel truss bridge is constantly remarked on by neighbors with so much gratitude. It feels impossible that we didn't have a bridge before, given how much we enjoy the experience of crossing the bridge today.

It would impact the community tremendously to help us link the rest of the npGreenway. Please consider our application.

Sincerely,

Katrina Scotto di Carlo

**From:** [Jennifer Dimsho Trans](#)  
**To:** [System Accounts](#)  
**Subject:** [External sender]Local Support of North Portland Greenway Projects  
**Date:** Wednesday, June 22, 2022 4:00:43 PM

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To whom it may concern:

I'd like to express my strong support of both North Portland Greenway projects. I am homeowner in St. Johns and work as a planner and community development project manager for the City of St. Helens. Because of my career, I understand what it means to leverage limited capital to support local transportation priorities. I know that not all projects can be funded.

St. Johns has been historically disadvantaged when it comes to investment due to its industrial past and its freight district designation. This classification makes it more difficult to access safe routes to walk or bike. It also exposes us to exhaust and pollutants sharing routes with truck traffic. It's also my understanding that Metro has already invested heavily in acquisition of most of the Baltimore Woods Natural Area (approximately 20 acres) with the Nature in Neighborhoods grants program. The St. Johns Prairie to Cathedral Park improvements will support Metro's previous investments, and allow people access to access the beautiful Baltimore Woods corridor and other natural areas, including Pier Park, Smith-Bybee wetland and Kelley Point Park.

By funding the North Portland greenway projects, I believe Metro would be aligning its funding with its priority to address equity issues and increase safety focusing on improvements in identified High Crash Corridors (N Marine Drive).

Thanks for the opportunity to comment.

Jenny Dimsho, AICP

Associate Planner / Community Development Project Manager

City of St. Helens

[jdimsho@sthelensoregon.gov](mailto:jdimsho@sthelensoregon.gov)

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**From:** [Laura Feldman](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]re: M1 M2  
**Date:** Wednesday, June 22, 2022 7:56:31 PM

Yes, I support M1 and M2 routes as a cyclist and pedestrian who needs a break from the car pollution.

Thank you!  
Laura Feldman

**From:** [isaac davis](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]north portland greenway  
**Date:** Wednesday, June 22, 2022 4:57:19 PM

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Please consider doing this!!! It would be so great to have access to more green areas in our neighborhood! - Isaac Davis

**From:** [Strachan Sharpe Trans](#)  
**To:** [System Accounts](#)  
**Subject:** [External sender]Fwd: Support for funding St Johns npGreenway Trail Projects  
**Date:** Wednesday, June 22, 2022 4:28:51 PM

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About 12 years ago I participated in the Baltimore Woods effort to gain recognition for this important connection between Cathedral park and St.Johns Prairie. As a pro bono consultant I helped with research in support of this important connection. The Port of Portland provided support for this effort including funding to support student interns from PSU. Office space and material support was provided by Parametrix, the firm with which I was employed at the time. (I am retired now.)

Since that time I have been engaged in and have followed the progress made by the Baltimore Woods organization to protect, conserve, create, and add to this important open space corridor for both the neighborhood as well as an important buffer between the neighborhood and the Port activities, not to speak of the connection between Cathedral Park and St. Johns Prairie - -a focus of Metro Council's upcoming St. Johns npGreenway decision

That report and subsequent efforts, resulted in a presentation to Metro and the City of Portland resulting in modifications to add this trail connection to Regional and City adopted plans this But what had made this a unique civic opportunity is that it was and is a grassroots efforts from the beginning. Concerned neighbors developed this project, beginning effort five to seven years before I was involved.They recognized the opportunity and importance of this regional connection and the value of preserving and adding to the open space, its trees and vegetation, They have and continue to work with the City Metro staff, adjacent businesses and residents on this ongoing effort; raising funds and garnering support from land trusts; support for development of the npGreenway; and generating hundreds (if not more) hours of volunteer work in conserving and adding to this corridor.

I support and urge a Metro Council vote in favor of this unique grassroots efforts to achieve important Regional, City and neighborhood goals as well as a recognition of the many years of community effort to stay with and continue to work to create this unique civic improvement.

Sumner Sharpe  
Helena MT 59601

**From:** [mel bauermeister](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Support for npGreenway  
**Date:** Thursday, June 23, 2022 9:17:38 AM

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Good Morning,

I live on N New York Ave in St Johns and I am writing to express my support for the Greenway trail through North Portland. I would love to see this trail become a reality!

Mel Bauermeister

**From:** [Trans System Accounts](#)  
**To:** [Molly Cooney-Mesker](#)  
**Cc:** [Summer Blackhorse](#)  
**Subject:** FW: [External sender]Metro projects M1 and M2  
**Date:** Thursday, June 23, 2022 12:16:29 PM

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**From:** Rebecca []  
**Sent:** Thursday, June 23, 2022 12:03 PM  
**To:** Trans System Accounts <transportation@oregonmetro.gov>  
**Subject:** [External sender]Metro projects M1 and M2

I am writing in **strong** support of projects M1 and M2 in north Portland. These areas of north Portland are an important asset; improvement to existing greenways now will benefit all Portlanders in the future.

The St. Johns community has been designated a Freight District and trucks make it difficult to find safe routes to walk or bike to nearby parks and natural areas. If there were an off-road trail connecting Baltimore Woods, Pier Park, Chimney Park, Smith-Bybee Wetland, St. Johns Prairie and Kelley Point Park, more residents could safely reach them via alternative transportation. In particular families with children, seniors and less-abled neighbors would be included in more easily accessing the sites.

Also, because north Portland residents are forced to share our streets with trucks, we are exposed to diesel exhaust, known to be particularly toxic. Since the community is already being exposed to pollutants in air and water from the Superfund cleanup in the adjacent Willamette River, having a route free from even more exposure to pollutants is an equity issue.

In regard to the M2 project, Metro has already invested heavily in acquiring most of the Baltimore Woods Natural Area through the Nature in Neighborhoods capital grants program. It is a 30-acre corridor of native oak woodland and meadow in restoration. Baltimore Woods was funded in part because it is intended as an amenity for two regional trails: npGreenway and the 40-Mile Loop. Building the M2 trail would support Metro's previous investments in Baltimore Woods while allowing more access.



**From:** [Aaron Gardner](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]M2: North Portland Greenway, Cathedral Park to St. Johns Prairie  
**Date:** Thursday, June 23, 2022 7:17:39 PM

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Hello Planning Committee,

I'm excited about the possibility of the North Portland Greenway extending in my neighborhood. The only change I would like to see would be an extension of the Greenway on Decatur from N Reno to N Baltimore, instead of the highlighted on N Willamette. I think this would be more enjoyable for this part of the Greenway, because it would take more advantage of the Baltimore Woods Nature Area.

Thank you for your consideration,

Aaron Gardner

**From:** [Laura Burger](#)  
**To:** [Trans System Accounts](#)  
**Subject:** [External sender]Please help North Portland!  
**Date:** Friday, June 24, 2022 1:58:18 PM

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To Whom This May Concern:

North Portland has been long overlooked for road improvements so that we can access the beautiful area that we live in. As a mother of two boys, we love to bike yet we are constantly forced to make decisions around safety. Please consider a safe route to Smith and Bybee, Kelly Point Park and Chimney Park for North Portlanders to use.

Thank you,  
Laura Hoffar

**From:** [Brenda Smith](#)  
**To:** [Trans System Accounts](#)  
**Cc:** [district2@multco.us](mailto:district2@multco.us)  
**Subject:** [External sender]St Johns Greenway Trail Projects  
**Date:** Friday, June 24, 2022 1:37:04 PM

---

*Please support both the St Johns Greenway Trail Projects. Together they will connect through the community. They will also access public spaces. This will not only benefit the St Johns neighborhood but the city.*

*Thank you for your consideration  
Brenda H Smith  
9040 N Oswego Ave  
Portland, OR 97203*

## **APPENDIX C**

### **Comments received: letters and phone calls**



City of Beaverton  
12725 Millikan Way  
Beaverton, OR 97005

May 25, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To Members of the Joint Policy Advisory Committee on Transportation,

Helping people get where they need to go safely and efficiently is a top priority for the City of Beaverton. The city supports creating well-connected bicycle and pedestrian networks that are safe, convenient, and user-friendly for people of all ages and abilities, whatever mode of transportation people use. Active transportation projects create more affordable options for people to get to work, school, appointments, and activities – all with a minimal carbon footprint.

I am writing today in support THPRD's continued efforts to plan, build, and maintain high-quality multi-use trails that benefit people in the Beaverton area and across the region. Projects like the Westside Trail Bicycle & Pedestrian Bridge and the Beaverton Creek Trail (Hocken to Westside Trail) will provide innumerable benefits to the community and serve equity-focused and environmental-justice areas which have higher percentages of people of color, people with low incomes, and other historically marginalized populations.

We encourage you to support these projects that will enhance safe opportunities for walking, biking, and taking transit in ways that connect people to the destinations they need to reach and reduce climate-changing emissions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "J Haruyama".

Jenny Haruyama  
City Manager



June 1, 2022

Metro Planning - RFFA  
600 NE Grand Ave.  
Portland, OR 97232

Project Name: Lakeview Boulevard Improvements  
Applicant: City of Lake Oswego

The Lake Oswego Sustainability Network fully supports this proposed project as it will provide increased safety to residents in the adjacent Rosewood neighborhood while at the same time accelerate efforts by the Lake Oswego School District to convert its school buses to an all-electric fleet.

The Lake Oswego School District is planning to develop a transportation facility at 6333 Lakeview located on the southern end of Lakeview. The portion of Lakeview from the proposed transportation facility southward to McEwan road is narrower than the rest of Lakeview and expanding that part of Lakeview could benefit the local neighborhood.

The Rosewood neighborhood is more diverse and has a lower economic profile than the rest of Lake Oswego. Residents have been concerned about safety along Lakeview for some time but as an unincorporated area are dependent on limited resources from the county to address their concerns.

Support for this project would not only address their concerns but also support the Lake Oswego School District to reduce vehicle air pollution as it electrifies its school bus fleet

Respectfully,

Lake Oswego Sustainability Network Board

Lisa Adatto  
Dorothy Atwood  
Duke Castle  
Linda Ganzini  
Mike Perham  
Mary Ratcliff  
Stephanie Wagner  
Kathleen Wiens

June 6, 2022

Councilor Shirley Craddick, JPACT Chair  
Metro  
600 N.E. Grand Avenue  
Portland, OR 97232  
transportation@oregonmetro.gov

**RE: Support for Cornfoot Road Multiuse Path (2022 RFFA/bond trails grants)**

Dear Chair Craddick:

On behalf of the Port of Portland (Port), I am writing to express our support for the City of Portland's Cornfoot Road Multiuse Path funding application. This critical project is necessary to ensure safe pedestrian and bicycle access on a high-volume roadway located within a thriving employment district south of Portland International Airport (PDX).

Currently, there are no bicycle or pedestrian facilities along the road, and a multi-use path (MUP) is identified as a priority project in the Regional Transportation Plan. In addition, the proposed MUP is identified as priority in the recently adopted Columbia Lombard Mobility Corridor Plan, as well as the Port's PDX Bicycle and Pedestrian Master Plan.

The proposed MUP would fill a gap in the bike and pedestrian network, and leverage bike and pedestrian improvements recently constructed on NE 47<sup>th</sup> Avenue and at the intersection of NE Cornfoot Road and NE Alderwood Road.

This stretch of NE Cornfoot Road also serves several major industrial employers, such as FedEx, Boeing and the United States Postal Service, as well as the Oregon Air National Guard Base. In addition, NE Cornfoot Road connects NE Alderwood Road and employment opportunities near the airport to Cully and other Northeast Portland neighborhoods.

Finally, the MUP would provide important access to educational and recreational opportunities in the area, including Whitaker Ponds Nature Center and the Colwood Golf Course and Natural Area.

Because the proposed MUP is so important for job access, as well as pedestrian and bicyclist safety, we strongly encourage funding of this project.

Thank you for your consideration.

Sincerely,



Curtis Robinhold  
Executive Director

cc: Mark Lear, PBOT

June 6, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To whom it may concern,

At Nike, our mission is what drives us to do everything possible to expand human potential. We do that by creating groundbreaking sport innovations, by making our products more sustainably, by building a creative and diverse global team and by making a positive impact in communities where we live and work. Nike World Headquarters is located in Washington County, Oregon, near Walker Road and Murray Boulevard. For decades, Nike has worked closely with local partner agencies including Tualatin Hills Park & Recreation District (THPRD), Washington County, and the City of Beaverton to support transportation improvements and options which benefit our employees, nearby residents, and the community at-large.

Nike knows the importance of sport, physical activity, and recreation. It's at the heart of what we do. We fully support THPRD in its continued effort to plan, construct, and improve multi-use community trails in the region. Projects like the Westside Trail Bicycle & Pedestrian Bridge and the Beaverton Creek Trail from Hocken to Westside Trail will benefit a wide variety of users including commuters, recreationalists, shoppers, and more. Thank you for your time in considering a grant to support this work that will help create a more active, vibrant, and well-connected community.

Sincerely,



Lindsay Walker  
Employee Transportation Program Manager  
CBRE | Nike Account





## ***VENEZUELA'S VOICE IN OREGON***

*Connecting, Caring, Celebrating*

June 6, 2022

To Whom It May Concern,

On behalf of our organization, Venezuela's Voice in Oregon, and of our families and friends, we would like to express our support for these important projects proposed by Tualatin Hills Park & Recreation District related to the rehabilitation, construction, and adaptation of Beaverton Creek Trail and the Westside Trail Bridge.

Your generous grant will allow THPRD to continue in these important projects that promote and create equitable communities with transportation options and well- connected transportation systems. These projects will allow people to choose mobility modes based on individual needs, abilities, and resources. By investing in multi-use off-street trails, like those proposed by THPRD, we can create safe, affordable transportation options for all.

We ask you to consider supporting THPRD's requests for funding to construct and improve trails that serve the Greater Beaverton Area and entire Metro region. The pandemic has emphasized how important parks and trails are in providing free recreation. These trail projects will not only provide recreation but serve as active transportation connections between diverse communities and key locations, such as downtown Beaverton, jobs and transit. These projects would greatly benefit all people in our communities, but especially those whose needs and interests have historically been marginalized by transit and government entities.

We are very proud to count on friends like THPRD who make possible for our organization to exist and make our world a better place. We have worked with THPRD in several events in collaboration for communities of color that have benefit of the Parks they offer but still not enjoying in its entirety leaving many no able to access the nature and beauty that we all need for our health now.

Thank you very much for your support!

Sincerely,

Giselle Rincón  
President and Co-Founder Venezuela's  
Voice in Oregon

---

TAX ID #47-2690342

P.O. BOX 19653, Portland OR 97219

[venezuela.oregon@gmail.com](mailto:venezuela.oregon@gmail.com)

[www.venezuelasvoiceinoregon.org](http://www.venezuelasvoiceinoregon.org)

July 7, 2022

RE: Support for THPRD Trail Project Funding



To whom it may concern,

The Oregon Chinese Coalition aims to build a connected and united Chinese American community that embraces diverse socioeconomic backgrounds, political beliefs, and religious and cultural traditions. We offer resources, host events, and promote activities by and for the Chinese American community across the state.

We are writing today in support of the trails projects proposed for funding by Tualatin Hills Park & Recreation District. We have partnered with THPRD to host a “Welcoming Week” event and other activities that have promoted access to nature for all. THPRD has shown its commitment to promoting a more equitable community and park system.

The projects proposed by THPRD including the Westside Trail Bridge and the Beaverton Creek Trail will create more opportunities for all to access recreation and transportation options. The pandemic has emphasized how important parks and trails are in providing free recreation. These projects would benefit the Greater Beaverton area as well as the whole region.

Thank you for considering these important projects.

Sincerely,

A handwritten signature in black ink, appearing to be "J. Zhao".

*President & Chairperson of the Board*  
*Oregon Chinese Coalition (OCC)*  
Phone: (503)709-3119 | [hzhao@pdxchinese.org](mailto:hzhao@pdxchinese.org)  
Hotline: [\(503\)334-1010](tel:5033341010) | [Chinese Festival](#)





June 8, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trail Projects

To whom it may concern,

Columbia Sportswear Company is a leading innovator in active outdoor apparel, footwear, accessories and equipment. Our headquarters is located in unincorporated Washington County, just north of Highway 26. We are writing to say that we enthusiastically support the work of Tualatin Hills Park & Recreation District to continue planning, designing, and constructing multi-use trail projects like the Westside Trail Bicycle & Pedestrian Bridge and Beaverton Creek Trail.

The Westside Trail and the Beaverton Creek Trail run through part of Columbia Sportswear's campus. We would welcome its use by the many community members who love the trails. Our employees would also benefit from access to trails and recreation enthusiasts, runners, cyclers and anyone else who wants to get outside. This project will help promote healthy, active lifestyles – something Columbia can get behind 100%. We design apparel for active people, and we support active transportation options for all.

Sincerely,

*Xander Smit*

Xander Smit  
Senior Director – Global Real Estate  
14375 NW Science Park Drive, Portland OR 97229  
O: 503.985.4185 | M: 503.593.3645 | E: [xsmit@columbia.com](mailto:xsmit@columbia.com)  
Columbia Sportswear | Mountain Hardwear | SOREL | prAna

Nature & Trails Advisory Committee  
Tualatin Hills Park & Recreation District  
15707 SW Walker Road  
Beaverton, OR 97006

June 8th, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To Members of the Joint Policy Advisory Committee on Transportation,

The THPRD Nature & Trails Advisory Committee (NTAC) is composed of community volunteers that help guide district management of natural resources, associated community engagement, trail use, and trail development. Priorities of current committee members include reducing the impact of climate change and improving outreach to underserved and low-income members of our community. Therefore, NTAC fully supports THPRD's efforts to further develop plans for the Westside Trail Bridge and construct portions of the Beaverton Creek Trail.

Multi-use trails like the proposed provide safe connections to work, shopping, and recreation for pedestrians and cyclists by getting them off busy, dangerous streets. These trails promote climate-friendly transportation options by encouraging people to get out of their cars which can reduce emissions of greenhouse gases. Finally, trails increase equitable access to transportation by creating low-cost alternatives to cars and transit.

As members of the NTAC and the regional community, we urge you to consider funding these important projects proposed by THPRD that will become regional transportation assets, create more livable communities, and help make progress on achieving regional goals around including climate, equity, and safety.

Thank you for your consideration,

*Margaret Hite*

Margaret Hite, Chair  
THPRD Nature & Trails Advisory Committee



June 9, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

Dear Members of the Joint Policy Advisory Committee on Transportation:

I write today in support of Tualatin Hills Parks and Recreation District's (THPRD) Westside Trail Bicycle and Pedestrian Bridge and Beaverton Creek Trail projects. THPRD is seeking funding from Metro to help further the connectivity and safety for pedestrians and bicyclists that both trails provide.

As the commissioner for District 2 in Washington County, I have the largest amount of unincorporated area in the County. Many of the residents of District 2, rely on the services provided by THPRD, a full-service park agency. While this service is integral to the unincorporated communities like Bethany, Cedar Mill, Raleigh Hills, and Cedar Hills, residents of Washington County cities, also benefit from the rich amenities provided by THPRD.

The Westside Trail Bicycle and Pedestrian Bridge and the Beaverton Creek Trail projects are high-volume corridors that provide safe access for pedestrians and cyclists to get to work, grocery stores, parks, and many more places. Having these safe corridors removes the vulnerability of traveling on busy roadways, while also reducing congestion. Both projects are also high-volume routes for users and investing funds into increasing the connectivity of these trails, will help not only its users, but the wider transportation system of the region.

Please consider THPRD's request with full and fair consideration and accept my strong recommendation of these two projects for funding. Thank you in advance for your thoughtful review, please do not hesitate to contact me should you have questions.

Best regards,

Pam Treece  
Washington County Commissioner, District 2

**Board of County Commissioners**  
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545



## Bicycle Advisory Committee

Amanda Koppel, Chair

June 9, 2022

VIA EMAIL

Michael Hashizume,  
Vice Chair

Metro Planning - RFFA  
600 NE Grand Ave  
Portland OR 97232

Nathanael May,  
Recorder

**RE: 2025-27 Regional Flexible Funds Public Comment  
Support for Allen Boulevard Complete Street Plan**

Corey Arballo

Annee Ashton

Corbet Clark

Corey McManus

Mike Mulligan

Ananda Vardhana

John Vogler

Chuan Xu

To Members of the Joint Policy Advisory Committee on Transportation:

We are writing in support of the City of Beaverton's Allen Boulevard Complete Street Plan as a candidate for Metro's Regional Flexible Funds Allocation (RFFA). The Complete Street Plan is a comprehensive proposal that will not only add new, low-stress cycling facilities to the area, but also improve safety for all modes of active transportation.

The Beaverton Bicycle Advisory Committee (BAC) is an eleven-member committee whose mandate is to provide city council and transportation planning staff with recommendations on bicycle and related active transportation. The BAC also seeks to educate and promote cycling in Beaverton, including the annual Bike Beaverton cycling event which takes a large group of riders of all abilities through the Allen Boulevard District. As regular cyclists and walkers, the members of the BAC are keen to see the Allen Boulevard Complete Street Plan achieve its goals.

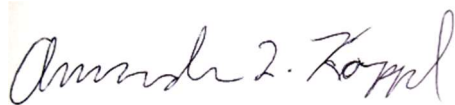
The Allen Boulevard District, just south of downtown Beaverton, is a diverse community comprising of almost 10,000 residents that offers them many amenities. The District offers residents a robust variety of local businesses, numerous local parks, and close proximity to downtown Beaverton. Unfortunately, Metro has identified Allen Boulevard as a High Injury Corridor, and likewise, its residents have expressed a desire for a safer, more pleasant pedestrian environment. The Allen Boulevard Complete Street Plan will address these problems.

For example, Allen Boulevard, which is a major east/west arterial in Beaverton, completely lacks any cycling facilities. The BAC believes that the bike lanes (as proposed by the Allen Boulevard Complete Street Plan) are essential to make cycling Allen Boulevard a safe, more enjoyable

activity not only for local residents, but any person cycling through the district. 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.

We respectfully urge Metro to consider the Allen Boulevard Complete Street Plan for funding. Investment in the district will be an incredible boon not only for the Beaverton cyclists and pedestrians whom the BAC seek to speak for, but for the community at large. The low-stress bicycle facilities proposed by the plan will provide a safer, cleaner, quieter transportation alternative in the District. We respectfully urge your strong consideration of this proposal and the significant benefits it will provide our community. Thank you for your consideration.

Sincerely,



Amanda Koppel, BAC Chair



Michael Hashizume, BAC Vice-Chair

cc: Councilor Laura Mitchell, BAC Council Liaison  
Jenny Haruyama, City Manager  
Cheryl Twete, Community Development Director



## Bicycle Advisory Committee

Amanda Koppel, Chair

June 9, 2022

VIA EMAIL

Michael Hashizume,  
Vice Chair

Metro Planning - RFFA  
600 NE Grand Ave  
Portland OR 97232

Nathanael May,  
Recorder

Corey Arballo

Annee Ashton

Corbet Clark

Corey McManus

Mike Mulligan

Ananda Vardhana

John Vogler

Chuan Xu

**RE: 2025-27 Regional Flexible Funds Public Comment  
Support for Beaverton Creek Trail, Westside Trail Bridge  
and Council Creek Regional Trail**

To Members of the Joint Policy Advisory Committee on Transportation,

The Beaverton Bicycle Advisory Committee (BAC) advises on cycling and related active transportation uses in and around the city of Beaverton. The BAC also partners with Tualatin Hills Park & Recreation District (THPRD) and Washington County to provide insights and feedback on the development of trails and active transportation projects in our area. We are writing today in support of multi-use trail projects proposed for Regional Flexible Fund Allocation (RFFA) and Trails Bond funding by THPRD – the Beaverton Creek Trail (connecting Hocken to the Westside Trail) and the Westside Trail Bridge, and Washington County’s Council Creek Regional Trail (CCRT) project.

We note that one barrier to having a bike-friendly community is the lack of continuous, safe routes between important destinations. For example, if one wanted to travel between our popular shopping center, Cedar Hills Crossing, and the high-density residential areas to the west, there are few quiet routes which have continuous bicycle lanes or multi-use paths. SW Millikan Way, the most bike-friendly connecting street, loses its bike lane on the westbound approach to the busy intersection with SW Murray Blvd. An excellent solution to this problem, in addition to providing safe paths for pedestrians and families, is the proposed Beaverton Creek Trail, which would connect a number of existing trail fragments north of Millikan into a quiet, unified route with easy access to high-density housing, local train stations, and major park trails, and even better, create a welcome, new path along SW Terman Rd.

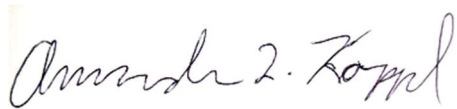
Likewise, the Westside Trail Bridge and CCRT projects will also help create safer, more livable communities. They will close critical gaps in the



regional active transportation network, provide cyclists and pedestrians with off-street alternatives to regionally recognized high-injury corridors, and connect neighborhoods, employment centers, commercial areas, schools, parks, natural areas, and more. These projects will give people safe, affordable options to getting out of their cars and use climate-friendly alternative modes of transportation like walking and biking.

THPRD's and Washington County's RFFA and Trails grant applications represents a modest request for a transformative transportation infrastructure investment that will advance equity, sustainability, safety, and economic opportunity for the entire region, and be a boon to the cycling community. Thank you for your time, and please consider awarding funds to these three crucial projects.

Sincerely,



Amanda Koppel, BAC Chair



Michael Hashizume, BAC Vice-Chair

cc: Councilor Laura Mitchell, BAC Council Liaison  
Jenny Haruyama, City Manager  
Cheryl Twete, Community Development Director



**CLACKAMAS COUNTY PEDESTRIAN  
& BIKEWAY ADVISORY COMMITTEE**  
150 Beavercreek Road  
Oregon City, OR 97045

June 14, 2022

To: Metro Planning – RFFA  
Decision makers for project selection

The Clackamas County Pedestrian and Bikeway Advisory Committee (PBAC) is a 14-member citizen advisory committee that assists in the development of bicycle and pedestrian plans and advises on matters relating to bicycle and pedestrian planning. The purpose of this letter is to express our continued support for the “Trolley Trail at Milwaukie Bay Park” project. This is a critical project due to a patchwork of different sidewalks and substandard paths which have been stitched together over the decades. The current conditions are not sufficient for safety or the amount of use the trail receives today. A wider and safer trail is needed.

The six-mile long Trolley Trail connects people within north Clackamas County to the Springwater Corridor as well as Gladstone and Oregon City to the South. The particular segment proposed for construction is along the Willamette River and Milwaukie Bay Park, a significant destination for both pedestrians and bicyclists. Further, being adjacent to downtown Milwaukie, it is also a critical connection point to TriMet bus, MAX light rail, retail and commercial development, community buildings, schools and increasing higher-density infill mixed-use development. In the coming 2-3 years, trail users will also be able to connect from this location to the Monroe Street Greenway stretching several miles east to the I-205 multiuse path.

PBAC has been informed and updated on this project on three different occasions, from 2018 to April of 2022. NCPRD met with PBAC when the concept was first forged into alternatives in 2018 through to this spring when the project design was discussed. We strongly support this project and urge you to provide the necessary funding for construction.

Sincerely,

*Bruce Parker*

Bruce Parker, Chair  
Clackamas County Pedestrian and Bikeway Advisory Committee



June 14th, 2022

Metro Planning – RFFA  
600 NE Grand Ave.  
Portland, OR 97232  
[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)

Metro Planners,

The Milwaukie Parks Foundation (MPF) Board respectfully asks Metro to fund the Trolley Trail Multi-Use Design Project for Milwaukie Bay Park (MBP). Completion of this project will add lasting improvements to the Metro regional trail system by creating enhanced connectivity and promoting reduced conflicts between cyclists and pedestrians. Milwaukie community organizations, including the MPF, have continued to advocate in the community for the completion of MBP in which the Trolley Trail Path Design is an essential piece of this overall project. The MPF has partnered with numerous community groups, such as North Clackamas Watershed Council, Johnson Creek Watershed Council, Water Environment Services, and many others as well as downtown businesses and business associations interested in completing MBP and removing the Kellogg Creek Dam. The Trolley Trail Multi-use Path is a key feature of this park and will promote safe active transportation in the region, enhance connectivity, and improve access to parks and nature for all.

The City of Milwaukie and the North Clackamas Parks and Recreation District (NCPRD) have been working towards the development of MBP for many years. Originally, the city either bought or had donated various parcels to create the park. In 2006, a design for MBP was adopted by NCPRD and the City. Due to lack of funding, a decision was made to build the park in phases. Currently, both bicyclists and pedestrians rely on pedestrian sidewalks without the width or treatments to provide safety and separation. The road next to the sidewalk is Highway 99E where the bike lanes are narrow, and the traffic is always busy.

Over the years, an increasingly diverse population has been established along the Trolley Trail, which includes people with lower incomes and less access to motorized vehicles. Access to better alternative transportation and recreation options would be beneficial. Improvements to this segment of this regional trail will enhance access for everyone. The Trolley Trail is six miles long, connecting not only people within North Clackamas County but also making connections to the Springwater Corridor to the North and Gladstone and Oregon City to the South. In 2-3 years, trail users will also be able to connect from this trail section to the Monroe Street Greenway stretching several miles east to the I-205 path. Being adjacent to downtown Milwaukie, this Trolley Trail segment is also a critical connection point to TriMet buses, MAX light rail, retail and commercial development, community buildings, schools and increasing higher-density in-fill mixed-use development. The current patchwork of sections of the Trolley Trail that have been pieced together are not sufficient for safety or the amount of use today. A wider and safer trail is needed.

Milwaukie Bay Park is a regional park, and it needs to be completed to serve the broader community. We urge Metro Planners to fund the Trolley Trail Multi-Use Path Design Project so that this regional park and access to it can be completed. Area residents have waited a long time not only for a park, but for safe trail access that bicyclists and pedestrians can use to connect to the park, the Willamette River, and surrounding amenities.

Thank you for your time!

Best regards,

Milwaukie Parks Foundation Board

Lisa Gunion-Rinker, president

Emily Gilchrist, vice president

Alejandra Gonzalez, treasurer

Alison Perkins, executive director/secretary

Lisa Lashbrook, director

Lisa Batey, director

Virginia Pai, director



June 9, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

Dear Members of the Joint Policy Advisory Committee on Transportation:

I write today in support of Tualatin Hills Parks and Recreation District's (THPRD) Westside Trail Bicycle and Pedestrian Bridge and Beaverton Creek Trail projects. THPRD is seeking funding from Metro to help further the connectivity and safety for pedestrians and bicyclists that both trails provide.

As the commissioner for District 2 in Washington County, I have the largest amount of unincorporated area in the County. Many of the residents of District 2, rely on the services provided by THPRD, a full-service park agency. While this service is integral to the unincorporated communities like Bethany, Cedar Mill, Raleigh Hills, and Cedar Hills, residents of Washington County cities, also benefit from the rich amenities provided by THPRD.

The Westside Trail Bicycle and Pedestrian Bridge and the Beaverton Creek Trail projects are high-volume corridors that provide safe access for pedestrians and cyclists to get to work, grocery stores, parks, and many more places. Having these safe corridors removes the vulnerability of traveling on busy roadways, while also reducing congestion. Both projects are also high-volume routes for users and investing funds into increasing the connectivity of these trails, will help not only its users, but the wider transportation system of the region.

Please consider THPRD's request with full and fair consideration and accept my strong recommendation of these two projects for funding. Thank you in advance for your thoughtful review, please do not hesitate to contact me should you have questions.

Best regards,

Pam Treece  
Washington County Commissioner, District 2

**Board of County Commissioners**  
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545



City of Beaverton  
12725 Millikan Way  
Beaverton, OR 97005

May 25, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To Members of the Joint Policy Advisory Committee on Transportation,

Helping people get where they need to go safely and efficiently is a top priority for the City of Beaverton. The city supports creating well-connected bicycle and pedestrian networks that are safe, convenient, and user-friendly for people of all ages and abilities, whatever mode of transportation people use. Active transportation projects create more affordable options for people to get to work, school, appointments, and activities – all with a minimal carbon footprint.

I am writing today in support THPRD's continued efforts to plan, build, and maintain high-quality multi-use trails that benefit people in the Beaverton area and across the region. Projects like the Westside Trail Bicycle & Pedestrian Bridge and the Beaverton Creek Trail (Hocken to Westside Trail) will provide innumerable benefits to the community and serve equity-focused and environmental-justice areas which have higher percentages of people of color, people with low incomes, and other historically marginalized populations.

We encourage you to support these projects that will enhance safe opportunities for walking, biking, and taking transit in ways that connect people to the destinations they need to reach and reduce climate-changing emissions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "J Haruyama".

Jenny Haruyama  
City Manager

July 7, 2022

RE: Support for THPRD Trail Project Funding



To whom it may concern,

The Oregon Chinese Coalition aims to build a connected and united Chinese American community that embraces diverse socioeconomic backgrounds, political beliefs, and religious and cultural traditions. We offer resources, host events, and promote activities by and for the Chinese American community across the state.

We are writing today in support of the trails projects proposed for funding by Tualatin Hills Park & Recreation District. We have partnered with THPRD to host a “Welcoming Week” event and other activities that have promoted access to nature for all. THPRD has shown its commitment to promoting a more equitable community and park system.

The projects proposed by THPRD including the Westside Trail Bridge and the Beaverton Creek Trail will create more opportunities for all to access recreation and transportation options. The pandemic has emphasized how important parks and trails are in providing free recreation. These projects would benefit the Greater Beaverton area as well as the whole region.

Thank you for considering these important projects.

Sincerely,

A handwritten signature in black ink, appearing to be "J. Zhao".

*President & Chairperson of the Board*  
*Oregon Chinese Coalition (OCC)*  
Phone: (503)709-3119 | [hzhao@pdxchinese.org](mailto:hzhao@pdxchinese.org)  
Hotline: [\(503\)334-1010](tel:5033341010) | [Chinese Festival](#)





## ***VENEZUELA'S VOICE IN OREGON***

*Connecting, Caring, Celebrating*

June 6, 2022

To Whom It May Concern,

On behalf of our organization, Venezuela's Voice in Oregon, and of our families and friends, we would like to express our support for these important projects proposed by Tualatin Hills Park & Recreation District related to the rehabilitation, construction, and adaptation of Beaverton Creek Trail and the Westside Trail Bridge.

Your generous grant will allow THPRD to continue in these important projects that promote and create equitable communities with transportation options and well- connected transportation systems. These projects will allow people to choose mobility modes based on individual needs, abilities, and resources. By investing in multi-use off-street trails, like those proposed by THPRD, we can create safe, affordable transportation options for all.

We ask you to consider supporting THPRD's requests for funding to construct and improve trails that serve the Greater Beaverton Area and entire Metro region. The pandemic has emphasized how important parks and trails are in providing free recreation. These trail projects will not only provide recreation but serve as active transportation connections between diverse communities and key locations, such as downtown Beaverton, jobs and transit. These projects would greatly benefit all people in our communities, but especially those whose needs and interests have historically been marginalized by transit and government entities.

We are very proud to count on friends like THPRD who make possible for our organization to exist and make our world a better place. We have worked with THPRD in several events in collaboration for communities of color that have benefit of the Parks they offer but still not enjoying in its entirety leaving many no able to access the nature and beauty that we all need for our health now.

Thank you very much for your support!

Sincerely,

Giselle Rincón  
President and Co-Founder Venezuela's  
Voice in Oregon

---

TAX ID #47-2690342

P.O. BOX 19653, Portland OR 97219

[venezuela.oregon@gmail.com](mailto:venezuela.oregon@gmail.com)

[www.venezuelasvoiceinoregon.org](http://www.venezuelasvoiceinoregon.org)





June 8, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trail Projects

To whom it may concern,

Columbia Sportswear Company is a leading innovator in active outdoor apparel, footwear, accessories and equipment. Our headquarters is located in unincorporated Washington County, just north of Highway 26. We are writing to say that we enthusiastically support the work of Tualatin Hills Park & Recreation District to continue planning, designing, and constructing multi-use trail projects like the Westside Trail Bicycle & Pedestrian Bridge and Beaverton Creek Trail.

The Westside Trail and the Beaverton Creek Trail run through part of Columbia Sportswear's campus. We would welcome its use by the many community members who love the trails. Our employees would also benefit from access to trails and recreation enthusiasts, runners, cyclers and anyone else who wants to get outside. This project will help promote healthy, active lifestyles – something Columbia can get behind 100%. We design apparel for active people, and we support active transportation options for all.

Sincerely,

*Xander Smit*

Xander Smit  
Senior Director – Global Real Estate  
14375 NW Science Park Drive, Portland OR 97229  
O: 503.985.4185 | M: 503.593.3645 | E: [xsmit@columbia.com](mailto:xsmit@columbia.com)  
Columbia Sportswear | Mountain Hardwear | SOREL | prAna

June 6, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To whom it may concern,

At Nike, our mission is what drives us to do everything possible to expand human potential. We do that by creating groundbreaking sport innovations, by making our products more sustainably, by building a creative and diverse global team and by making a positive impact in communities where we live and work. Nike World Headquarters is located in Washington County, Oregon, near Walker Road and Murray Boulevard. For decades, Nike has worked closely with local partner agencies including Tualatin Hills Park & Recreation District (THPRD), Washington County, and the City of Beaverton to support transportation improvements and options which benefit our employees, nearby residents, and the community at-large.

Nike knows the importance of sport, physical activity, and recreation. It's at the heart of what we do. We fully support THPRD in its continued effort to plan, construct, and improve multi-use community trails in the region. Projects like the Westside Trail Bicycle & Pedestrian Bridge and the Beaverton Creek Trail from Hocken to Westside Trail will benefit a wide variety of users including commuters, recreationalists, shoppers, and more. Thank you for your time in considering a grant to support this work that will help create a more active, vibrant, and well-connected community.

Sincerely,



Lindsay Walker  
Employee Transportation Program Manager  
CBRE | Nike Account



**Westside  
Transportation  
Alliance**

June 15, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To Members of the Joint Policy Advisory Committee on Transportation,

Westside Transportation Alliance (WTA) is a private nonprofit that provides employers with customized commute programs and employee incentives to reduce single occupancy driving and encourage transit use, carpooling, bicycling, teleworking and walking for commute trips in Washington County, Oregon. We are excited about the work Tualatin Hills Park & Recreation District (THPRD) is doing to promote active transportation options by continuing to plan, design, and construct significant multi-use trails in Washington County.

I am writing today to support two specific trails projects THPRD has proposed for funding including final design and engineering of the Westside Trail Bicycle & Pedestrian Bridge and the construction of Beaverton Creek Trail from Hocken to Westside Trail. These projects will create options for local commuters, provide connections to major transit hubs, and promote safe, affordable alternatives to single-occupancy vehicle commuter trips. Many major employers in the area, including WTA members Nike and Columbia Sportswear, will be served by these projects. These efforts will expand active commuting options for a significant number of area workers.

The work proposed by THPRD will have the potential to help shift commuter behavior, reduce congestion at peak hours, promote healthy and active transportation options, and keep both employees and employers happy. We appreciate your consideration of this project which would greatly benefit the entire Portland Metro region.

Thank you,

Jeff Pazdalski  
Executive Director

12725 SW Millikan Way, Suite 300 | Beaverton, Oregon 97005 | (503) 489 - 8520

[www.wta-tma.org](http://www.wta-tma.org)

   /WTAOregon



## Bicycle Advisory Committee

Amanda Koppel, Chair

June 9, 2022

VIA EMAIL

Michael Hashizume,  
Vice Chair

Metro Planning - RFFA  
600 NE Grand Ave  
Portland OR 97232

Nathanael May,  
Recorder

Corey Arballo

Annee Ashton

Corbet Clark

Corey McManus

Mike Mulligan

Ananda Vardhana

John Vogler

Chuan Xu

**RE: 2025-27 Regional Flexible Funds Public Comment  
Support for Beaverton Creek Trail, Westside Trail Bridge  
and Council Creek Regional Trail**

To Members of the Joint Policy Advisory Committee on Transportation,

The Beaverton Bicycle Advisory Committee (BAC) advises on cycling and related active transportation uses in and around the city of Beaverton. The BAC also partners with Tualatin Hills Park & Recreation District (THPRD) and Washington County to provide insights and feedback on the development of trails and active transportation projects in our area. We are writing today in support of multi-use trail projects proposed for Regional Flexible Fund Allocation (RFFA) and Trails Bond funding by THPRD – the Beaverton Creek Trail (connecting Hocken to the Westside Trail) and the Westside Trail Bridge, and Washington County’s Council Creek Regional Trail (CCRT) project.

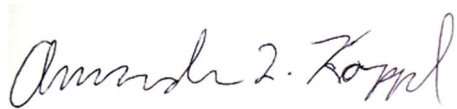
We note that one barrier to having a bike-friendly community is the lack of continuous, safe routes between important destinations. For example, if one wanted to travel between our popular shopping center, Cedar Hills Crossing, and the high-density residential areas to the west, there are few quiet routes which have continuous bicycle lanes or multi-use paths. SW Millikan Way, the most bike-friendly connecting street, loses its bike lane on the westbound approach to the busy intersection with SW Murray Blvd. An excellent solution to this problem, in addition to providing safe paths for pedestrians and families, is the proposed Beaverton Creek Trail, which would connect a number of existing trail fragments north of Millikan into a quiet, unified route with easy access to high-density housing, local train stations, and major park trails, and even better, create a welcome, new path along SW Terman Rd.

Likewise, the Westside Trail Bridge and CCRT projects will also help create safer, more livable communities. They will close critical gaps in the

regional active transportation network, provide cyclists and pedestrians with off-street alternatives to regionally recognized high-injury corridors, and connect neighborhoods, employment centers, commercial areas, schools, parks, natural areas, and more. These projects will give people safe, affordable options to getting out of their cars and use climate-friendly alternative modes of transportation like walking and biking.

THPRD's and Washington County's RFFA and Trails grant applications represents a modest request for a transformative transportation infrastructure investment that will advance equity, sustainability, safety, and economic opportunity for the entire region, and be a boon to the cycling community. Thank you for your time, and please consider awarding funds to these three crucial projects.

Sincerely,



Amanda Koppel, BAC Chair



Michael Hashizume, BAC Vice-Chair

cc: Councilor Laura Mitchell, BAC Council Liaison  
Jenny Haruyama, City Manager  
Cheryl Twete, Community Development Director

Parks & Facilities Advisory Committee  
Tualatin Hills Park & Recreation District  
15707 SW Walker Road  
Beaverton, OR 97006

June 16, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To Members of the Joint Policy Advisory Committee on Transportation,

The THPRD Parks & Facilities Advisory Committee (PFAC) includes community members appointed to guide district policy and strategy in relation to parks, athletic and recreation facilities, historic properties, community gardens, and more. The PFAC fully supports THPRD's efforts to further develop plans for design and engineering of the Westside Trail Bicycle & Pedestrian Bridge and construction of the Beaverton Creek Trail from Hocken Avenue to the Westside Trail.

Both projects will significantly benefit the region by providing safe off-street connections to work, shopping, and recreation for pedestrians and cyclists. In addition, trails promote and expand climate-friendly transportation options in our region by encouraging people to get out of their cars which can reduce emissions of greenhouse gases. Finally, trails increase equitable access to transportation by creating low-cost alternatives to cars and transit.

As members of the PFAC and the regional community, we urge you to fund these important projects proposed by THPRD. We are confident that the Westside Trail Bicycle & Pedestrian Bridge and the Beaverton Creek Trail will become valuable regional transportation assets, creating more livable communities while contributing to regional goals related to climate, equity, and safety.

Thank you for your consideration,



Carl Nelson, Chair  
THPRD Parks & Facilities Advisory Committee

Committee Members:

Kristen Abele  
Jane Leo  
Alaka Sarangdhar  
Keith Watson – THPRD

Carla Fennell  
Carl Nelson-Chair  
Nanda Siddaiah  
Brenda Peterson – THPRD

Nisha George  
Jacqui Orenda-Weber  
Erica Soto

Nature & Trails Advisory Committee  
Tualatin Hills Park & Recreation District  
15707 SW Walker Road  
Beaverton, OR 97006

June 8th, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To Members of the Joint Policy Advisory Committee on Transportation,

The THPRD Nature & Trails Advisory Committee (NTAC) is composed of community volunteers that help guide district management of natural resources, associated community engagement, trail use, and trail development. Priorities of current committee members include reducing the impact of climate change and improving outreach to underserved and low-income members of our community. Therefore, NTAC fully supports THPRD's efforts to further develop plans for the Westside Trail Bridge and construct portions of the Beaverton Creek Trail.

Multi-use trails like the proposed provide safe connections to work, shopping, and recreation for pedestrians and cyclists by getting them off busy, dangerous streets. These trails promote climate-friendly transportation options by encouraging people to get out of their cars which can reduce emissions of greenhouse gases. Finally, trails increase equitable access to transportation by creating low-cost alternatives to cars and transit.

As members of the NTAC and the regional community, we urge you to consider funding these important projects proposed by THPRD that will become regional transportation assets, create more livable communities, and help make progress on achieving regional goals around including climate, equity, and safety.

Thank you for your consideration,

*Margaret Hite*

Margaret Hite, Chair  
THPRD Nature & Trails Advisory Committee



# CRESTWOOD

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## *Neighborhood Association*

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June 16, 2022

Via email  
Metro  
Transportation Planning RFFA  
600 NE Grand Avenue  
Portland, OR 97232

Re: RFFA, SW Taylors Ferry Road Walkway and Bikeway Connection Project

Dear Metro:

The Crestwood Neighborhood Association strongly supports the Portland Bureau of Transportation (PBOT)'s proposal to fund much-needed improvements to SW Taylors Ferry Road between SW Capitol Highway and SW 49<sup>th</sup> through Metro's 2025-2027 Regional Flexible Fund Allocation (RFFA) grant program.

This project was previously proposed for funding in the last RFFA cycle and there was a tremendous outpouring of community support for the project. We were extremely disappointed that it was not selected in 2019 and we hope that it will be selected in this RFFA funding cycle. Since then, Metro's Southwest Corridor Light Rail Transit Plan Final Environmental Impact Statement (SWC LRT FEIS, 2022) and Portland's draft West Portland Town Center Plan (WPTC, 2022) highlight the importance of this transportation corridor in the region. This project enhances a growing network of alternative transportation improvements under construction in the West Portland Town Center, an area targeted for growth.

The SW Taylors Ferry Road Walkway and Bikeway Connection project leverages the already funded Bureau of Environmental Services' *Upper Woods Outfall and Culvert Replacement* capital improvement project. The Woods Creek culvert that goes underneath SW Taylors Ferry Road near SW 43<sup>rd</sup> is down a steep ravine and there is a broken cyclone fence that makes walking and biking between the vehicle traffic and ravine quite dangerous today. It is extremely important that the street and stormwater improvements in this project happen concurrently with the culvert replacement project to minimize overall project costs in this area due to significant infrastructure deficiencies.

Here's how the SW Taylors Ferry Road Walkway and Bikeway Connection Project advances RFFA policy priorities.

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Equity:

The draft West Portland Town Center Plan notes that the West Portland Park neighborhood is the most ethnically diverse neighborhood in SW Portland and the town center continues to grow more diverse. West Portland Park neighborhood is the location of the elementary and middle schools that serve the Crestwood and Ashcreek neighborhoods. Portland State University's 2020 Census data shows that Census Tract 65.01 (which includes the Crestwood and Ashcreek neighborhoods) has increased in overall population by 382 people with significant increases in non-white ethnicity over the last 10 years. Census Tract 64.03 (the West Portland Park neighborhood) showed similar results.

This project supports equitable development in the West Portland Town Center by constructing walkways, bikeways and stormwater improvements along a busy road that lacks this infrastructure today. The draft West Portland Town Center Plan envisions more density along SW Taylors Ferry Road but there is no infrastructure to support walking, biking and taking transit. Conditions have only gotten worse since this description in the 2004 SW Taylors Ferry Road Plan adopted by Portland City Council: *"Even though SW Taylors Ferry Road (TFR) west of Capitol Highway is designated a Neighborhood Collector Street it remains inhospitable to pedestrians and bicyclists. It has never been upgraded to modern standards. TFR remains what it originally was, a paved county road with ditches on the side. There are no sidewalks, no bike lanes and no bus shelters. Traffic moves too fast. It does not serve well as the area's "main street."*

The West Portland United Methodist Church proposes to construct several affordable housing units at SW 46<sup>th</sup> and SW Taylors Ferry Road, and the West Portland Town Center Plan envisions more multi-family units along this roadway, but the high cost of street and stormwater improvements on individual properties discourage development. The degraded asphalt path constructed decades ago on the south side of the roadway does not meet ADA guidelines and would not enable residents of the affordable housing units to access transit service, groceries, restaurants, schools, and other services nearby without a car.

Walkways and bikeways will make it safer for residents to access transit service that directly serves educational and job opportunities nearby. Transit service on SW Capitol Highway (bus #44, #64), SW Barbur Blvd (bus #12, #94, SMART), and the proposed future Southwest Corridor light rail station at the Barbur Transit Center will enable residents to access Portland Community College's Sylvania Campus, Ida B. Wells-Barnett High School, the Islamic School of Portland, Oregon Health & Science University, Portland State University, and employment opportunities in the cities of Portland, Tigard, Sherwood, Tualatin and Wilsonville and Metro's regional center at Washington Square. The draft West Portland Town Center Plan envisions a multicultural hub that would be incorporated into a redeveloped Barbur Transit Center or other location in the West Portland Town Center.

### Safety:

PBOT's Vision Zero map data shows that four people have been seriously injured while walking along this segment of SW Taylors Ferry Road over the last few years. Traffic counts show a heavy volume of motor vehicles traveling between Portland and Washington County and the Washington Square Regional Center.

SW Taylors Ferry Road is the main route from our neighborhood to Barbur World Foods grocery store, local schools (Markham Elementary, Jackson Middle School and Ida B. Wells-Barnett High as well as the Islamic School of Portland and Portland Community College Sylvania Campus), the Capitol Hill Library, and the dozens of restaurants, shops and services within the West Portland Town Center. The Child's View Montessori School and Village Preschool are located inside the West Portland United Methodist Church at SW 48<sup>th</sup> and SW Taylors Ferry, and PPS's Smith Elementary School (closed in 2006) is located nearby at SW 52<sup>nd</sup> and SW Orchid. SW Taylors Ferry Road is on the 2018 Safe Routes to School Priority Investment Route but too dangerous for kids to walk or bike to school today.

This segment of SW Taylors Ferry Road is the only way to access these destinations from our neighborhood due to geographic and topographic constraints. Alternative routes require significant detours. The SW Taylors Ferry Road project design is similar to the design under construction along SW Capitol Highway between Multnomah and West Portland.

SW Taylors Ferry Road Walkway and Bikeway Connection improvements fill a significant gap in SW Urban Trail #5. Portland City Council adopted the SW Urban Trails Plan in 2000 and the Plan is included in Portland's 2018 Transportation Systems Plan. SW Trails routes serve as popular walking routes in our neighborhood but this segment of SW Trail #5 lacks a safe walkway.

One of the major safety issues within this segment of SW Taylors Ferry Road is the presence of an Interstate-5 off-ramp (southbound Exit 295 SW Capitol Highway) that directs motor vehicles onto SW Taylors Ferry Road. There is only a "yield" sign where the freeway ramp intersects with eastbound Taylors Ferry and a "stop sign" to make the left turn westbound. It is a very scary place to walk or bike safely. Crestwood Neighborhood Association would prefer that ODOT close the off-ramp. The draft West Portland Town Center Plan calls for traffic circulation studies including potential changes to the location of I-5 freeway ramps. We need these walkway and bikeway safety improvements on SW Taylors Ferry Road now and do not want to wait for more studies.

### Climate Change:

Today, most people in the neighborhood drive to the Barbur Transit Center and other destinations because transit service on bus #43 is so poor and, as noted under "equity" above, it's dangerous to walk to other bus lines. In our neighborhood there are no sidewalks that lead to any of the transit stops, bus #43 does not run very often, and the bus does not directly connect with more frequent transit service on SW Capitol Highway or SW Barbur. One unintended consequence is that Uber and Lyft have become popular in our neighborhood

which actually increases the number of motor vehicle trips. Another issue is that electric bikes and scooters are not safe to use without bikeways. TriMet needs to improve local transit service for bus #43 to encourage more transit ridership between the neighborhoods and the regional and town centers. The proposed walkway and bikeway improvements on SW Taylors Ferry will encourage more people in the neighborhood to walk or bike to transit, work or school and leave their car at home. Air quality will be improved with less motor vehicle emissions.

Congestion Relief:

SW Taylors Ferry Road experiences a lot of regional traffic going to and from Washington County and the traffic volumes and speeds discourage people from walking and biking today. If more people are walking, biking and taking transit and less people are driving then SW Taylors Ferry Road will be less congested. Rush hour motor vehicle traffic eastbound routinely backs up from SW Capitol Highway to SW 52<sup>nd</sup> when school is in session, and rush hour traffic westbound routinely backs up from the traffic signal at SW 48<sup>th</sup> to SW Capitol Highway. ODOT will not allow a traffic signal at the four-way-stop intersection of SW Taylors Ferry and SW Capitol Highway because ODOT staff claim it will back up motor vehicle traffic onto the freeway off-ramp. The traffic signal upgrade at SW 48<sup>th</sup> that is included in this project should complement recent upgrades to traffic signals on SW Barbur.

Crestwood Neighborhood Association strongly supports funding the SW Taylors Ferry Road Walkway and Bikeway Connection project. It is the highest priority project in our neighborhood, and we urge you to fund this project now.

If you have any questions, please contact me at [fitzgerald.marianne@gmail.com](mailto:fitzgerald.marianne@gmail.com).

Sincerely,

/s/

Marianne Fitzgerald

President, Crestwood Neighborhood Association

/s/

Tony Hansen

Vice President, Crestwood Neighborhood Association

Cc: Commissioner Jo Ann Hardesty, Portland City Council  
Councilor Duncan Hwang, Metro Council  
Chris Warner, PBOT Director  
Mark Lear, PBOT staff  
Nick Falbo, PBOT staff  
Crestwood Neighborhood Association Board



## CULLY ASSOCIATION OF NEIGHBORS

Central Northeast Neighbors  
4415 NE 87th Avenue  
Portland, Oregon 97220

June 16, 2022

Metro Planning - RFFA  
600 NE Grand Ave.  
Portland, OR 97232  
[transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)

To Whom It May Concern:

The Cully Association of Neighbors (CAN) seeks to improve the livability of our neighborhood and celebrate its racial diversity. We write today to urge funding for two important transportation safety projects in our community, the NE Cully Blvd/NE57th Ave Complete Street Project, and the NE Cornfoot Road Multi-use Path Project.

Safety improvements to NE Cully Boulevard/57<sup>th</sup> Avenue between Prescott and Fremont Streets has been a top priority for Cully for more than a decade. Excessive speeds on this too-wide street, infrequent pedestrian crossings, narrow or no sidewalks and a blind curve have resulted in a number of crashes involving pedestrians and bicycles. This street is classified as a Pedestrian Parkway and a Bicycle Parkway in the Regional Transportation Plan and it is currently unsafe for both.

Rose City Cemetery extends for a half-mile to the west and the north-south streets to the east are largely unimproved. This funnels most north-south traffic—vehicular, pedestrian and bicycle—onto this corridor. Cully Boulevard is the main street of the Cully neighborhood and the businesses there struggle to survive. These safety improvements would encourage shoppers and be a huge boost to the neighborhood.

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. Although it is identified in the Regional Transportation Plan as a regional walkway and a regional bikeway it has no facilities for either. With the recent improvements to NE 47<sup>th</sup> Avenue and the imminent construction of the 42<sup>nd</sup>/47<sup>th</sup> Avenue Bridge, this project would close the last gap between the Cully neighborhood and the Portland Airport.

CAN is excited by the prospect of funding for both these projects. Thank you for your consideration.

Sincerely,

Maria Grzanka, Board Chair  
Cully Association of Neighbors

Parks & Facilities Advisory Committee  
Tualatin Hills Park & Recreation District  
15707 SW Walker Road  
Beaverton, OR 97006

June 16, 2022

Metro Regional Government  
600 NE Grand Avenue  
Portland, OR 97232

RE: Support for Tualatin Hills Park & Recreation District (THPRD) Trails Projects

To Members of the Joint Policy Advisory Committee on Transportation,

The THPRD Parks & Facilities Advisory Committee (PFAC) includes community members appointed to guide district policy and strategy in relation to parks, athletic and recreation facilities, historic properties, community gardens, and more. The PFAC fully supports THPRD's efforts to further develop plans for design and engineering of the Westside Trail Bicycle & Pedestrian Bridge and construction of the Beaverton Creek Trail from Hocken Avenue to the Westside Trail.

Both projects will significantly benefit the region by providing safe off-street connections to work, shopping, and recreation for pedestrians and cyclists. In addition, trails promote and expand climate-friendly transportation options in our region by encouraging people to get out of their cars which can reduce emissions of greenhouse gases. Finally, trails increase equitable access to transportation by creating low-cost alternatives to cars and transit.

As members of the PFAC and the regional community, we urge you to fund these important projects proposed by THPRD. We are confident that the Westside Trail Bicycle & Pedestrian Bridge and the Beaverton Creek Trail will become valuable regional transportation assets, creating more livable communities while contributing to regional goals related to climate, equity, and safety.

Thank you for your consideration,



Carl Nelson, Chair  
THPRD Parks & Facilities Advisory Committee

Committee Members:

Kristen Abele  
Jane Leo  
Alaka Sarangdhar  
Keith Watson – THPRD

Carla Fennell  
Carl Nelson-Chair  
Nanda Siddaiah  
Brenda Peterson – THPRD

Nisha George  
Jacqui Orenda-Weber  
Erica Soto



June 16, 2022

Metro  
600 NE Grand Avenue  
Portland, OR 97232

To Metro Council;

The City of Fairview is writing in support of the City of Gresham's RFFA application for the Gresham-Fairview Trail from Halsey Street to Sandy Boulevard. Expanding the Gresham-Fairview Trail is an investment in east Multnomah County that would fill a dangerous sidewalk gap along NE 201st Avenue and benefit the residents of Fairview.

The Gresham-Fairview Trail project is closely aligned with the RFFA program criteria from the Regional Transportation Plan: equity, safety, climate and congestion relief. The project meets equity measures by serving the low income and minority communities of Fairview. The 2020 census showed that 13% of Fairview residents are foreign-born and 34% are people of color.

National research has shown that people of color experience a higher burden of fatal pedestrian injury and that missing infrastructure is a contributing factor. Filling this sidewalk gap on NE 201st Avenue and constructing a path under the railroad overcrossing will make it safer for the residents of Fairview.

The Gresham-Fairview Trail project also provides climate and congestion relief benefits by expanding access to active transportation and connecting two parts of the Gresham-Fairview Trail that are separated by a gap. With the completion of the project Fairview residents can easily connect to the Wy'East Way, the Springwater Trail, MAX blue line, and the Sandy Boulevard industrial employment corridor without using a vehicle.

Fairview strongly supports the Gresham-Fairview Trail from Halsey Street to Sandy Boulevard project and encourages Metro to fund this project.

Respectively Submitted:

Mayor Brian Cooper

June 18, 2022

To: Robert Spurlock, Metro Trails Director and Roger Geller, PBOT Bike Director  
From: Brad Perkins, Sullivan's Gulch Trail Committee (SGTC) request for funding  
Re: Metro \$67.3 million for trail projects, from 2019 Parks and Nature Bond and Flexible Funds

It has been 10 years since the Portland City Council unanimously approved the Sullivan's Gulch Trail Concept Plan supported by 15 neighborhood and 3 business associations, Latino Network, Fred Meyer, Grant Park Village, PHK Development and N/NE Neighborhoods Coalition.

In July SGTC will be applying for Portland Clean Energy Funds to at least match what we would like to get from the 2019 Metro Parks Bond Funding. Since 2009 the Portland Bicycle Plan for 2030 and the Portland Comprehensive Plan were approved by the Portland City Council, which gave a greater priority to fund and develop the Sullivan's Gulch Trail.

On July 31, 2022, the Earl Blumenauer Ped./Bike Bridge will have its grand opening without a safe connection to high demand destinations such as downtown via the Steel Bridge, Eastbank Promenade, North Williams and N. Vancouver. Without this vital SG Trail link for bicyclists under both Grand Avenue and Martin Luther King Jr. Blvd., intersections at Lloyd Blvd. will become very dangerous.

The Sullivan's Gulch Trail Committee seeks \$2.5 million for engineering and project management for the Sullivan's Gulch Trail (SGT). It was not on the list of 29 suggested projects for funding nor given a chance to qualify for funding as a new trail since priority was given to filling gaps in existing bike corridors on accident prone streets.

In the well documented Portland Bicycle Plan for 2030 there was much collaboration with Metro officials. Many times, in the PBP, goals instructed Metro, City of Portland and other government institutions prioritize the funding and development of safer off road trails or paths. The following excerpts from the Portland Bicycle Plan for 2030 provides more than enough evidence that the SGT is overdue in receiving public funds:

#### Executive Summary

#### **Recommendations of the Portland Bicycle Plan for 2030:**

2.2.A. Adopt a bicycle transportation policy to create conditions that make bicycling more attractive than driving for trips three miles or less and integrate support for bicycling into other *Transportation System Plan* policies.

2.3.A. Expand to a functional hierarchy of bicycle classifications.

3.1 A. Provide a fine-grained bikeway network that serves key destinations.

3.2 A. Develop design guidelines for new bicycle facilities that will attract riders of all ages and abilities.

3.5 B. Collaborate with Metro and other partners to realize a coordinated regional network of greenways.

3.6 A. Work with off-road bicycling advocates, natural resources advocates and Portland Parks & Recreation to develop strategies to increase opportunities for off-road bicycling.

4.1 C. Expand programs that promote long-term changes in the transportation habits of Portland residents by encouraging bicycling.

4.1 D. Continue to raise the awareness of bicycling and reinforce safe bicycling behaviors.

4.1 E. Investigate strategies for providing incentives to bicycle.

5.1 B. Identify and pursue multiple strategies to increase funding for green transportation.

5.1 E. Build as much of the bicycle transportation system as possible, as quickly as possible.

5.1 F. Develop strategies to ensure successful delivery of bicycle projects.

5.1 G. Fund and construct projects in areas underserved by the bikeway network that score high in indicators of disadvantage.

5.4 A. Continue to expand the means of evaluating how well the public is being served by Portland's bikeways network, and the programs that support bicycling.

## **Part One: A world-class bicycling city**

### **1.3.3 Bicycling and children**

As some of the most vulnerable users of public spaces, children are at significant risk when bicycling Portland streets, especially at crossings. The creation of safe bicycling facilities offers opportunities for children to learn proper bicycling skills that will serve them when they encounter motor vehicle traffic.

The *Portland Bicycle Plan for 2030* recognizes the significant value of learning to bicycle at an early age and promotes innovative programs like Safe Routes to Schools to help children establish healthy lifestyle habits while gaining confidence and independence through bicycling.

### **1.3.4. Bicycling and seniors**

When the automobile is the only reasonable transportation option, some seniors may choose to drive even when their physical, sensory and cognitive capabilities have diminished, making them dangerous drivers and risking the safety of all right-of-way users. Roadways designed to meet the needs of senior cyclists create safer streets while providing transportation choices for all ages.



## **Part Two: A framework for bicycling policy**

### **Recommendations and associated actions**

#### **2.1.A. Put green transportation first.**

- Support the adoption of higher bicycle mode split and funding goals in the City of Portland and Multnomah County's *Climate Action Plan*
- Collaborate with other City bureaus and Metro to work toward adopting a 'green transportation hierarchy' that prioritizes planning and investing in green transportation modes to elevate the relative importance of non-motorized modes
- Collaborate with regional, state and federal partners to reform system performance measures and mobility standards to reflect the movement of persons rather than vehicles and favor green transportation
- Collaborate with regional, state and federal partners to develop transportation models and forecasting tools to accurately predict bicycle travel demand generated by capital and programmatic improvements and to model system performance that includes bicycling

#### **2.1 B. Fully integrate bicycling into the *Portland Plan* project.**

- Ensure all neighborhoods have adequate low-stress bicycle facilities connecting to neighborhood commercial corridors and centers so that local residents can safely and comfortably access them by bicycle or foot
- Provide opportunities for high-density, mixed-use development along identified bikeways with adequate end-of-trip bicycle facilities and consider the creation of district-specific development standards such as improved bicycle parking requirements and amenity bonuses to promote bicycling and walking

#### **2.1 C. Further integrate support for bicycling into existing City policies.**

- Work with relevant City bureaus to identify opportunities for revisions to existing City policies to ensure support for bicycling

### **2.2 Bicycle policy recommendations**

#### **2.2.1 Introduction**

- *Develop a balanced, equitable and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise and water pollution; and lessens reliance on the automobile while maintaining accessibility.*
- Goal 6 Transportation – *Portland Comprehensive Plan*

#### **2.2.2 A new bicycle transportation policy**

- *Create conditions that make bicycling more attractive than driving for trips of three miles or less.*

Why emphasize streets for bikes only?

2.2 A. Adopt a bicycle transportation policy to create conditions that make bicycling more attractive than driving for trips three miles or less and integrate support for bicycling into other *Transportation System Plan policies*.

### **2.3.2 Major City Bikeways**

Major City Bikeways are intended to form the ‘mobility backbone’ of Portland’s bicycle transportation system and provide primary connections to major attractors throughout the city, such as downtown or regional centers. The classification of Major City Bikeway is intended to set a new threshold for bikeway function.

The following criteria were considered in developing Portland’s network of Major City Bikeways:

- Continuity
- Existing or anticipated high-level use
- Function as collectors
- Function as strategic areas/areas of high demand
- Function as funnels where bicyclists must necessarily gravitate as they traverse barriers
- Equity in spacing

### **2.3.5 Bicycle Districts**

Bicycle Districts are areas with a dense concentration of commercial, cultural, institutional, and/or recreational destinations where the City intends to make bicycle travel more attractive than driving. This new classification provides policy support to create bicycle-friendly commercial districts in areas that tend to attract a high volume of trips for multiple purposes. As focal points for economic, recreational and employment activities, such areas need to be exceptionally welcoming to people arriving by and traveling through by bicycle.

Bicycle Districts include areas where high levels of bicycle activity exist or are planned. They can include high-density neighborhoods with a mix of land uses such as the Central City, Gateway regional center, town centers, and station communities.

Sullivan’s Gulch Trail on pages 30-32 & 36.

## **Part Three: The bicycle transportation system**

### **3.1 A. Provide a fine-grained bikeway network that serves key destinations**

Prioritize bikeway improvements that serve regional and town centers, main streets, employment centers, commercial districts, transit centers and stations, institutions, schools, parks and recreational destinations

- Work closely with the Oregon Department of Transportation, Portland Parks & Recreation and adjacent jurisdictions to complete and maintain identified bicycle network improvements and provide bicycle access in areas where the opportunity to provide on-street bikeways is constrained
- Create a system of low-stress bicycle routes throughout all Portland neighborhoods

### **3.2.3 Innovation in bikeway design**

Transforming national policies, standards and practices is an important step toward developing sustainable transportation systems that demonstrate successful urban bikeway networks. Portland is well-positioned to lead the U.S. in this transformation.

### **3.2.7 Off-street paths**

Off-street paths provide bicycle connections along corridors poorly served by streets. They link bicycle trip origins to destinations along continuous greenbelts near rivers or other natural areas, where appropriate, or in abandoned or active railroad right-of-ways. Most paths in Portland are shared facilities, accommodating bicyclists, pedestrians, skaters and other non-motorized users. The Bureau of Transportation's preferred policy is to maintain separate and protected facilities for each mode whenever possible.

3.2 A. Develop design guidelines for new bicycle facilities that will attract riders of all ages and abilities.

- Identify funding and potential partners for the development of bicycle design guidelines
- Work with ODOT, FHWA and other applicable agencies to streamline and accelerate design, testing and authorization of innovative bicycle facility designs
- Develop new designs for safe, comfortable and attractive bikeways that can carry more bicyclists

### **3.5.3 Regional opportunities**

In 2008, Metro convened a committee of civic, business and elected leaders to 'think big' about regional trails. The Blue Ribbon Committee for Trails released its recommendations in November of 2008 in a report that includes a section called "The Special Case for Greenways." It states, "Greenways are the premier travel corridor for walking and riding because they are safe and fast, and because they offer a natural experience that is removed from the noise and frenzy of the urban environment." Based on the recommendations of the Blue Ribbon Committee, in 2009 Metro is developing an active transportation strategy to increase the region's effectiveness in securing funding to complete a region-wide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational programs. Such a system would allow bicycling to become a practical and preferred option for average residents. It would provide new options for walking, including trails connected to neighborhoods and safe pedestrian crossings. The system would allow people to bicycle and walk to transit, schools, employment centers, parks, natural areas and shopping.

### **3.6.3 Bicycles and natural surface trails**

Natural surface trail bicyclists appreciate safety, efficiency, and exercise, similar to bicyclists who never venture from the pavement. Particular preferences of trail bicyclists include:

#### *Making Connections*

Bicyclists, like most people, like options. The ability to customize a riding experience by linking together natural surface trails and other bicycle-friendly facilities, such as multi-use paths, bike lanes and bicycle boulevards, will get more bicyclists riding more often.

#### *Connection to nature & escape*

Natural surface trails are enjoyable precisely because they are often found in natural areas, parks, and undeveloped open spaces. Trail riding gives bicyclists the opportunity to escape for the moment from society and enjoy the simple realness of being active in the outdoors.

3.6 A. Work with off-road bicycling advocates, natural resources advocates and Portland Parks & Recreation to develop strategies to increase opportunities for off-road bicycling.

- Coordinate with other applicable agencies, such as Portland Parks & Recreation, Metro and BES, to further the development and enhancement of existing and proposed off-road, natural surface trail facilities, as well as other, neighborhood-scale off-road bicycling facilities; and
- Formalize relationships with off-road bicycle advocacy groups and engage them in the planning, development, and on-going maintenance of off-road natural surface trails and facilities.

### **3.8.2 World-class bicycling conditions in Portland's Central City**

Significant actions are needed to improve bicyclist safety in the Central City. Best practices from other world-class bicycling cities illustrate the importance of creating separation, whenever practical, between bicyclists and motorists.

3.8 A. Make Portland's Central City superlatively bicycle-friendly.

- Create Bicycle Districts in downtown, the River District and the Lloyd Districts
- Use existing and innovative engineering tools to create conditions welcoming to bicyclists throughout the Central City

## **Part Five: Strategic implementation plan**

### **5.1.2 Network implementation strategy**

#### *Undertaking large-scale demonstration projects*

The Portland Bureau of Transportation will capitalize on opportunities to undertake large-scale demonstration projects. Examples may include Metro's Active Transportation Demonstration Projects program (beginning in 2009), as well as similar efforts under a reauthorized federal highway bill that will extend from the Non-motorized Transportation Pilot Program that was adopted with the previous federal transportation reauthorization. Potential projects for demonstration projects include:

- Sullivan's Gulch Path

5.1 A. Amend the ***Transportation System Plan (TSP)*** to adopt recommended policies and classifications for bicycle transportation.

- Identify funding, timeline and staffing for an overall update of the *TSP*
- In the event that an overall update can't be completed in a timely fashion, consider undertaking a technical update of the *TSP* to adopt the recommendations of this planning

5.1 B. Identify and pursue multiple strategies to increase funding for green transportation.

- Form a task force to recommend new funding sources for bicycle facilities and other green transportation modes

5.1 E. Build as much of the bicycle transportation system as possible, as quickly as possible.

- Be opportunistic and partner with others
- Continue to refine the planned network and facilities to accommodate local preference, especially by:
  1. Funding and performing a study of opportunities to increase access to bicycling in East Portland
  2. Funding and performing a study of the bicycle corridor that uses the NE 28<sup>th</sup> Avenue bridge over I-84

5.1 G. Fund and construct projects in areas underserved by the bikeway network that score high in indicators of disadvantage.

- Assure that implementation criteria include comprehensive measures of equity, including poverty, minority status, and agencies

## **5.2 Bikeway Implementation Criteria**

### *Visibility of bicycling*

- Does the project add to the overall visibility of bicycling as a primary means of transportation?

### *Innovation*

- Is the proposed treatment type innovative?
- Will it highlight a new type of design and in doing so provide needed information about the performance of the design?
- Will the project advance public acceptance of new design types?

### *Leverage*

- Will the project leverage other investments?
- Does the project enhance existing investments made in the bikeway network?

## **Appendix A: Action plan and project list**

### **2.1 A. Put green transportation first.**

- Collaborate with other City bureaus and Metro to work toward adopting a ‘green transportation hierarchy’ that prioritizes planning and investing in green transportation modes to elevate the relative importance of non-motorized modes
- Collaborate with regional, state and federal partners to reform system performance measures and mobility standards to reflect the movement of persons rather than vehicles and favor green transportation modes

### **2.1 B. Fully integrate bicycling into the *Portland Plan* project.**

- Identify opportunities for zoning changes that will support retail centers to be located along identified bikeways
- Provide opportunities for high-density, mixed-use development along identified bikeways with adequate end-of-trip bicycle facilities and consider the creation of district-specific development standards such as improved bicycle parking requirements and amenity bonuses to promote bicycling and walking

### **2.3 C. Develop refinement plans for key areas and facilities.**

- Identify targeted corridors where uncertainty or disagreement exists as to appropriate design treatment or alignment

- Work with agency partners, neighborhood and business associations to refine alignments and recommended design treatments for identified corridors

**3.1 A. Provide a fine-grained bikeway network that serves key destinations.**

- Prioritize bikeway improvements that serve regional and town centers, main streets, employment centers, commercial districts, transit centers and stations, institutions, schools, parks and recreational destinations
- Create a system of low-stress bicycle routes throughout all Portland neighborhoods

**3.2 A. Develop design guidelines for new bicycle facilities that will attract riders of all ages and abilities.**

- Collaborate with Portland Streetcar and TriMet to develop design guidelines for areas where streetcar or light rail facilities intersect, or are in close proximity to bicycle facilities
- Develop new designs for safe, comfortable and attractive bikeways that can carry more bicyclists

**3.5 B. Collaborate with Metro and other partners to realize a coordinated regional network of greenways.**

- Prioritize the project development of Portland's regional trails networks
- Advocate for regional networks to include Major City Bikeways, including bicycle boulevards

**3.6 A. Work with off-road bicycling advocates, natural resources advocates and Portland Parks & Recreation to develop strategies to increase opportunities for off-road bicycling.**

- Coordinate with other applicable agencies, such as Portland Parks & Recreation, Metro and BES, to further the development and enhancement of existing and proposed off-road, natural surface trail facilities, as well as other, neighborhood-scale off-road bicycling facilities.
- Formalize relationships with off-road bicycle advocacy groups and engage them in the planning, development, and on-going maintenance of off-road natural surface trails and facilities

**5.1 B. Identify and pursue multiple strategies to increase funding for green transportation.**

- Form a task force to recommend new funding sources for bicycle facilities and other green transportation modes
- Work with elected leaders to position the City of Portland to receive funding under the federal reauthorization

**5.1 D. Expand encouragement programs that provide services and equipment, support behavior changes, raise awareness, and provide incentives that increase bicycling.**

- Identify new models, partners and funding for program expansion
- Integrate the delivery of programs with projects

**5.1 E. Build as much of the bicycle transportation system as possible, as quickly as possible.**

- Be opportunistic and partner with others

- Continue to refine the planned network and facilities to accommodate local preference, especially by:
  1. Funding and performing a study of opportunities to increase access to bicycling in East Portland

**5.1 F. Develop strategies to ensure successful delivery of bicycle projects.**

- Begin project development on multiple bicycle transportation projects
- Work with the Bureau of Transportation's Engineering & Technical Services group and the Development & Capital Program to develop strategies for project delivery

**5.1 G. Fund and construct projects in areas underserved by the bikeway network that score high in indicators of disadvantage.**

- Establish benchmarks for completed projects in targeted areas

**5.5 A. Continue to expand the means of evaluating how well the public is being served by Portland's bikeways network and the programs that support bicycling.**

- Continue and expand annual bicycle counts
- Collaborate with Portland State University's Center for Transportation Studies and Initiative for Bicycle and Pedestrian Innovation to develop new means of evaluation
- Collaborate with Metro to improve their transportation demand models and forecasting to better reflect bicycle trips

**List of funded projects**

Sullivan's Gulch Trail Master Plan (Eastbank Esplanade to I-205 path)

**PORTLAND BICYCLE PLAN 2030 – TIER ONE/TWO OFF-STREET PATH PROJECTS**

PBP No. 2084, Tier 2, SULLIVANS GULCH, from NE Lloyd Blvd. To I-84 Bike Path, Off-street path, NE District, Unfunded cost \$26,577,533

**Recommended policy amendments**

**Policy 6.23 Bicycle Transportation**

**6.23 Objective D**

Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and skill levels.

**6.23 Objective E [NEW]**

Ensure that the health, social, economic, and environmental benefits of bicycling are accessible to all Portlanders regardless of race, ethnicity, age, economic status, geographical location or language spoken.

**6.23 Objective H**

Promote bicycling as safe and convenient transportation to and from school.

**6.23 Objective I [NEW]**

Provide bikeway system improvements that will serve key destinations, such as Metro 2040 centers and main streets, employment centers, commercial districts, transit stations, institutions, schools, and recreational destinations.

*Key statistics on bicycle accidents:*

- 90 percent of all crashes (including bicycle and motor vehicle), regardless of fault, are caused by human error
- 68 percent of bicycle crashes in Portland occur at intersections
- 81 percent of all bicyclist injury crashes and 77 percent of bicyclist fatalities in Portland take place on streets with higher classifications, such as Neighborhood Collector and Major Traffic Street

**Key public involvement findings for Phase 1:**

- Of those surveyed at public meetings, 88 percent describe themselves as either ‘bold and fearless’ or ‘enthused and confident,’ and only ten percent as ‘interested but concerned’
- Bicyclists do not like fast cars on the roads and consider fast motor vehicles to be a ‘big deterrent’ to riding
- A concern for safety was listed as the primary barrier to bicycling

**Final Note: What more proof or reasons does Metro and the City need to establish funding for the Sullivan’s Gulch Trail than what has already been approved as policy in this Portland Bicycle Plan for 2030. Times have changed in the past two years with the pandemic, Black Lives Matter and climate change. Government institutions are too slow and expensive to make needed changes in a timely and responsible manner to the public’s demands to address climate change. It’s clear that the SG Trail is an affordable climate change reliever that the government supports but won’t fund even when it has the money or has access to funds via the Infrastructure Investment Jobs Act (IIJA).**

**Robert and Roger, are either one of you or both of you willing to work towards applying for IIJA funds and support Portland Clean Energy Funds for the Sullivan’s Gulch Trail since both of your departments are unwilling to prioritize SG Trail funding? Please let me know ASAP.**

**Thank you,  
Brad Perkins  
SGT Committee  
503 317 6455**





June 16, 2022

Metro  
600 NE Grand Avenue  
Portland, OR 97232

To Metro Council;

The City of Fairview is writing in support of Multnomah County's RFFA application for Pedestrian and Roadway improvements to Sandy Boulevard within Fairview city limits. This project is also within the boundaries of the Fairview Urban Renewal Agency and is included in the plan as a necessary project to remove blight and increase quality of life within our community.

Sandy Boulevard is an important Multnomah County arterial which has no pedestrian and bike improvements on a majority of the roadway located within Fairview. This project is closely aligned with the RFFA program criteria from the Regional Transportation Plan: equity, safety, and climate and congestion relief. The project meets equity measures by serving the low income and minority communities of Fairview. The 2020 census showed that 13% of Fairview residents are foreign-born and 34% are people of color.

This section of Sandy Boulevard is adjacent to many multi-family complexes and lower income mobile home parks including senior citizen facilities. This population relies on pedestrian and transit facilities to move about the local area and region. The lack of sidewalks and crosswalks makes it difficult to locate crosswalks and improved bus stops to service this population along Sandy and creates a major safety concern.

This Project area currently has RFFA funding for project design. When the newly requested funding is available this project will be ready to proceed with construction. Award of this grant is the next logical step in resolving this critical gap in our community's transportation system.

Fairview strongly supports Multnomah County's grant application to improve Sandy Boulevard within Fairview City Limits and encourages Metro to fund this project.

Respectively Submitted;

Mayor Brian Cooper



June 19, 2022

Councilor Shirley Craddick  
Metro JPACT Chair  
600 NE Grand Avenue  
Portland, OR 97212

Re: Metro Bond for Trails & Regional Flexible Fund Allocation

Dear Councilor Craddick,

If any organization knows that trail systems are typically built piece-by-piece in small increments, it's the 40 Mile Loop Land Trust. We have been working on the assembly of a 150 mile long trail system in urbanized Multnomah County for over forty years. But now we have an opportunity to accomplish much during a relatively short time period. Therefore, it is with great excitement that we endorse the funding of the following 6 projects for consideration by Metro staff, by Metro's TPAC and JPACT committees, and ultimately by Metro Council later this year.

All of the following projects build on past successes and are aimed directly at Metro's desire to make nature accessible to communities of color and to people with lower incomes. All of the projects help make over 5,000 acres of public natural areas and open space located in the Columbia River floodplain more accessible to pedestrians and bicyclists in residential areas adjacent to the floodplain. These 6 the projects also provide critical linkages between residential areas and 60,000 jobs in floodplain employment centers. 2 projects build a connection through the St. Johns neighborhood that will ultimately provide a multiple use path from the Columbia River to the Willamette River.

The projects are:

- **M 1: North Portland Greenway, St Johns Prairie & Smith Bybee Wetlands to Kelley Point Park Section.** This project restores a section of trail on the west side of Smith & Bybee Wetlands and completes a connection from the existing Columbia Slough and Marine Drive Trails into Kelley Point Park. Ultimately, another phase will bridge the North Slough and will complete a long-anticipated connection from the St. Johns neighborhood to Kelley Point Park.
- **M 2: North Portland Greenway, Cathedral Park to St. Johns Prairie Section.** This project will help close gaps between Cathedral Park on the Willamette River, Pier Park, Chimney Park, and the St. Johns Prairie adjacent to Smith & Bybee Wetlands. A safe connection to St. Johns Prairie would be huge for North Portland. A bridge over N Columbia Boulevard builds on a bridge connection between Pier Park and Chimney Park completed in 2014 and on bridge and trail planning and design work already completed by Metro. (The northern portion of the North Portland Greenway could be completed as far south as the University of Portland in the foreseeable future.)

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

- **M 5: Columbia Slough Trail alongside NE Cornfoot Road between NE 47<sup>th</sup> and NE Alderwood in Portland near Portland International Airport.** This east-west link builds on other sections of the Columbia Slough trail and builds on safe access along the newly improved NE 47<sup>th</sup> Avenue adjacent to Whitaker Ponds Nature Park. East-west active transportation connectivity near PDX was identified as a need in the City of Portland's Columbia-Lombard study.
- **M 6: Marine Drive Trail from the I-205 Path to NE 122<sup>nd</sup> Ave.** This .8 mile gap is the last unfunded gap in the Marine Drive Trail from NE 33<sup>rd</sup> Ave. to the I-84 Bridge in Troutdale, an overall distance of over 14 miles. In addition, it will connect the eastern portion of Marine Drive Trail to the 13 mile long I-205 Path. Because the I-205 Path is already connected to the Springwater Corridor, this will create an uninterrupted Multiple Use Path network of 41.5 miles.
- **M 10: Gresham Fairview Trail between NE Halsey and NE Sandy Blvd.** This project will bring the Gresham Fairview Trail within striking distance of Blue Lake Regional Park. The Gresham Fairview Trail is already connected to the Springwater Corridor and ultimately will connect to the Marie Drive Trail, the Columbia Slough Trail, and the I-84 Path. In addition, active transportation improvements have been planned for NE Sandy and are currently being implemented. This project will make the Gresham Fairview Trail connections to the I-84 Path and to NE Sandy. This project will serve low income and diverse communities in Gresham and Fairview.
- **M 12: Sandy River Greenway in Troutdale.** This project will complete a critical section of trail along the east bank of the Sandy River in a City of Troutdale redevelopment area. It builds on already funded sections of the Marine Drive Trail to the north and west. No other project knits together so many important pieces: redevelopment, the Marine Drive Trail, the Sandy River Delta, the Lewis and Clark State Recreation Area, the Depot Park Bicycle Hub, Historic Downtown Troutdale, and the 70 mile long Historic Columbia River Highway State Trail.

The projects that we are supporting don't always complete every linkage necessary for a finished system. But that is the nature of building trail system that relies on willing sellers, existing rights-of-way, and limited public funding. The point is that these projects are all important pieces that increase the value of the entire system as we approach 75% completion of the 40 Mile Loop. By focusing on projects that are in or attached to the Columbia River floodplain, these projects add value to one another. In addition, a regional network of trails that include the I-205 Path, the I-84 Path, the Peninsula Crossing Trail, the Springwater Corridor, and the Historic Columbia Highway State Trail will receive added value with the completion of this set of projects.

Sincerely,



Laura "Lou" Reynoldson, President  
40 Mile Loop Land Trust  
(503) 708-6003  
PO Box 9172  
Portland, OR 97207-0262

June 20, 2022  
Metro RFFA Grant Review Team  
Via email

Re: Support for Funding the City of Portland's SW Taylors Ferry Road Walkway and Bikeway Connection Project: M14 - SW Taylors Ferry Road

To whom it may concern,

We are pleased to share our strong support for the City of Portland's SW Taylors Ferry Road Walkway and Bikeway Connection Project and encourage funding for the project through Metro's RFFA grant cycle.

We are the Southwest Equity Coalition ("SWEC"), a group of over 30 non-profits, government entities, and neighborhood groups that work together for improvements along the Southwest Corridor; we focus on anti-displacement and affordable housing, affordable commercial spaces, and improved public safety through better pedestrian and bicycle routes and public transportation access. The SW Taylors Ferry Road project proposal is aligned with our goals and objectives for the SW Corridor and will help us support the growing black, indigenous, and people of color immigrant and refugee communities living in and along the corridor.

The project is specifically located within the West Portland Town Center ("WPTC") project area; this is a focus area of the SW Equity Coalition and is at the heart of one of the most diverse neighborhoods in all of Portland. There are over 60 languages spoken at the local elementary school and a thriving East African population who reside here, many of whom attend Portland's largest and oldest mosque, Masjid As-Saber. The WPTC is home to hundreds of low-income renters paying more than 50% of their income on housing costs, and the area completely lacks safe pedestrian and bicycle access and connectivity to basic services, local schools, and the Barbur Transit Center. Our neighborhood is filled with multi-generational households; our children and our seniors are unable to safely walk in the area and the Taylors Ferry project presents a unique opportunity to make meaningful, tangible, and necessary improvements to an otherwise forgotten corner of the city.

SWEC has been assembling for several years and during that time, we have worked with and heard presentations from the Portland Bureau of Transportation. On June 16, 2021, PBOT presented the Taylors Ferry project to us; it helped our coalition and neighbors understand how the improvements proposed through the project can be constructed in conjunction with the Portland Bureau of Environmental Services' currently planned and funded culvert replacement. The timing of these two projects means that there can be efficiencies in costs and timing, resulting in improved active and public transportation access along SW Taylors Ferry Road. This is also significant because we have an opportunity to build \*new\* affordable housing at the intersection of SW Taylors Ferry Road and SW 48<sup>th</sup> Avenue; the project is ready to move forward but is on hold until road improvements are made. The Southwest Corridor, and the West Portland Town Center, specifically, need more affordable housing and we need to actively take advantage of any and all opportunities to bring necessary improvements to the area.

Please vote \*Yes\* to fund the SW Taylors Ferry Road Walkway and Bikeway Connection Project through the RFFA grant program.

Sincerely,

The Southwest Equity Coalition Executive Committee, representing HAKI Community Organization, Centro Cultural, Unite Oregon, Oregon Community Alliance of Tenants ("CAT"), APANO Communities United Fund, and Muslim Educational Trust ("MET")

June 20, 2022  
Metro RFFA Grant Review Team  
Via email

Re: Support for Funding the City of Portland's SW Taylors Ferry Road Walkway and Bikeway Connection Project: M14 - SW Taylors Ferry Road

To whom it may concern,

We strongly urge the funding of the SW Taylors Ferry Road Walkway and Bikeway Connection Project through Metro's RFFA grant cycle.

This is the *\*only\** project submitted by the City of Portland, west of the Willamette River. It is within the West Portland Town Center project area, at the heart of one of the most diverse neighborhoods in all of Portland, which currently lacks pedestrian and bicycle access and connectivity. There are NO sidewalks or bike lanes for our students to get to school, for our seniors to walk to the grocery store or drugstore, or for any of our neighbors to safely access the Barbur Transit Center.

This project will bring necessary local infrastructure improvements to an area whose air quality is so poor that neighbors have a life expectancy that is 7 years shorter than the average Portlander; the walkway and bikeway connections will allow neighbors to walk and bike rather than drive, which will result in carbon emissions reductions and improved local air quality. This project will also bring critical safety improvements to a dense neighborhood that currently has NO pedestrian or bicycle routes to access public transportation, Markham Elementary School, Jackson Middle School, the Islamic School of Portland, PCC Sylvania, the public library, and other necessary services.

We want to thank and highlight the Portland Bureau of Transportation's community presentation to the Southwest Equity Coalition regarding this project on June 16, 2021. Their public engagement on this project has helped neighbors to understand the value of bringing new, safe pedestrian and bicycle access, and how this project can be constructed in conjunction with the Portland Bureau of Environmental Services' currently planned and funded culvert replacement. There is a scalable benefit to timing these public works projects to coincide. There is also a very tangible future benefit to improving active and public transportation access along SW Taylors Ferry Road: there is an affordable housing project proposed at the intersection of SW Taylors Ferry Road and SW 48<sup>th</sup> Avenue that is on hold until road improvements are made. The West Portland Town Center desperately needs more affordable housing and improving SW Taylors Ferry Road is the first step in making that a reality.

Please vote to fund the SW Taylors Ferry Road Walkway and Bikeway Connection Project  
Sincerely,

The West Portland Town Center Community Development Workgroup, a Subcommittee of the Southwest Equity Coalition representing the following organizations that all support this

project:

Oregon Community Alliance of Tenants ("CAT")

Neighborhood House

Verde

Community Partners for Affordable Housing

APANO Communities United Fund

HAKI Community Organization

Tryon Creek Watershed Council

Centro Cultural

Unite Oregon

Southwest Neighborhoods, Inc

Markham Elementary School PTA

West Multnomah Soil & Water Conservation District

June 21, 2022 – Sent via email

Metro Planning – RFFA  
600 NE Grand Ave.  
Portland, OR 97232

To Whom it May Concern,

The City of Milwaukie supports the North Clackamas Parks and Recreation District's (NCPRD) Trolley Trail Multiuse Path project. Realignment of the Trolley Trail is required to facilitate the next phase of park improvements at Milwaukie Bay Park. Our community has worked in partnership with Metro for decades to make Milwaukie's waterfront more welcoming and dynamic. We appreciate your ongoing support and look forward to achieving our shared regional vision.

The purpose of the Trolley Trail Multiuse Path project is to complete engineering and construction of a 1,265-foot multiuse path within the 6-mile regional Trolley Trail where there is a deficiency gap today, and thereby create an amenity that invites more people of more abilities and backgrounds to use the trail and the connections to and from. Today there is a patchwork of sidewalks and narrower pathways that are substandard for supporting bicycles, pedestrians and other trails users. The permanent trail section will be 14' wide, create a more uniform pavement, eliminate unsafe turns and provide clear delineation and signage for shared use by multiple user types.

We are particularly excited about how this Trolley Trail Segment enhances safety not only for the regional trail, but for those in the immediate vicinity at key points of origin and destination who are more likely to rely on alternative modes of transportation, including active transportation:

- Northwest Housing Alternatives Campus within three blocks (new 2019): 28 units of permanent affordable housing that serve low-income families with children, 7 of those as priority set aside for families experiencing homelessness, a family shelter, and NHA offices
- Axeltree apartments one block away (new 2019): 110 units with limited parking that encourages rental from tenants who rely on active transportation and transit
- Milwaukie High School (renovated 2020) within four blocks: highly diverse, 49% non-white student population

This segment also provides a safer connection point at the western terminus of SE Monroe St; the city has planned the Monroe Street Greenway to connect east-west to the I-205 multi-use path. Within 2-3 blocks this segment also connects to the TriMet Max Milwaukie/Main St and multiple TriMet bus stops serving eight different lines, providing an active transportation link to and from local transit.

The city and NCPRD work together on parks within our boundary, including paths within parks, for the benefit of the city and the larger district. Throughout the course of this project ongoing negotiations

**CITY OF MILWAUKIE**

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related to our partnership may involve the city taking over management of the Milwaukie Bay Park project. The City of Milwaukie commits to working closely with Metro, and other funding partners, to ensure that project commitments can be fulfilled.

This has been a long-term effort, with the city, NCPRD, and community working for decades to reclaim the area for the path and park, from advocacy and acquisition to ongoing planning and multiple phases of development. Completing this path and the broader park (formerly called "Riverfront Park") has been a priority expressed numerous times in our official land use, visioning and goals documents. We hope you can approve an award for this project and help us enhance the regional active transportation network.

Sincerely,

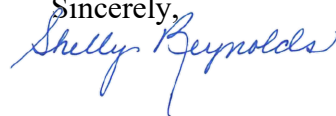
Mark Gamba, Mayor  
City of Milwaukie

To Whom It May Concern:

We are writing this letter in support of Troutdale's request for grant funds for the development of the Sandy River Park and Trail. Troutdale is a small community filled with wonderful recreational opportunities not only for its residents but visitors to our community as well. Development of this park and trail will provide further recreational opportunities to both residents and visitors alike, and will provide further connections with nature. Furthermore, this new riverfront trail will connect existing trail systems to provide better accessibility at one of the most popular locations along the Sandy River.

The new recreational opportunities of the Sandy River Park and Trail will attract visitors from all over the Portland area, as well as those traveling to or through the Gorge. This will provide significant economic support to our community and the small businesses calling Troutdale home.

Thank you for your consideration.

Sincerely,  


Shelly Reynolds, Chair  
Brett Erwin, Vice Chair  
Troutdale Parks Advisory Committee



THE CITY OF  
**TROUTDALE**  
OREGON  
EST. 1907

Date: June 21, 2022  
From: City Councilor Jamie Kranz  
To: Metro Councilor Shirley Craddick, JPACT Chair  
Commissioner Lori Stegmann, EMCTC Chair

Dear Councilor Craddick and Commissioner Stegmann,

Please accept the following comments regarding the Sandy River Greenway grant application for the June 21<sup>st</sup> RFFA/Trail Bond public comment period and July 18<sup>th</sup> EMCTC meeting.

These projects are important for Troutdale and East Multnomah County. I would like to personally thank you for taking the time to review these comments on behalf of the City of Troutdale and also for your personal dedication to serving our community.

The score assigned through the project evaluation process falls far short of true value of the Sandy River Greenway trail connection in terms of safety, equity, trails, and climate.

| Outcomes ratings:     | Sandy River Greenway/Trails Bond |
|-----------------------|----------------------------------|
| <b><i>Equity</i></b>  | GOOD                             |
| <b><i>Safety</i></b>  | BETTER                           |
| <b><i>Climate</i></b> | BETTER                           |
| <b><i>Trails</i></b>  | GOOD                             |
| <b><i>Overall</i></b> | GOOD                             |

#### Equity

##### ***Anti-displacement strategy***

Troutdale is using several methods outlined in the "[Parks Bond: Anti-displacements Strategies](#)" memo (Metro, July 6, 2021) to prevent and mitigate displacement and gentrification. These efforts were not specified in the initial grant materials but are important to consider in evaluation of the project's equity score.

Support Small Businesses: We are contracting with two design firms that are certified WBE and DBE (Marianne Zarkin Landscape Architects and Firwood Design Group) and will include [COBID](#)-certified firms in the bid evaluation criteria for the construction phase of the project.

Support Coalition Building and Inclusive Planning and Design: We are working with the Confederated Tribes of Grand Ronde's cultural affairs team and consultation team to inform the project design, interpretive signage, and naming of the trail.

***Improves access to low and middle wage jobs***

The Sandy River Greenway Riverfront Trail provides a direct connection from downtown Troutdale to census tract 41051010200 (Troutdale Reynolds Industrial Park) which is above average in inclusivity, diversity, job access and developability according to the [Economic Value Atlas](#) tool. Access will be further enhanced throughout census tract 41051010200 as the Harlow Road trail (the northbound continuation of the Sandy River Greenway) and Wabun trail further are developed. The Wabun trail runs adjacent to the FedEx Ground and Amazon fulfillment facilities; Troutdale's two largest employers. This important direct connection to a regional job center and low/middle wage jobs is not adequately reflected in the equity score.

**Safety**

The Sandy River Greenway Riverfront Trail and Park provides the only viable alternate pedestrian and bicycle access to the employment center in TRIP (Troutdale Reynolds Industrial Park; Port of Portland) other than the use of SW 257<sup>th</sup> Drive.

**Climate & Congestion*****Provides/Increases transit options***

Increased visitation and popularity of the [Waterfall Corridor](#) has led to congestion and safety concerns in the Gorge. The Sandy River Greenway Riverfront Trail connects directly to a Waterfall Corridor [shuttle stop](#) and [Bike Hub](#) at the [Gateway to the Gorge Visitor Center](#).

***Environmental Restoration***

The Sandy River Greenway project will involve restoration of the Sandy River shoreline. Restoration efforts will include invasive plant species removal and tree planting along the river and trail.

**Other*****Industrial/Commercial developability***

Census tract 41051010305 scores lower than average in terms of commercial developability and housing developability. However, the Sandy River Greenway Riverfront Trail and Park is situated within a section of Troutdale's Urban Renewal Area known as The Confluence. The Confluence includes 16 acres of undeveloped land that will become a new mixed-use (residential and commercial) center for Troutdale. In the evaluation process, the Sandy River Greenway project scored "0" in terms of industrial/commercial developability, but a higher score is warranted because the development opportunities within census tract 41051010305 are concentrated in The Confluence area along the proposed trail and park.

**Trails*****Criteria 2: Connections or partnerships with trails of statewide significance***

The Sandy River Greenway scored a "0" for connectivity trails of Statewide significance but deserves a higher score. The Sandy River Greenway connects the I-84 bike path to the [Gateway to the Gorge Visitor Center](#), Waterfall Corridor [shuttle stop](#), and [Bike Hub](#). The proposed trail runs parallel to the [Sandy River Water Trail](#), a trail of statewide significance, provides a new connection to the [Sandy River Delta](#) (Thousand Acres), and provides many overlook opportunities of these natural areas. The proposed trail also helps create a local cycling loop between the Sandy River Greenway Riverfront Trail and Park to Glen Otto Park and [Lewis and Clark State Recreation Site](#).

Additionally, the Sandy River Greenway Riverfront Trail will connect the [Bike Hub](#) at the [Gateway to the Gorge Visitor Center](#) to the [Historic Columbia River Highway State Trail](#) cycling route.

***Criteria 6: Focus on closing gaps and completing ready-to-build projects...***

The Sandy River Greenway Riverfront Trail and Park is included in Exhibit F of [Metro Council Resolution 19-4988](#) (Construction Project M) and the project is identified in the [East Metro Connections Plan](#) (Action Plan Project 16). The project is in the 90% design phase and construction of this trail is a high priority of the City's.

Troutdale is seeking just under \$2 million for this important project and is committed to covering unforeseen costs, such as inflation, during project construction. The city and community members have collaborated over the last 15 years to develop plans for the Sandy River Greenway Riverfront Trail and Park and are dedicated to the project's completion in tandem with the Urban Renewal efforts.

Within Troutdale, the Sandy River Greenway Riverfront Trail and Park will help launch the reinvestment in the urban renewal areas and assure quality connections to the downtown area. There is great enthusiasm, years of ground work and importantly community support for this project. The Sandy River Greenway project will be a vital improvement both locally and regionally that performs far higher than good/better in terms of safety, equity, trails, and climate that the project score suggests. That Sandy River Greenway merits inclusion among the projects that are considered the best.

Thank you again for your time and attention.

Sincerely,

Councilor Kranz



## Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

[www.swni.org](http://www.swni.org)

June 21, 2022

Metro  
Transportation Planning  
600 NE Grand Avenue  
Portland, OR 97232

Re: RFFA Grant, SW Taylors Ferry Road Walkway and Bikeway Connection Project

Dear Metro:

Southwest Neighborhoods, Inc. (SWNI), strongly supports the Portland Bureau of Transportation (PBOT)'s application for Metro's 2025-2027 Regional Flexible Fund Allocation (RFFA) grant to fund high-priority walking and biking connections on SW Taylors Ferry Road between SW 49<sup>th</sup> and SW Capitol Highway.

SW Taylors Ferry Road is a busy street that lacks sidewalks or bike paths. This project would encourage people to walk and bike more safely to transit, shops and services on SW Capitol Highway and SW Barbur Blvd. in the West Portland Town Center. This project supports equitable development as envisioned in the draft West Portland Town Center Plan, and has strong community support. These improvements fill a gap in SW Urban Trail #5, a popular walking route throughout SW Portland. The project enhances the funding criteria of advancing equity, improving safety, implementing the region's Climate Smart Strategy, and managing congestion.

Please fund this extremely important project that provides an essential link to the SW Capitol Highway sidewalk and bike paths under construction, and the potential future SW Corridor light rail project station at Barbur Transit Center.

Sincerely,

Steve Mullinax, President  
Southwest Neighborhoods, Inc.

Cc: Commissioner Jo Ann Hardesty, Portland City Council  
Councilor Duncan Hwang, Metro Council  
Chris Warner, PBOT Director  
Nick Falbo, PBOT staff  
Marianne Fitzgerald and Tony Hansen, Crestwood Neighborhood Association

## APPENDIX D

### Comments received: web tool comments

*\* responses in Spanish are translated at the end of this appendix*

| Project      | Score | Comment   |
|--------------|-------|---|
| 148th Avenue | 2     | Worthwhile project, but very expensive "bang for the buck".   |
| 148th Avenue | 5     | Glendoveer is the crown jewel of outer East Portland and this area is used by a wide variety of people in the area. Because outer East Portland is the most diverse region in the entire state, investing here will advance our equity goals and bring a sense of place to a neglected part of the city.  |
| 148th Avenue | 5     | Good investment in a historically underserved area  |
| 148th Avenue |       | I'm curious what the impact of these "buffered and protected" bike lanes will be on this section of 148th. Hope that does NOT mean that auto traffic will be reduced to one lane each way -- because 148th is one of only a few streets that allows traffic to move north-south under I-84 and the UPRR (from 102nd to 181st. Without knowing more, I cannot give a rating to this project.   |
| 148th Avenue | 2     | High risk of cost escalation and being under funded. Poor use of regional funds.  |
| 148th Avenue |       | If this ends up being a way to cause people that drive cars to pay more taxes for a great cause, but at the expense of more backed up traffic, frustrated people, less parking for people that are visitors, then I'm not in favor of it.   |
| 148th Avenue |       | Since gentrification, I've seen people that have dogs and bikes receive incredible support. Streets have been blocked off, driving lanes taken away, etc. Leave this street be.   |
| 148th Avenue | 5     | Our neighborhood doesn't have sidewalks what makes it dangerous to walk or bike . We have speeding cars, a school close to 148th and I have seen kids running to our front yard in order to avoid been hit by a speeding car. In fact our front yard was destroyed by one car that was chased by a police patrol. Our mailbox, planters, fruit trees, our neighbor fence were swiped. If people were walking or biking there they would be killed.  |
| 148th Avenue | 4     | make sure it's easier to turn onto 148th from eastbound Main st   |
| 148th Avenue | 2     | Criminals need more escape routes   |
| 148th Avenue | 2     | I drive on this street a fair amount and I am a cyclist. The "buffered" bike paths suck. I don't like riding to the right of parked cars. It feels weird and confuses people as to where they should park. I'd love to make East Portland more walkable and billable but this doesn't seem like a good way.   |
| 148th Avenue | 5     | Yes to improved safety features for this neighborhood. There is a lot of traffic here.  |
| 148th Avenue | 5     | I live very close to 148th and think this improvement would make that area much safer for pedestrians.  |
| 148th Avenue | 5     | This sounds like a very reasonable improvement, and I am pleased it will not resemble the massive encroachment on functionality that has just been completed on Division Street.  |
| 148th Avenue | 3     | Me parece muy bien que estén pensando en las personas que caminan oh van en bicicleta, tener espacios seguros para peatones. Mas están reduciendo los carriles y esto afecta a que haiga mucho más tráfico, y congestionamiento, en horas de más tránsito.  |
| 148th Avenue | 5     | East Portland is in sore need of some more bike infrastructure and protected bike lanes are a great start.  |
| 148th Avenue | 5     | This will increase safety.  |
| 148th Avenue | 1     | Not in favor. You've "Improved" Division, Glison and others, pedestrians are being injured at HIGHER rates, traffic is more dangerous, more inconvenient (busses still stop IN the travel lane as just one example) and to spend more money to mess things up is the definition of idiocy. You need to stop Improving, and start ENFORCING your rules!!   |
| 148th Avenue | 5     | Invest in East Multnomah County   |
| 148th Avenue | 1     | Glendoveer Golf Course=historic, wonderful large green area helping our local environment. It is peaceful for folks/kids to relax, walk, jog, golf or tennis. It ideal for animals/birds/butterflies/etc. to gather so should not be disturbed by passers-thru/dawdlers. Hazzlewood Neighborhood is high in crime...Glendoveer open 24 hrs a day = camping, trash, violence, theft, intimidation...Xing regulars! How much \$\$\$ for 24 hour security? Provide onsite survey forms for current Glendoveer folks! |
| 148th Avenue | 5     | East Portland is the most under invested part of the City and needs this improvement for safety.  |
| 148th Avenue | 1     | next thing the campers will be golfing , no thank you   |
| 148th Avenue | 2     | Wilkes 20-acre headwaters should have a higher priority for a natural trail.  |



| Project         | Score | Comment  |
|-----------------|-------|--|
| Allen Boulevard | 3     | Important corridor, but not a great use of these funds.  |
| Allen Boulevard | 5     | This portion of my community is bustling with activity of people from all walks of life. Many people do walk along Allen Boulevard and connect into the neighborhoods north and south of the street. Allen also gives people access to transit. Making this safer is important.  |
| Allen Boulevard | 5     | This corridor is in such great need of pedestrian and bicycle improvements.  |
| Allen Boulevard | 3     | I travel this road frequently. It is pleasant with many trees lining the street making the neighborhood cooler. I'm concerned that this project will take that away. However, there is no dedicated left turn lane, nor is there a bike lane, both of which make travel more dangerous.  |
| Allen Boulevard | 5     | Critical infrastructure  |
| Allen Boulevard | 3     | While I am 100% for these changes, even if that means giving SW Allen and road diet, without crossing 217 (and connecting to the future bike lanes on Western Ave), or closing gaps near SW Allen and SW Hall, SW Allen and SW Lombard, I'm not sure what these improvements actually do for a complete network. 'A' for effort, and if these improvements exist in other plans, great, but please consider and prioritize complete networks over partial, incomplete network enhancements.                  |
| Allen Boulevard | 5     | Critical helping me get around safely to & from work. Safety is a big concern with the present set up.   |
| Allen Boulevard | 5     | This is a busy road with incomplete sidewalks. Safety concerns need to be addressed.   |
| Allen Boulevard | 3     | Don't think this is necessary  |
| Allen Boulevard | 1     | I believe there are existing alternatives to ride through this area. I do it all the time and all year long. Side streets and at least one park provide safe and quiet passage away from the busy traffic n Allen Blvd.<br><br>In addition, Allen is a major east-west automobile route with fairly narrow lanes. I fear doing anything to improve i.e. widen) pedestrian and cycling lanes on the street could interfere negatively with traffic flow, adding to congestion, pollution, etc.                |
| Allen Boulevard | 5     | The area around Allen Blvd is dense and diverse but has poor infrastructure, the road is also a major thoroughfare and as such cars treat it as such even though it has a lot of multi-family residential on it. It feels unsafe to travel on it in all forms, biking, walking, transit. This area needs major improvements to make a great area more livable, enjoyable and safe.   |
| Allen Boulevard | 5     | This whole area struggles with accessibility for anything that isn't a vehicle (pedestrians, bicycles, mobility device users). Many parts of the trail system are also disconnected from anything besides vehicle access at trailheads. This stretch of Allen Blvd in particular is too narrow even for the vehicle traffic. If this improvement is made, my family will be able to use our bicycles and go walking with much less concern for our safety.   |
| Allen Boulevard | 5     | This is a high density corridor with lots of people and living communities but unreliable transportation infrastructure. Improving this area will help our community commute with better options and safe, green alternatives.   |
| Allen Boulevard | 4     | Linking community and getting people out of cars.  |
| Allen Boulevard | 4     | I'd like to see safer access for bikes and pedestrians and let's start being ok with reduced capacity for cars.  |
| Allen Boulevard | 5     | Safety transit a very busy traffic area.   |
| Allen Boulevard | 5     | This is a terrible bottleneck for bicycle riders since the bike lane completely disappears, and it is unsafe in many places for pedestrians and transit users. 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. We routinely use this stretch of road to get around and it is generally the least pleasant part of any trip so we go out of our way to avoid it even though it is the most convenient. |
| Allen Boulevard | 5     | This is a key east-west connection. I've ridden my bike on this to make short connections and always been uncomfortable, despite a 30mph speed limit. Real traffic speeds are much higher. It's also pretty narrow feeling in a car. Making left turns mid block also feels that you are at risk of getting rear ended. This could be a great connection between the bike route between the fanno creek trail and the library to be able to more easily get to the westside trail.                           |
| Allen Boulevard | 5     | Allen is terrible for all users: pedestrians, cyclists, and drivers. Drivers rarely stick to the 30mph speed limit, the crosswalks are dangerous because not all drivers stop for pedestrians. There is ZERO bikeability on it.  |
| Allen Boulevard | 5     | Allen Blvd is a key spine in the middle of the lowest income housing in Beaverton. In addition, with the construction of the Public Safety Center and improvements in nearby downtown Beaverton, gentrification could be coming to Allen. Improving accessibility to the current residents and business owners will help them survive and continue living in THEIR neighborhood.   |

|                 |   |   |
|-----------------|---|---|
| Allen Boulevard | 5 | Please make a road diet. Many people are being killed and severely injured in crashes that involve people using automobiles or motorcycles. Why is Beaverton wasting tax dollars on new car parking garages and adding car lanes to Farmington Road and 217? Please add biking and walking improvements to SW Scholls Ferry Road between SW Cascade and West Burnside where SW Skyline Boulevard meets Burnside.                          |
| Allen Boulevard | 4 | I hope the street can be improved without losing too many trees.  |
| Allen Boulevard | 5 | I live in the Looking Glass Neighborhood directly off Allen. I hope you directly engage residents in the design process. Walkability is important - the immigrant population here ignores crosswalks and continually crosses Allen at random locations putting drivers and themselves at risk. Education and enforcement is necessary.  |
| Allen Boulevard | 5 | Its very dated and need a make over badly.  |
| Allen Boulevard | 5 | It's still just too hard and risky to travel through Beaverton by bike, as main roads like Beaverton-Hillsdale Hwy and Canyon Rd are always riddled with fast-moving car traffic despite frankly terrible bike infrastructure. I love Beaverton, but getting *to* Beaverton by bike from where I live stinks, and getting around the more developed parts of Beaverton once I'm there is not much better, so I almost always go by car... |
| Allen Boulevard | 5 | We live in an area that is dominated by cars, dedicated trails for pedestrians and bicycles enhances our sense of community and its connectivity to nearby neighborhoods. This is vital to a community feeling in our suburban neighborhoods.<br>thank you!   |
| Allen Boulevard | 5 | I bike around this area infrequently, but drive through here on a regular basis. I would like to see increased walkability/biking for the community, which would increase safety.   |

| Project               | Score | Comment  |
|-----------------------|-------|--|
| Beaverton Creek Trail | 4     | Great east-west connection. Much needed  |
| Beaverton Creek Trail | 5     | The west side needs more off-street east-west connections to the westside trail. The on street options are not comfortable for most riders. And, as the population continues to grow, having more travel and activity options that connect people to destinations will become more important. Infill of the Beaverton Creek trail will connect people to housing, employment, and parks.   |
| Beaverton Creek Trail |       | 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.  |
| Beaverton Creek Trail | 4     | This could probably make it easier for bike commuters and users of mobility devices to traverse this area. It's a good idea, that's a crucial service area for west Beaverton.   |
| Beaverton Creek Trail | 5     | This is a great connection for folks to get off of high-traffic roads in the region.   |
| Beaverton Creek Trail | 5     | I regularly walk all accessible waterways from Skyline to the Tualatin River, monitoring the local Beaver habitats, monitoring the health of the flora & fauna of this urban eco-system. I am an Oregon Master Naturalist, who teaches school kids about their environment and how to nurture & care for it. We have a lot of work to do within all cities to ease the burdens we have built onto the environment. The first step is access & then knowledge.  |
| Beaverton Creek Trail | 3     | I support Tualatin Hills Park and Recreation District completing this project. I support METRO being disbanded, since it clearly overlaps other governmental entities  |
| Beaverton Creek Trail | 5     | No accessible & safe connection exists here at all at this time  |
| Beaverton Creek Trail | 5     | 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. Jenkins isn't bad to ride a bicycle on, but it's busy. TV Hwy is VERY busy. Millikan is also nice to ride on, but only east of Murray; once you are west of Murray, car traffic on Millikan is much faster and there is no bike lane. This trail would be a great alternative bicycle route.  |
| Beaverton Creek Trail | 5     | Safer route to the doctor! Safer route in from the west, maybe   |
| Beaverton Creek Trail | 4     | This area is in desperate need of non-vehicle modes of transportation. Frequent over the speed limit driving occurs here   |
| Beaverton Creek Trail | 5     | Washington County consistently receives the least amount of support for transit and transportation projects despite being in greater need based on population.   |
| Beaverton Creek Trail | 5     | My wife, toddler, and I live in the Elmonica neighborhood. We're a one-car household working to go car free by transitioning our travel to transit and bicycle. We use the Westside Trail for often to access destinations south and east of us. Our lives would be directly improved by having a direct route to the Cedar Hills shopping center that protects us from car traffic.   |
| Beaverton Creek Trail | 5     | I applaud all efforts to provide safe cycling options and connecting parts of our community. Putting cyclists on the road is unsafe and getting unsafe. That, and better connections makes it easier to get from here to there, thus encouraging more people to get out and ride.  |
| Beaverton Creek Trail | 5     | Would be a great community asset to enjoy the Beaverton creek, make the community more walkable. Connecting a great park with a great shopping area.   |
| Beaverton Creek Trail | 1     | Provides off road E-W connection thru Beaverton with multiple access points to MAX lines and a commercial center with shopping and food and the new arts center.   |
| Beaverton Creek Trail | 5     | Right now, east-west bike commuters and walkers must go down Jenkins Road, which isn't very safe. This would provide a safety corridor for commuters   |
| Beaverton Creek Trail | 5     | we need more trails like this  |
| Beaverton Creek Trail | 5     | This trail will be life changing for families and individuals in the Beaverton Creek apartment complexes to access groceries and shopping. It will also bring more foot and bike traffic to the Cedar Hills shopping center by allowing visitors to connect from other regional trails. Big quality of life improvement for everyone who uses the trail  |
| Beaverton Creek Trail | 5     | Trails invite knowledge of one's place in all its aspects: social, natural, developmental (how is the land being developed?), security (are there any safety concerns nearby). They also invite exercise, the casual but still useful kind that costs nothing in special equipment. Trails suggest adventure...how far can you go?   |
| Beaverton Creek Trail | 5     | This connection to the Westside Trail adds to the former's growing, epic extent. As a recent resident of the Eugene area, I have enjoyed many such epic day hikes.   |
| Beaverton Creek Trail | 5     | The more off street connections we can make the healthier our communities will be!   |
| Beaverton Creek Trail | 5     | This looks like a great alternative to biking on Millikan, and it would be quieter than Jenkins. I appreciate any options to add more ways for people to get around by biking an walking that get away from main streets and provide a more pleasant experience.   |
| Beaverton Creek Trail | 5     | Helps connect and expand the existing trail system. Lots of business in the area that will utilize   |
| Beaverton Creek Trail | 5     | This is a very helpful east west connection to other trails.   |
| Beaverton Creek Trail | 5     | This trail is a key segment of the downtown Beaverton trail system that allows bikes and pedestrians a direct connection to existing trails, and parks. It also is an essential multi-modal connection that strengthens the pedestrian trail system with max light rail system.  |
| Beaverton Creek Trail | 5     | We bike/walk the Westside Trail and support arterial connections.  |
| Beaverton Creek Trail | 5     | I may have been spoiled by excellent trail systems at other times in my life, but I cannot help but feel there is a deficit of quality on or off-road trails (particularly off-road) in the area north of central Beaverton. Tualatin Hills seems one of the best local parks, but it is far to the west side of town. While this trail would not bring it closer, a trail even partly sheltered from roads is far more appealing than one that is not and it would encourage me to get better exercise. |

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| Beaverton Creek Trail | 5 | We don't have much east/west off-road connectivity in Beaverton. This will bring us together at a human level.  |
| Beaverton Creek Trail | 5 | Provide a safe route for bikes and walkers to connect from the Westside Trail to Murray and Cedar Hills Blvd without riding with vehicle traffic.   |
|                       |   | This seems like a great plan, as it helps to connect Western Beaverton to the excellent network of parks and trails throughout Washington County. This is perfect when you consider the growth of electric bikes, scooters, etc., which can go really far but still require safe routes to do so.         |
| Beaverton Creek Trail | 5 | No reservations about this one at all. Just please make the paths large enough to accommodate people walking and riding in two directions!  |
| Beaverton Creek Trail | 5 | This would be a great way to start connecting the many bits of trails and transportation we have throughout the area. The more we can create a seamless trail to get from one area of town to another without having to use busy streets or sidewalks, the better. I'm strongly in favor of this project. |
| Beaverton Creek Trail | 5 | You would be able to bypass Millikan (which has no bike lanes) and have an alternative to Jenkins (and the Nike woods, which is private). This project would give direct access from public transit to one of the largest/still growing commercial centers in Beaverton. This would be huge!!             |
| Beaverton Creek Trail | 5 | This would be a wonderful addition to the all the wonderful trails that make Beaverton a greener and safer place for people walking running or biking. It would connect many people to a healthy grocery store .  |

| Project                    | Score | Comment   |
|----------------------------|-------|---|
| Brookwood Parkway Overpass | 1     | Overcrossings are not very desirable for a non-existent trail.  |
| Brookwood Parkway Overpass | 4     | An important location in Hillsboro, right off 26.   |
| Brookwood Parkway Overpass | 1     | Serving some warehouses in an industrial park and overlooking highway 26 does not scream 'highly important' in the near term. If this connected housing to the industrial park...maybe...but as it stands this project seems like a huge misappropriation of funds.   |
| Brookwood Parkway Overpass | 5     | The crossing over Brookwood is a key segment of the CPG. An incredibly costly and difficult crossing, it is not the kind of thing that can be easily accomplished by a City, particularly one with as many competing priorities as Hillsboro. The planned greenway network - which is already in development - is going to be a huge benefit to the region's commuters and recreators. Please help them make it happen!                           |
| Brookwood Parkway Overpass | 4     | As a cyclist and long-time Hillsboro resident, I'm intrigued by the long-planned Crescent Park Greenway. Safe passage across Brookwood is an increasing issue. I love the concept of the BOB, but I question the vertical piers with [costly] elevators w/o bikeable ramps. There seems to be no impediment to a linear extension of the trail stub off Starr to the north side of Topgolf with straight ramps (and no odd dogleg). Why no ramps? |
| Brookwood Parkway Overpass | 5     | Hillsboro needs more walking/ biking paths!   |
| Brookwood Parkway Overpass | 5     | I live in Hillsboro and any east-west connectivity is welcome.  |
| Brookwood Parkway Overpass | 3     | Overpass of what? The map and description is not clear.   |
| Brookwood Parkway Overpass | 5     | Need more pedestrian friendly access next to 26 & Brookwood   |

| Project               | Score | Comment  |
|-----------------------|-------|--|
| Clackamas River Trail | 5     | 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.   |
| Clackamas River Trail | 5     | More opportunities to enjoy nature and the Clackamas River are needed.   |
| Clackamas River Trail | 3     | Not super familiar with project. The description says it would close a gap, but the map does not show much trail connectivity.   |
| Clackamas River Trail | 5     | Our community has been growing a lot and as it grows we need to have more open natural spaces for our families to enjoy.   |
| Clackamas River Trail | 5     | dangerous as our population expands. I have had numerous "close calls" with speeding drivers passing dangerously close as I hug the narrow road shoulders trying to get by, Liveability is key to our future, and traffic calming or alternative   |
| Clackamas River Trail | 5     | This is important to further develop our community and provide accessible access.  |
| Clackamas River Trail | 5     | This project is important in the safety and use ability of our neighborhoods and also allowing APPROPRIATE use of the area. This is a good way to allow further safe access to walk the River that we have available to us. Since there is no trail  |
| Clackamas River Trail | 4     | Provide outdoor activities for local residents and visiting friends.   |
| Clackamas River Trail | 5     | Walking access to the Clackamas River will help start the waterfront park concept to enhance transportation and recreation in the Carver area.   |
| Clackamas River Trail |       | Constructing a brand-new trail along the Clackamas Waterfront would be an amazing addition to the variety of trails we currently get to enjoy. One of the best things about living in Portland the surrounding areas is the abundance of trails for us to walk on. There's something to be said about the power of a good walk or hike through nature - it's certainly a true supplement for mental health and well-being. I hope this request is granted. |
| Clackamas River Trail | 5     | I would be great to have some easy access to the Clackamas river that is close to home.  |
| Clackamas River Trail |       | The livability of a community is central to the community thriving. This project will help this to be a great place to live.   |
| Clackamas River Trail | 5     | I have osteoporosis in both hips. Walking is a major exercise that I need to do everyday. These trails would be beneficial for my health and would provide more trails to enjoy the beauty of our neighborhood.  |
| Clackamas River Trail | 5     | I'm pretty new to living in Clackamas County and one of the reasons I moved to Happy Valley was for the opportunities to explore the Clackamas River. Having this trail will give my family another reason to get outdoors and enjoy the beauty of Oregon.   |
| Clackamas River Trail | 5     | This project would support physical and mental health in the community by helping increase safe, easy access to nature.  |
| Clackamas River Trail | 5     | Happy Valley and beyond has become highly desirable and thus densely populated. It makes so much sense to spread out the parks and trail system. I know it would be used as every time I am at Happy Valley Park, lots of people of using all the various areas.   |
| Clackamas River Trail | 5     | 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.  |
| Clackamas River Trail | 5     | This new trail will allow people to walk along side the river and experience nature.   |
| Clackamas River Trail | 5     | This is a key connection that would allow us to take our children cycling on this route.   |
| Clackamas River Trail | 1     | This trail is too small to make a difference, please focus funds on filling in sidewalk gaps and paving streets within the city where more people can benefit.   |
| Clackamas River Trail | 5     | North Clackamas and nearby areas need more parks and built paths. Current paths are heavily used. I love to walk River walks   |
| Clackamas River Trail | 5     | Needed connection and not next to a high volume road like so many multi-use paths  |
| Clackamas River Trail | 5     | This is a lovely cycling route and this particular section is dangerous to navigate with too many vehicle interactions and driveways on a narrow roadway. I fully support creating a separate path in this area.   |
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| Clackamas River Trail | 5 | This is a lovely cycling route and this particular section is dangerous to navigate with too many vehicle interactions and driveways on a narrow roadway. I fully support creating a separate path in this area.<br>The only other option in this area for bicycles and walkers/runners is highway 224, which is a very dangerous place to walk or bike. And the Clackamas River is beautiful!  |
| Clackamas River Trail | 5 | Andrew Swanson  |
| Clackamas River Trail | 5 | This is supported by other funds and makes the dollars spent go further. This will make the area safer and easier to use for us.  |
| Clackamas River Trail |   | Metro acquisition of Deep Creek can close Cazadero Trail / Springwater Trail gap.<br>Cycling to / from Estacada is huge for daytrips and even group rides up HWY224. This needs to be back on the planning table for tourism to a rural community that has been hit hard over past few years with historic wildfire, pandemic, ice storm and more.  |
| Clackamas River Trail | 4 | This seems like a good idea but it's not clear from your map what you are connecting. It looks like you are just adding a slice of trail. But I assume it's more useful than that. I tried looking at maps on google for the Clackamas river trail but it doesn't really look like there's trail there to connect.  |
| Clackamas River Trail | 1 | Happy Halley has gotten more than their fair share of park funds. Oak lodge has received very little  |
| Clackamas River Trail | 1 | While we support the concept of the NCPV & Clackamas River Trail in the future, we feel the priority right now should be to install (protected?) sidewalks on both sides of Hwy 224 from the intersection at Hwy 212 down to Springwater Road. Presently, sidewalks only abut the Orchard Lake & Windswept Waters developments. As a pedestrian & cyclist with a wheelchair user spouse, we do not feel we can safely walk, ride or "roll" to Carver using the existing bike lanes. |
| Clackamas River Trail | 5 | This is a much needed project. There aren't currently any dedicated bike or pedestrian paths along this portion the river. As someone who regularly bikes in this area it would be great to close this gap and increase access to the riverfront.   |
| Clackamas River Trail | 5 | My family lives in unincorporated Clackamas and would love more opportunities to be closer to the water. Right now accessing the river near the 212/224 is difficult and limited. This path would allow us to exercise and be near to the water.  |
| Clackamas River Trail | 5 | this area needs improved walking paths along the river  |
| Clackamas River Trail | 4 | We need to work to connect trails for use - the Clackamas River trail needs connecting to the Trolley Trail   |
| Clackamas River Trail | 3 | Unlikely to be used by family and I, but I really look forward to a future where I can take my family on a bicycle camping trip to Milo McIver without any car at all. This project could be a part of that trip, given other infrastructural improvements.   |
| Clackamas River Trail | 5 | Huge for safety in cycling in this area. Please approve this and increase cycling accessibility and safety in Clackamas county  |

| Project             | Score | Comment  |
|---------------------|-------|--|
| Council Creek Trail | 5     | This project will save lives.  |
| Council Creek Trail | 4     | I think this would be a nice trail. I hope there will be ways to protect the privacy of the homes backing up to the railroad right of way. That is basically what keeps me from giving this a 5 is that I do not know how that part might work.  |
| Council Creek Trail | 5     | This would safe biking/walking into Hillsboro/Cornelius/Forest Grove   |
| Council Creek Trail | 5     | I would take advantage of this trail a lot, especially if ebikes are accommodated. Definitely addresses a need in a community that is under served.  |
| Council Creek Trail | 5     | OMG anything we can do to provide an alternative to HWY 8 is a huge win for our community. This highway provides a lifeline to schools and employment to community members, especially those without personal vehicles. This is HUGE safety issues.  |
| Council Creek Trail | 5     | El nuevo sendero proporcionaría innumerables beneficios a la comunidad del oeste. TVHwy es una calle espantosa y muy traficada, pero es la mejor conexión entre las tres ciudades. El impacto económico que el sendero provocaría es indiscutible, ya que sería una vía de recreación, transporte, ejercicio y desarrollo turístico.   |
| Council Creek Trail | 5     | This work is needed to make it safer for the many pedestrians using the area. It is currently unsafe.  |
| Council Creek Trail | 5     | This would be a huge help for anyone bike-commuting from Forest Grove to Hillsboro and beyond (including Intel, Nike, etc.).   |
| Council Creek Trail | 5     | Additional benefit is this connects Cornelius and Forest Grove residents more closely with banks/Vernon trail and to Salmonberry trail... giving those populations and all of Portland safe day trip opportunities by bike into Tillamook state forest .   |
| Council Creek Trail | 5     | This is a critical alternative now to un-safe biking on the high crash corridor of TV Highway. It also could someday help connect to larger trails like Banks Vernonia to provide car-free adventure opportunities for more Metro residents.   |
| Council Creek Trail | 5     | This would enhance transportation access, safety, and health   |
| Council Creek Trail | 4     | If a reduction in TV Hiway traffic growth results it would be a good thing. If The route is in a future housing area, that's even better   |
| Council Creek Trail | 4     | This project could provide alternative transportation methods between our towns and hopefully alleviate some of the traffic on State Route 8. Ideally, it would also give folks in town an easy way to get out into the fresh air and open landscape.  |
| Council Creek Trail | 5     | This is a significant trail that will immediately benefit the local people near this project, and this project will become a significant piece of a larger trail network (connecting Hillsboro, forest grove, and eventually [hopefully] the Banks-Vernonia trail (via the conceptual Tualatin Valley Trail which could eventually lead to various trails that connect Portland).  |
| Council Creek Trail | 5     | Trail brings benefits to many different users in this area   |
| Council Creek Trail | 1     | Too much money for little return on investment.  |
| Council Creek Trail | 5     | I am thrilled that the Council Creek Trail might finally come to fruition! As a 20-year resident of Hillsboro, a Pacific U alum, and a cyclist, I've been disappointed by the utter lack of a safe and comfortable bicycle route (even for an experienced cyclist) from Hillsboro to FG. If safe crossings are implemented, I would use this trail to connect to the Emerald Necklace and rural roads for fun and fitness. I believe western suburb access to MAX would increase utilization also. |
| Council Creek Trail | 5     | These projects are great, but they don't redirect people to use walking and biking instead of driving. As long as these don't severely impact the flow of traffic, which sometimes end up blocking safe crossings from use, then it seems appropriate. I hope people planning spend thorough time at the location to really understand the impacts, instead of just looking at blueprints.   |
| Council Creek Trail | 5     | This is a complete project, also extends Max for bike commuters  |
| Council Creek Trail | 5     | Greater safety for all users of this heavily traveled corridor.  |
| Council Creek Trail | 5     | This trail is very important because it provides a safe alternative to TV Hwy for bikes and pedestrians. My family would use this trail to go between the cities.  |
| Council Creek Trail | 1     | These areas of Forest Grove are dangerous to the community as a whole. Traffickers use these pathways and cause harm, rather than good. And in more ways than one.   |
| Council Creek Trail | 5     | I grew up in this area and have seen the quality of life slowly increase with road improvements and expansion of green space. This project is the next step making this a space where everyone can feel at home.   |
| Council Creek Trail | 2     | Our community deserves more than just a trail. Bus Line 57 doesn't serve Forest Grove and Cornelius well, held back by all the traffic along TV-Highway. Our main priority should be expanding the MAX to Forest Grove and Cornelius, alongside the trail. The solution to suit all three is to have the tracks on either side of the trail. Stations would be part of the trail itself, seamlessly transitioning between station and trail. We deserve more than just the bus.                    |
| Council Creek Trail | 5     | This is a long-needed upgrade to an area that has terribly bikeability. People who commute from Forest Grove or Cornelius to Hillsboro or vice versa currently have no efficient ways to do so. This would be a great addition to make that connection, and also connect people to transit in Hillsboro.   |



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| Council Creek Trail | 5 | 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.   |
| Council Creek Trail | 5 | This would be a critical connection between Hillsboro and Cornelius/Forest Grove for bikers especially. TV Highway/Baseline is not a safe place to walk or bike and this area is sorely lacking in safe connections.   |
| Council Creek Trail | 5 | This provides a safe alternative to people who currently have to walk alongside TV Hwy to get from Cornelius to Hillsboro, whether because of necessity or if they choose to walk for physical exercise. I think more low income folks who cannot or will not spend what it takes for a street bicycle will invest on lower cost models to travel between these two communities individually or groups. There should be clear demarcation and enough of a shoulder between walkers and cyclists. |
| Council Creek Trail | 5 | No one wants to ride a bike on TV Highway. ODOT never sweeps the shoulders and there's too much traffic even with a designated bike lane.  |
| Council Creek Trail | 5 | You had me at "...safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro." This trail seems like a natural that would be a great use of this corridor and the connections".  |

| Project                | Score | Comment  |
|------------------------|-------|--|
| Emerald Necklace Trail | 5     | Community members have been waiting for this for many, many years.   |
| Emerald Necklace Trail | 5     | My family loves to walk, hike and bike. This trail would offer huge benefit to our community to connect existing trails and allow for more bike commuting as well as outdoor engagement.   |
| Emerald Necklace Trail | 4     | Having more areas to view nature from close to my house and city would be nice. I hope that there will be adequate space for both a walking path and a biking path so that ideally, walkers will not need to move out of the way of cyclists, or vice versa.   |
| Emerald Necklace Trail | 4     | Part of this project already has adequate sidewalks (in particular-David Hill Road between Thatcher & Hwy47), however part does not. So I would support a trail along those areas that do not have adequate safe sidewalks.  |
| Emerald Necklace Trail | 5     | This trail will connect with the council Creek trail which will allow people to bike/ride between Hillsboro and Forest Grove. Using this trail citizens can, using the trail and mass transit, go to Intel One goal is to connect with the Banks to Vernonia trail and the Vernonia to the coast trail.<br>By completing this trail people will be able access all parts of Forest Grove   |
| Emerald Necklace Trail | 3     | Love this project!   |
| Emerald Necklace Trail | 5     | Country roads are becoming dangerous with the increase in traffic.   |
| Emerald Necklace Trail | 5     | Part of the west side of the B Street Trail floods every year and becomes full of mud and muck making this part of the trail unusable for almost 8 months of the year. Can a low bridge that would allow people and bikes to keep out of the water and mud be installed?   |
| Emerald Necklace Trail | 5     | The FG 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.   |
| Emerald Necklace Trail | 5     | This has got to be one of the less expensive projects on your list and will provide a fully-connected trail that serves an entire city! In Forest Grove, we're further away from things (jobs, retail, airports, etc.) and spend a lot of time in our cars. This project is a great way to get us out of our cars, on our feet, bikes, skates, what have you, and appreciating our local resources and nature. I would use it to support personal fitness goals and visit friends by foot. |
| Emerald Necklace Trail | 5     | As a family we are always wanting to get out into our community and bike/walk more. But it is not entirely safe to do so with our 3 year old daughter. Usually it means being on the shoulder of back roads or sidewalks on the main roads. We usually end up driving 30 or more minutes to get to safe areas for riding and walking. It would be amazing to have that in our local community instead!   |
| Emerald Necklace Trail | 5     | Please make it wide enough for children to walk slowly and not be taken out by bikers.   |
| Emerald Necklace Trail | 5     | Would be great to have more exercise options and attract more tourists to Forest Grove, and if it could help with commutes as well that'd be awesome.  |
| Emerald Necklace Trail | 5     | With the growing community, it would be nice to have accessible trails to promote healthy lifestyles   |
| Emerald Necklace Trail | 5     | I think it's important to remember the safety of the children and elderly. How safe it will be for them to walk on this trail after everything is going on. Will there be security cameras? How will the community feel protected?? How safe is it for the schools? How do we know homeless will not camp there??  |
| Emerald Necklace Trail | 4     | We would use it frequently - but I hope it's just a start. We need a bike trail all the way to Gales Creek and all the way to Gaston as well.  |
| Emerald Necklace Trail | 5     | The completion of this trail will enhance recreational activities in Forest Grove. This Trail would allow, biking walking or running.  |
| Emerald Necklace Trail | 5     | Safe sidewalks that accommodate all types of cycles, with no barriers to navigate thru. FG already has some hazardous areas with that exact issue, and is a major ADA violation.   |
| Emerald Necklace Trail | 5     | My husband likes to run along part of this path, but it's very unsafe along part of it, running on a bike lane of a busy, fast highway. I also think it would be great to have half marathons at, which would be fun for my husband, as well as benefitting the businesses of the town.  |
| Emerald Necklace Trail | 1     | Our funds should be focused on improving sidewalks and paving existing streets and focus on pedestrian access in areas that are underserved. This is a nice project, but in a bedroom community with little density, the money could be used to further improvements on busy streets that are more dangerous.  |
| Emerald Necklace Trail | 5     | This will improve positive recreation options like walking, running and cycling, and will also provide better opportunities for commuting  |
| Emerald Necklace Trail | 5     | Great use of \$\$ making better recreational opportunities to this underserved area of Metro community Forest Grove. Provides a healthy walking/bicycling venue for families & individuals.  |
| Emerald Necklace Trail | 5     | I live in Forest Grove and would love to have more walking, running, biking trails.  |
| Emerald Necklace Trail | 5     | Very supportive of projects to connect existing trails.  |
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| Emerald Necklace Trail | 5 | As urban sprawl continues to occur from Hillsboro, it will be important to plan for projects to alleviate congestion issues.  |
| Emerald Necklace Trail | 5 | More paths for people to walk and bike are great! Will horses be allowed on this path?  |
| Emerald Necklace Trail | 5 | Forest Grove is expanding and full of families looking for ways to get outside without having to drive. Roads such as 47 N and 47 S....are not safe to ride bikes....and secondary roads have narrow shoulders that do not provide safe cycling or walking. I know this because I live there....right by the Oldtown/B Street trail...and love it!!!! |
| Emerald Necklace Trail | 1 | It won't be used the way the plan hopes it will.  |
| Emerald Necklace Trail | 5 | I would also suggest the addition of autonomous shuttles.   |
| Emerald Necklace Trail | 4 | 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.  |
| Emerald Necklace Trail | 5 | This would be huge for FG. B Street Trail is wonderful, but it's hard to have to transition between trail and road. This would be great and bring people to the area to use the trail.  |

| Project           | Score | Comment  |
|-------------------|-------|--|
| Fanno Creek Trail | 4     | Fanno Creek Trail is a good regional investment and should continue building on the trail network.   |
| Fanno Creek Trail | 4     | This trail is the only alternative to walking or biking along a busy arterial (or collector?). Closing this gap will result in Fanno Creek trail becoming a true regional trail  |
| Fanno Creek Trail | 5     | Many people who Walk and Roll will avoid taking Southwest Hall boulevard and it is not very safe. Sporadic sidewalks and bike Lanes full of debris. People are more likely to use a multi-use path. The Fanno Creek Trail is a great community asset except that it is not connected and just ends at the Tigard Library. If the trail continued to Cook Park that would connect Beaverton to Tualatin on a map. |
| Fanno Creek Trail | 5     | This trail will provide an important alternative transportation mode in this area.   |
| Fanno Creek Trail | 5     | Improved alignments and access in green-space leveraging efficient bridges that add to the experience, not detract with off-the-shelf solutions, and integrate to solve the challenges would be an area asset: This would encourage park use and improve visitors and appreciation for the park and connectivity, environment. Our family would prioritize usage of this park and encourage others to enjoy it.  |
| Fanno Creek Trail | 5     | The Fanno Creek Trail is a gem!  |
| Fanno Creek Trail | 5     | I live near the trail and it would be nice to have a safe path for people to get to Cook Park from as far away as the Garden Home Rec Center by bike / walking   |
| Fanno Creek Trail | 5     | I would use this for commuting if built.   |
| Fanno Creek Trail | 5     | This is a critical connection for the Fanno Creek Trail that would provide many advantages for my family including biking to school, bike commuting to work, and creating a long off road trail to our library, nature park (Dirksen Nature Park), downtown Tigard.<br>We want this trail sooo much.   |
| Fanno Creek Trail | 5     | This project is essential for safely getting children to school at Durham Elementary. Please build the undercrossing so that our kids have a safe way to cross Durham Road.  |
| Fanno Creek Trail | 5     | We live near the fano creek trail and access it often. If better connected, it could be a safer passage for pwds and bikers to expand their travels.   |
| Fanno Creek Trail | 4     | As is we never know when the trail is going to be useable. Always wet!   |
| Fanno Creek Trail | 5     | Love this trail but currently it is too short for my taste. Filling the gap is the right thing to do.  |
| Fanno Creek Trail | 5     | This neighborhood has been underserved for a long time. The trail completion provides a critical link for the Safe Routes for Schools program in Tigard for both Durham Elementary and Tigard High School. It also is a great walking connection to the Cook Park Trail link over the Tualatin River.  |
| Fanno Creek Trail | 4     | Implementation of this project would make an impactful extension in the westside trail availability and do so in an area adjacent to commercial/industrial development. Thus ensuring safe passage and green space for area residents.   |
| Fanno Creek Trail | 5     | I used to walk my daughter on the Fanno Creek Trail when she was a baby, and now we ride our bikes on it together. I would love to see another segment connected.  |
| Fanno Creek Trail | 5     | Would make things much more safe.  |
| Fanno Creek Trail | 5     | Many people live close to other cities, yet there is extremely limited connections between Portland/Tigard/Beaverton/LO. All the projects needed to connect these areas should have been done years ago, but better late than never!   |
| Fanno Creek Trail | 4     | We enjoy riding Fanno Creek. This would add mileage to our enjoyable bike rides.   |
| Fanno Creek Trail | 5     | Fully support filling in gaps for existing trails  |
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| Fanno Creek Trail | 5     | When I lived in Tigard the Fanno Creek Trail provided lots of recreational out of traffic riding. Many bicycle commuters used the trail daily and it was a great weekend recreation area. Extending the trail will open it up to many more users. With gas prices so high, more people will take advantage of bicycle paths.   |

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| Fanno Creek Trail | 5 | Would love to be able to easily walk a few blocks from our house to the trail and walk with the kids up to the library or to Cook Park and the Tualatin river. This trail will add to the walk ability of our area.  |
| Fanno Creek Trail | 4 | This would be a great trail for my family to walk or bike- we live on 79th Avenue so very convenient   |
| Fanno Creek Trail | 5 | This is a key portion of the trail that is missing. Hall Blvd is dangerous to bike or walk on. It would be great to see this connect closer to cool Park! Then we can go from Garden Home Rec Center to Cook Park on 90% tails!!!  |
| Fanno Creek Trail | 5 | sprucing up and lengthening trails in Tigard is one of the best things we can do for our city and its identity.  |
| Fanno Creek Trail | 5 | Hi, I'm a longtime Tigard resident and use the Fanno Creek Trail all of the way from Denney Road in Beaverton to Bonita Road in Tigard. I'd love to see the trail finished over to Durham Road to allow a trail connection into Cook Park and Tualatin's Community Park on the Tualatin River.   |
| Fanno Creek Trail | 5 | I live two streets over from the project. I love to be able to walk my toddler safely. Please help us have a safe place to get sunshine.   |
| Fanno Creek Trail | 5 | Having a safe trail between Bonita and Durham would encourage families to get outside and move safely. I am terrified of walking along Bonita with my children even on the sidewalks because the road is so busy and drivers are speeding or often distracted. So we don't go. Especially with all the trees taken from 79th and Bonita to cram all the new housing in, traffic will be much worse and the natural beauty lost. We moved here for the trees and want to be outside safely!           |
| Fanno Creek Trail | 5 | This would be a great improvement for our community  |
| Fanno Creek Trail | 5 | I meet other moms in this area. They are from Beaverton. I am from Tualatin. These every other week walks are crucial to our mental and physical health. Complete and improve the trail.   |
| Fanno Creek Trail | 4 | Traffic on 79th is a nightmare, limited side walks, narrowing portions of road. Cars use out neighborhood street as a freeway to avoid Hall Blvd. Having the trail would provide a safe path for pedestrians and cyclists to travel from Bonita to Durham rd.  |
| Fanno Creek Trail | 5 | More safe walking areas!   |
| Fanno Creek Trail | 5 | The long term plan to connect Fanno Creek trail pieces will create a continuous N-S trail that will be a boon for bike commuters & recreation  |
| Fanno Creek Trail | 4 | I can't travel to far off trails anymore so filling this gap on a close one would really help.   |
| Fanno Creek Trail | 5 | It affects my family's quality of life. We love the current trail system and can't wait for the extention  |
| Fanno Creek Trail | 5 | The connection of the trail gap will serve as a Safe Routes to School for Durham Elementary, Creekside High School, and Tigard High School! There are many families in multifamily properties on Bonita that would benefit from this connection. This would be an amazing improvement for the nearby community and all Tigard residents!   |
| Fanno Creek Trail | 5 | This would allow students to walk or ride their bike to either Durham Elementary and/or Tigard High School. People would also be able exercise their way to Cook Park which is a family oriented location to be outdoors.  |
| Fanno Creek Trail | 5 | This would provide more safety for pedestrians and move our town towards the goal of being most walkable in the country helping to bridge the gap where transportation can be a barrier to some.   |
| Fanno Creek Trail | 5 | It would be so nice to have more connecting paths to use. I walk this area frequently and can see the benefits this would bring!   |
| Fanno Creek Trail | 5 | Its really hard how it it stops.   |
| Fanno Creek Trail | 5 | I love this trail and would really like for it to be completed!  |
| Fanno Creek Trail | 5 | This is a beautiful local trail loved by all the local families. Makes you feel safe when you walk it.   |
| Fanno Creek Trail | 5 | We would like to finish connecting the Fanno Creek Trail so we don't have to go back and forth between neighborhoods and the trail.  |
| Fanno Creek Trail | 5 | Growing community. Completing the gaps in this trail would make downtown Tigard, the library and numerous parks more safely accessible for non motorized transport.  |
| Fanno Creek Trail | 5 | We really value the ability to use the trail for bike transport - this helps a lot!  |
| Fanno Creek Trail | 5 | Key piece of the broader Willamette to Tualatin and beyond trail. Metro and regional partners have done an amazing job linking together the Fanno Creek Trail elements in Greenway Park, Bonita, Denny to Hall, etc. It is part of a broader portfolio of trails on the westside that extend all the way to the Garden Home Rec Center...if we can find a way to link across the old Red Electric Railway ROW from Olesen we'll be well on our way to fulfilling the Willamette to Tualatin linkage. |
| Fanno Creek Trail | 5 | Fanno Creek Trail has many gaps. It would be amazing to have it stretch all the way to the Tualatin River.   |
| Fanno Creek Trail | 5 | I think the more the city can encourage people out into nature and public spaces it will help connect residents to each other by seeing each other out and enjoying our community.   |
| Fanno Creek Trail | 5 | The Fanno Creek has an excellent foundational trail system that has demonstrated a great deal of popularity among the community, and I would love to see this project expand further upon that!  |
| Fanno Creek Trail | 5 | Please consider Tigard for this grant and help us stay outdoors and stay healthy!  |

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| Fanno Creek Trail | 5 | Increasing the walkability is very important in improving quality of life. It's great for kids, adults, and for fitness (running on trails is much better than running next to cars on sidewalks). This project would definitely achieve that goal  |
| Fanno Creek Trail | 4 | We love riding our bikes on this trail but it is too narrow to support both pedestrian and cyclist.   |
| Fanno Creek Trail | 1 | Fanno Creek should not be disturbed.  |
| Fanno Creek Trail | 5 | There is currently no good connection for our family to access Cook Park, the Tigard Pool, or Tigard HS due to Hall being very busy. I feel very nervous taking my 2 year old daughter down Hall, and 79th is seeing increasing amounts of cut through traffic in addition to not having a safe way to cross Durham Road from 79th. We can already ride to the Tigard Library on Fanno Creek Trail, and this in addition to the Fanno Creek Connections Project would allow us to ride to Tualatin!               |
| Fanno Creek Trail | 4 | Any extension of the Fanno Creek Trail would be a bonus to an already great trail. I walk and bike the trail several times a week. The proposed addition would allow a safer route than the only other existing route on Hall Blvd. to connect to the Cook Park continuation that could exist.  |
| Fanno Creek Trail | 5 | Extended trail for my dog walks.  |
| Fanno Creek Trail | 5 | Walking and biking in beautiful surroundings - both for leisure and to get places I need to go - are important to my quality of life. They have value beyond their beauty: they improve the health of the community! Using the trails promotes exercise and I see so many people enjoying the trails. Also, many studies have shown that being outside in nature reduces stress and anxiety. >>>>Please do whatever you can to maintain and increase such trails! I am SOO glad to live in Tigard!!!!             |
| Fanno Creek Trail | 5 | This trail is used by many residents and families and is a key feature of Tigard. Completing the gap will make a positive impact in our community.  |
| Fanno Creek Trail | 5 | Hall boulevard is crazy busy and dangerous for foot and bike travel. Completion of this trail provides safe access to many local citizens. Support from Metro would make this project possible  |
| Fanno Creek Trail | 5 | This project is a critical piece to continue the Fanno Creek Trail from Garden Home to Tualatin. I have been walking and biking the Trail for 30 years, and have been looking forward for a very long time to seeing this project through to completion.  |
| Fanno Creek Trail | 5 | The existing Fanno Creek Trail is a vital part of the Tigard - Tualatin corridor for bicyclists and pedestrians. It connects citizens with nature and increases safety as compared to bike lanes, sidewalks, and/or mixed traffic flows. The missing section between Durham and Bonita Roads forces riders and walkers onto busy streets. It meshes nicely with the City of Tigard's and Metro's stated goals.  |
| Fanno Creek Trail | 5 | This will provide a more scenic way to bike to Cook Park. It will encourage us to bike more often and get more exercise.  |
| Fanno Creek Trail | 5 | Many roads including 79th Ave lack sidewalks for pedestrians and kids on bicycles, etc. This project would be great for exercise opportunities as well as to connect more of the area to the rest of the trail to get been there library, downtown Tigard, and Bridgeport.  |
| Fanno Creek Trail | 5 | This trail would connect several apartment complexes and neighborhoods directly with Durham Elementary School, Tigard High and Cook Park. Currently the Fanno Creek Trail disconnects - forcing pedestrians to deviate onto streets with no sidewalks, poor visibility and little shoulder room. This trail not only fills a gap in the larger trail system, it also provides safe passage for disabled persons who otherwise would have to navigate those unsafe streets.  |
| Fanno Creek Trail | 2 | How about cleaning all the glass and foliage out of the bike lanes on Beaverton-Hillsdale Highway from Hillsdale west to the county line?   |
| Fanno Creek Trail | 5 | I live in the area and have used the fanno creek Corridor trail often. It's pretty difficult to ride a bike through this section with it's rough paving, narrow sections and several blind switch backs and turns. It has also limited my use with my young son because of these issues. My wife has also not felt safe running this section alone.it's great to have this green space and trail but it's not fully functional at this time IMO.  |
| Fanno Creek Trail | 5 | Fanno Creek trail system is a highly-used, naturally beautiful trail system that benefits by maintenance, improvement, & expansion. People from the community are able to access the area from their own neighborhood or even drive in to a central location like the Tigard Public in order to take advantage of the nature walk or ride their bikes. Most tend to greet each other as they pass. Being able to have a quiet public place to enjoy the outdoors promotes a great sense of unity and civic pride. |
| Fanno Creek Trail | 5 | Tigard is working towards being the most walkable city in Oregon. This trail is very popular and this project would connect many parts of the city making downtown even more welcoming and connecting it to the new Universal Plaza being developed in the center of town.  |
| Fanno Creek Trail | 5 | Essential to complete the trail for the community at large.   |
| Fanno Creek Trail | 5 | Looking to the future to continue to add bike paths and walking trails in the Tigard community with the hopes of fully connecting the Fanno Creek trail   |
| Fanno Creek Trail | 3 | Would be nice to have, but not that critical--79th Ave is ok for connection for biking and if sidewalks could be installed for less money it would be more walkable. Tigard has a great need for sidewalk completion--way too many densely populated areas with no sidewalks or sewers. some streets have not been improved since Tigard's original rural days.   |

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| Fanno Creek Trail | 5 | This project is key in connecting the Tigard community between multiple parks and important facilities like the library and our downtown area. This trail increases alternative transportation opportunity for so many along Hall Boulevard.  |
| Fanno Creek Trail | 5 | By adding to the Fanno Creek trail in this area, residents would be able to safely travel between multiple parks, services, and neighborhoods. The trail could connect the high school more easily to the library, police station, and main street businesses. I personally would use it to walk from home to the library and to main street. And I hope other Tigard residents could do the same, thus reducing traffic. It passes through a variety of neighborhoods, thus connecting diverse populations.      |
| Fanno Creek Trail | 5 | This would give us a longer trail ride option in our local community. It would allow people to bike & walk in a nice area with a natural setting. Also, being close to schools, it would help with the Safe Routes to School Program to Durham Elementary & Tigard HS.  |
| Fanno Creek Trail | 5 | this project continues the path along the amazing fanno creek trail. It provides a safe connection (off the main road) to cook park, tigard highschool, and durham elementary. This project would increase bike travel within the city of Tigard.   |
| Fanno Creek Trail | 5 | It would be great to connect the trail through this section so you can follow almost all of fanno creek. This section would get people recreating off the main road 74th? and allow safer access with children. It would spread the traffic on the current fanno creek trail out since there would be more trail.   |
| Fanno Creek Trail | 5 | As a runner that lives off of Durham road, connecting the Fanno Creek Trail would be incredible as I currently have to spend nearly a mile running on the street to reach the start of the Fanno Creek trail, which feels unsafe.   |
| Fanno Creek Trail | 5 | This is a highly used trail for walkers, joggers, runners, bikers, and especially children and families. With the increased traffic in the area, having a continuous trail is important for safety and encouraging people to get outside!   |
| Fanno Creek Trail | 5 | Improving connection along the Fanno Creek Trail would massively improve the walkability of my city and neighborhood. The Fanno Creek Trail forms the backbone of what is envisioned to be a well-connected, attractive, and accessible pedestrian network both inside and beyond Tigard.   |
| Fanno Creek Trail | 5 | Great opportunity to serve the needs of many users - walkers, bikers, skaters, disc golf and runners.   |
| Fanno Creek Trail | 5 | Preserving the area as a flood control measure is important, but equally important are the opportunities to preserve green space for nature and recreation resources. My wife and I are in our sixties and live very near the proposed space and would greatly welcome the chance to be able to walk where sidewalks (where available) and traffic, especially on 79th St., are not a concern. When we bought our house in 2012 there was open pasture behind us. Please let us keep a semblance of rural living! |
| Fanno Creek Trail | 5 | Safe biking/walking routes and more access to commune with nature   |
| Fanno Creek Trail | 5 | I live on 79th & Bonita. As a mature woman, w/mobility issues, having access to nature & this trail so close to my home would mean an increased quality of life, improved physical & mental health. I would not have to use a car to drive to a park or other nature trail for exercise & the experience of natural beauty. It will provide an area of recreation, nature, family & friend connection space to have this area available for the area housing construction that has happened in the past 5 years.  |
| Fanno Creek Trail | 5 | Currently, if you are riding the trail through Cook Park you have to take what has become a heavily used foot path. Riding a bike through there has become alot of work dodging all the walkers and their dogs. The proposed new section of trail would solve that. It's only a matter of time before some pedestrian and biker collide and that can be avoided.  |
| Fanno Creek Trail | 5 | This is a very short and easy section to complete and it is sorely needed.  |
| Fanno Creek Trail | 5 | This is a critical and much needed section for the completion entirety of the Fanno Creek Trail. It will give residents and visitors a long, contiguous stretch of hiking and biking trails. It will improve livability and safety in the area. Not completing this section would be like only building 75% of a bridge!  |
| Fanno Creek Trail |   | My family uses this trail regularly. Their safety is very important to me.  |
| Fanno Creek Trail | 5 | It would make my walks and bike rides safer and more enjoyable.   |
| Fanno Creek Trail | 5 | The Fanno Creek trail is a great way for our community (adults, kids, dogs) to stay active, walk and enjoy nature. Right now, we don't have a safe way to walk or bike to the network of parks off Durham without being on busy roads. I would feel much better taking my kids on a bike ride to that area if we could be on trails. It's also a great way to connect our community to downtown Tigard to support businesses, farmers market, the new plaza, etc.   |
| Fanno Creek Trail | 5 | This would connect the Fanno creek Trail with the Tualatin River/Cook Park/Durham Park/Tualatin Community Park trails. All of these trails are heavily used.  |
| Fanno Creek Trail | 5 | It would also offer this trail system to the apartment complexes, including low cost housing, on Bonita Road near Fanno Creek.  |
| Fanno Creek Trail | 5 | This would help provide a much better trail from durham elementary into our community. The current pathways are unsafe with no bike lanes or sidewalks. This would be a safe way home!  |

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| Fanno Creek Trail | 5 | This extension will connect the largest stretch of the Fanno Creek trail to Tualatin in a family-safe route. Currently the connection from Beaverton to Tigard ends at the Tigard Library and requires the use of busy roads to reconnect with the trail to Tualatin. The Fanno Creek Trail is a very popular multi-use trail for families and having a safe route to connect with Tualatin is very important to extend this beloved trail.  |
| Fanno Creek Trail | 1 | Potential for much more homeless to gather in Tigard.  |
| Fanno Creek Trail | 5 | This project would positively impact a lot of local families and neighbors. The fanno creek trail is a wonderful and extending it would be amazing!  |
| Fanno Creek Trail | 5 | My family has to travel over a mile down 79th to access fanno creek. This stretch of road is mainly without sidewalk. The stretch of Fanno Creek where the trail is proposed is a very scenic area that is currently inaccessible. This would also make connecting the Fanno Creek trail with the Tualatin River and Cook Park trail system much easier, encouraging more longer distance activities, leading to healthier communities.  |
| Fanno Creek Trail | 5 | I am a frequent walker of the Fanno Creek trail. This is a logical and natural extension of one of the longest trail systems in the region.  |
| Fanno Creek Trail | 5 | This would alleviate traffic on both Bonita and Durham Roads. Bicycles and pedestrians would have better and safer options for routing through these neighborhoods.  |
| Fanno Creek Trail | 5 | This would allow bikes/pedestrians to get from Tualatin to Beaverton safely.   |
| Fanno Creek Trail | 5 | This also has to include improvements from the Tigard library south to Milton Ct. Downhill 90 degree corners are not safe for bicycles.  |
| Fanno Creek Trail | 5 | This will allow users to get from Beaverton to Tualatin without being mixed into traffic.  |
| Fanno Creek Trail | 5 | The Fanno Creek trail is one of the only non-roadway biking and walking trails in the area. It creates an important avenue for outdoor recreation in our neighborhood and is heavily utilized by this community. Extending and connecting the fragmented trails is critical to this region's livability.   |
| Fanno Creek Trail | 5 | I absolutely love having the Fanno Creek trail run right along my home. I tend to be out on it often 1-3 times/week. It is the reason why I continue to live where I live despite the fact that it is not close to where I work. At a time where mental health is just as important as physical, getting out on the trail is therapeutic. The trail connects so many neighborhoods and is multi-use. It's just wonderful to feel connected to all along the shared trail. Watching it expand has been great! |
| Fanno Creek Trail | 5 | Green spaces and outdoor activity for generations is good management. We need to set aside lands and protect waterways.  |
| Fanno Creek Trail | 4 | I support any upgrades or extensions to this well-used resource in our community.  |
| Fanno Creek Trail | 4 | Our family, friends, and many others use this trail multiple times a week.   |
| Fanno Creek Trail | 5 | The trail will provide a direct link for multifamily properties, & will include the badly needed under-crossing of Durham road. This will enhance the safety of students walking to Durham Elementary School from areas like Bonita Villa. Will provide access to nature is a part of the city that currently lacks safe access. The project meets the priorities of Tigard: Equity, climate, managing congestion, and a safe area for everyone.   |
| Fanno Creek Trail | 5 | This encourages a safe path to school;and to learn about nature.   |
| Fanno Creek Trail | 5 | This project is significant for two main reasons. The first is that it will fill in a gap in the Fanno Creek Trail system. Second, it will address the need for safe walking and bicycling in this area of Tigard.   |
| Fanno Creek Trail | 5 | This is not only great to build community and activities in the area but will lead to greater safety. Children now walk on neighborhood streets often with no sidewalks between Bonita a Durham to connect to Durham Elementary and Cool Park. A complete Fanno Creek Trail will make walking and biking to these locations safer for children and families.   |
| Fanno Creek Trail | 5 | This project will allow for expanded outdoor opportunities for everyone in the Tigard area.  |
| Fanno Creek Trail | 5 | My kids are growing up, and want to take bike rides to school and just for fun. This project would help because we can enjoy this activity together as a family, and enjoy it within nature. Instead of riding bikes along the road without bike lanes. Can't see ducks, birds, or other animals as much.  |
| Fanno Creek Trail | 5 | We live in a new development right off bonita and walk the trail all the time. Lots of great green space there for a new trail path. Maybe even add a small park for all the kids in the neighborhoods off 79th st   |
| Fanno Creek Trail | 5 | The trail is used by so many in our area and to have a more complete route would be helpful. The path would ease headaches and headache for those who have been killed on Hall rerouting a safer route for pedestrians, bicyclists and runners.  |
| Fanno Creek Trail | 5 | We use Cook Park trail and drive over to use it as we do not like walking on the busy roads. Having this trail would help us get to where we like to go safely and extend our exercise trails.   |
| Fanno Creek Trail | 5 | Our family loves the Fanno creek trail. This would be a great connection and alternative to hall blvd between the library and cook park. Please make these new connections wide and welcoming.   |
| Fanno Creek Trail | 5 | Please take measures to eliminate flooding along the trail. Where the trail goes under roadways, there is terrible flooding. Maybe bike / pedestrian overpasses are a better option?   |
| Fanno Creek Trail | 4 | Great route for biking done often by my daughter and her kids. I'd like pollinator attracting plans included for environmental health.   |
| Fanno Creek Trail | 5 | This project would enhance safety for students walking to school by providing an undercrossing of Durham Road. It would also provide an access to nature in an area of the city that currently does not have it.   |



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| Fanno Creek Trail | 5 | This trail is one of few trails and family-friendly biking routes in Tigard. Being able to connect to Cook Park is incredibly important. Currently we must go from the end of the trail to Hall Blvd or other busy streets; these connections have limited to no safe crossings. As a family that bikes, walks, hikes, and runs frequently, we would benefit from these transportation improvements to a park that we visit weekly.            |
| Fanno Creek Trail | 5 | Having this gap in the Fanno Creek Trail means a great many people will not use it to its fullest extent. It will allow bike/ped access from Beaverton to Tualatin while minimizing negative impacts on traffic.   |
| Fanno Creek Trail | 5 | It would be one more step toward the completion in Tigard of the already advanced and beautiful trail system from Hwy 26 south to the Tualatin River. A trail on which we love to walk, jog, listen and breathe!!  |
| Fanno Creek Trail | 5 | Despite what city leaders profess, most of Tigard's streets are neither walkable nor bikeable. Most of Tigard's streets are downright dangerous for pedestrians and bicyclists. We need to encourage and develop walkable and bikeable paths that are separate from vehicular traffic, but that connect to useful places, otherwise no one will ever walk or bike anywhere for fear of getting run over by a careless motorist.                |
| Fanno Creek Trail |   | It would give us a nice way to get around by bike or walking rather than having to walk along dangerous roads congested with vehicle traffic.  |
| Fanno Creek Trail | 5 | Having pedestrian paths make it far safer to commute and go on leisure rides/walks as a family   |
| Fanno Creek Trail | 5 | It is a nice place to take the family cycling. The homeless camps pose a problem tho.  |
| Fanno Creek Trail | 5 | Our family would highly benefit from this extended connectivity for the Fanno Creek Trail, i.e. one of the primary reasons we chose to live in this part of the region.  |
| Fanno Creek Trail | 5 | It'll be nice to have a completed trail.   |
| Fanno Creek Trail |   | This project would preserve an essential opportunity to experience our natural environment despite increasing urbanization. Once lost, it would be gone forever. Also, accessibility is key: not just walkability but access for people with walkers and wheelchairs. Completing this project would protect a glimpse of our heritage for generations to come.   |
| Fanno Creek Trail | 3 | seems that is very near an earthquake fault, just don't want to waste money on a project that will potentially be useless after an event.  |
| Fanno Creek Trail | 5 | Needed! For safety.  |
| Fanno Creek Trail | 5 | I live in Tigard within a 1/2 mile of the Fanno Creek Trail. I have two young children and we connect to this trail multiple times a week for running and biking. This trail is important so I can bring my children to multiple playground in the area. Most of my usage is north of Main Street in Tigard and into Beaverton. This extension past Bonita would increase the chances of my family traveling to Cook, Bonita, and Durham Park. |
| Fanno Creek Trail | 5 | We live close to the proposed trail and our boys have no other green spaces to explore in this area. We would take more walks and stay healthier with this trail. Thank you  |
| Fanno Creek Trail | 5 | This will be great for us locals to get around town, especially for safe routes to school.   |
| Fanno Creek Trail | 5 | This is an important extension to the already vast fanno creek trail system. It links Tualatin to the system and additional parks and rivers, very exiting off street trail  |
| Fanno Creek Trail | 5 | We regularly use the Fanno Creek Trail and this could help provide safe access for my family.  |
| Fanno Creek Trail | 5 | Fanno Creek trails are a great family walking and biking area and the more that is connected to this trail system, the more places we can get out and explore!   |
| Fanno Creek Trail | 5 | My husband and I enjoy biking and having an extension to this incredible trail would be awesome.   |
| Fanno Creek Trail | 5 | I regularly walk, run, and bike the Fanno Creek Trail. This project would provide a much needed extension and connection of the trail.   |
| Fanno Creek Trail | 5 | We have always wanted to be able to walk the entirety of Fanno Creek and would LOVE it if this part connected. The Bonita area really needs more walking trails.   |
| Fanno Creek Trail | 5 | Safe route to Tigard high school   |
| Fanno Creek Trail | 4 | The description is confusing... is this funding the project or analysis work to secure funding? Also, why does the cost include design and analysis? do tax payers already fund staff from Metro and Local gov over this area that includes planning, development and design staff? We bike the Fanno Creek trail from Beaverton into Tigard.  |
| Fanno Creek Trail | 5 | This area would strongly benefit from a safe multimodal off-street path in an area with a lot of traffic and arterial roads without buffered and protected bike lanes. Additionally, this would connect to existing off-street paths.  |
| Fanno Creek Trail | 5 | My wife and two kids love to ride bikes on the Fanno creek trail. Right now, it stops behind the Tigard Library, and we have to turn around when it feels far too soon. If this trail was extended, it would bring so much joy to the neighbors and give us access to more parks to the south of our normal route.   |
| Fanno Creek Trail | 5 | My family lives in the area and having access to safer and more nature trails would enhance our quality of life. This is especially meaningful for my two kids under 5.  |
| Fanno Creek Trail | 5 | As a parent and a continual user of the current Fanno Creek trail, I feel that this project would greatly assist in not only commuting, safe access to schools, safe access to Cook Park and Tualatin, it would also help out the environment by hopefully allowing more non-vehicle transportation within our neighborhood!   |

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| Fanno Creek Trail | 1 | There are better ways to spend (or not spend at all) 1.6M during this time of the highest inflation in 40 years.   |
| Fanno Creek Trail | 5 | The Fanno Creek trail system is an amazing system that connects so many neighborhoods and keeps people off the main roads.   |
| Fanno Creek Trail | 5 | As a new mom, I've been walking even more with my kiddo in a stroller and I've become so much more aware of the importance of sidewalks, trails and other safe ways to walk. Having this trail near apartment complex and schools is incredibly important for family safety.   |
| Fanno Creek Trail | 5 | Safe walking trails + urban wild interface   |
| Fanno Creek Trail | 5 | The Fanno Creek Trail is a crucial piece of the community which surrounds it. Because of its length and location, it promotes commuting (which helps with climate change) and gets multiple communities active by encouraging running, walking, cycling, and community activities such as movies on the lawn and service projects.   |
| Fanno Creek Trail | 5 | As a Tigard resident I see so many people on the trail. The return on investment would be high based on the number of people using the trail.  |
| Fanno Creek Trail | 5 | This is really important to the resident so this community to connect the Fanno Creek trail!   |
| Fanno Creek Trail | 3 | More about the project.  |
| Fanno Creek Trail | 5 | Heavy use of 79th by children, joggers, parents with strollers etc... poses a safety concern since the majority of the st doesn't have sidewalk. This project would open access to for a lot of community members.   |
| Fanno Creek Trail | 5 | I live off Bonita and 72, this project would provide my family (3 children) a safe area to get out and move! Walking the dogs, riding our bikes and a safe route to school.  |
| Fanno Creek Trail | 5 | Bike rides and connectivity  |
| Fanno Creek Trail | 1 | where's the money from the all the taxes previously paid gone to? why was there no maintenance to upkeep this?   |
| Fanno Creek Trail | 5 | The trail is a very nice source of wildlife and exercise and my family often uses the area around the Tigard Library (that backs up to the trail). It would be beneficial to us to have it supported   |
| Fanno Creek Trail | 5 | I frequently utilize this trail and would love to see updates made, in order to improve accessibility.   |
| Fanno Creek Trail | 5 | This would complete a great route to south Tigard that would keep pedestrians and bikers safe.   |
| Fanno Creek Trail | 5 | This project connects key portions of well established trails in Tigard and Tualatin, which in my opinion would increase the walkability/bikeability of the entire region. While I'm slightly concerned about what that could mean for me (my house backs a wildland area that is proposed for this trail) I think any possible bad will be greatly outweighed by good for the whole community.  |
| Fanno Creek Trail | 5 | Thank you  |
| Fanno Creek Trail | 5 | It would provide close recreation and allow us to not have to worry watching for speeding cars when we walk and bike.  |
| Fanno Creek Trail | 5 | Our family genuinely believes that the Fanno Creek trail is one of the best trail networks in the entire Portland metro area. It's so great for everyone in our neighborhood to be able to access the portions that are available through the existing trail sections and it is SO close to being complete. 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. |
| Fanno Creek Trail | 4 | We need to fill in more of these trail gaps!   |
| Fanno Creek Trail | 5 | Heard about this connection being in the works years ago when I started enjoying all Fanno Creek Trail has to offer and would love to see this one get completed. It will add a great connection for a wide range of enjoyment to all walks of life. Absolutely love FCT!  |
| Fanno Creek Trail | 5 | By completing this particular alignment, Tigard High School students will have a safe way to commute to school that gets them out of automobile traffic. This trail will also provide the community with a means to access Cook Park without an automobile. Since Cook Park is a popular destination for recreation, soccer, baseball and other sports, having a non-automobile means to access this park and activities is essential.   |
| Fanno Creek Trail | 4 | This would greatly improve the safety of bicyclists who currently ride along the very busy Hall Blvd.  |
| Fanno Creek Trail | 2 | Going to be awfully close to train tracks. Noisy location due to I5 proximity  |
| Fanno Creek Trail | 5 | The trail should be flood resistant and also protective of wildlife that often occupy this space (deer, birds, critters).  |
| Fanno Creek Trail | 5 | It's needed  |
| Fanno Creek Trail | 5 | VERY IMPORTANT TO OUR COMMUNITY.   |
| Fanno Creek Trail | 5 | Our family loves to bike and walk together. Off road ones are so much safer.   |
| Fanno Creek Trail | 4 | Would like to use the trail without the homeless living on it  |
| Fanno Creek Trail | 5 | I moved from NE Portland to Tigard 15 months ago, and as a cyclist I find the trail gaps make navigating through the west side much more challenging than I would prefer.  |
| Fanno Creek Trail | 1 | I'd rather see Hall repaved!   |

|                   |   |   |
|-------------------|---|---|
| Fanno Creek Trail | 5 | 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.  |
| Fanno Creek Trail | 5 | Trail is unusable most of the year due to flooding and poor maintenance. It's the only recreation path in this part of Tigard and Beaverton.  |
| Fanno Creek Trail | 5 | There are virtually no contiguous south-north sidewalks in this proposed route area of South Tigard, so this project will provide a safe and peaceful pedestrian route of travel between SW Bonita Road and SW Durham Road... then possibly continue with pathway extensions to nearby Tualatin and Lake Oswego from the southern termination point of this proposed project.                               |
| Fanno Creek Trail | 5 | This area of Tigard has very few options for biking or walking away from traffic. My family and I use the fanno creek trail system from genesis loop to the library and through the woods to bonita park. We would love to be able to continue further. And it would be nice for those communities to have access to the library without having to use Hall Street.   |
| Fanno Creek Trail | 5 | We live on Bonita Rd and use Fanno Creek Trail from where it starts to the library and beyond multiple times a week. We also walk the neighborhood south of Bonita, but not as often because of traffic and lack of sidewalks on many of the roads. Having a dedicated trail from Bonita or Durham would make walking that way much safer and encourage us to walk that way more and make it to Cooks park. |
| Fanno Creek Trail | 5 | The Fanno Creek Trail provides a pathway for walking and biking that connects various communities in the Tigard/Tualatin/Beaverton area. It is important to keep increasing connectors to the trail in order to provide alternative means of getting around these communities and not using cars. I think that the focus needs to be on walking pathways.   |
| Fanno Creek Trail | 5 | My husband commutes from Tigard to Tualatin every day by bike, and this connector would greatly improve his commute.  |
| Fanno Creek Trail | 5 | Closing this gap will make biking and walking between key areas and attractions around Tigard and beyond much easier, safer, pleasant and more accessible, particularly for children.   |
| Fanno Creek Trail | 5 | This trail would provide a safe spot for many families living in high density housing to walk and enjoy themselves. Many of these individuals have little access to safe outdoor space.   |
| Fanno Creek Trail |   | Critically important project for trail connectivity for children and seniors in particular.   |

| Project                | Score | Comment   |
|------------------------|-------|---|
| Gresham-Fairview Trail | 4     | Expensive, but needed project.  |
| Gresham-Fairview Trail | 5     | Filling this gap will make a nice loop involving from the Springwater to the Marine Drive trail to the I-205 MUP and back to the Springwater -- a convenient loop for the many people who live in East Portland and West Gresham, an area with a very large BIPOC population, and low-income population, too. This project should rate high on your list relative to your diversity criteria.   |
| Gresham-Fairview Trail | 4     | Definitely fills a gap in an area with a lot of community diversity.  |
| Gresham-Fairview Trail | 1     | are now only narrow shoulders for pedestrians to use.   |
| Gresham-Fairview Trail | 5     | Great idea to connect this to the GF trail and make it safer for cyclists in east county.   |
| Gresham-Fairview Trail | 5     | Any project that will connect residents & visitors to fitness/recreation/nature is a worthy project & use of tax dollars. As a tax-paying, voting, concerned resident of Gresham I fully support Metro Regional Flexible funds be allocated for this project!   |
| Gresham-Fairview Trail | 4     | This would be so awesome for connectivity in Fairview. We really need the trails to be completed here.  |
| Gresham-Fairview Trail | 1     | Connects us by bike and walking. We need safer biking routes in east county.  |
| Gresham-Fairview Trail | 5     | Making this a safe and beautiful part of our community would be amazing. It would improve the current walking, biking trail creating safe access between Gresham and Troutdale. Our communities need safety. We need more access to nature. Improvements in our neighborhoods. Having this space dedicated with the grant funds would add to the infrastructure, add to Rockwood improvements, and provide much needed ways for us to walk, ride bikes, and spend time with our families. |
| Gresham-Fairview Trail | 5     | We live in a beautiful area and we need to do more with what we have.   |
| Gresham-Fairview Trail | 5     | This community is very underserved.   |
| Gresham-Fairview Trail | 5     | This isn't just an important connector for those in the immediate area, but for connecting key trails for the region.   |
| Gresham-Fairview Trail | 2     | Another trail just means more camping areas for homeless vagrants. Please invest in sidewalks for people and families walking along Sandy Blvd to Walmart to shop or Townsend and Amazon for work.  |
| Gresham-Fairview Trail | 5     | Closing this trail gap will help complete the 'Big Eastside Loop'   |
| Gresham-Fairview Trail | 4     | Improving access to our neighbors to the east   |
| Gresham-Fairview Trail | 5     | Creating a continuous trail is beneficial for all users. It allows people to get from one place to another without having a gap in the system which can cause for hardships when trying to use other modes of transportation (outside of vehicles). It is also beneficial that this connection would connect the community to the I-84 multi-use path.  |
| Gresham-Fairview Trail | 5     | This is another much needed trail connection. Fully support having connected trails throughout the metro region.  |
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| Gresham-Fairview Trail | 5     | This is another much needed trail connection. Fully support having connected trails throughout the metro region.  |
| Gresham-Fairview Trail | 5     | It will allow me to walk all the way walk further on this trail   |
| Gresham-Fairview Trail | 1     | No neighborhood meetings have been conducted to let residents provide input to try to stop this path from destroying a neighborhood.  |
| Gresham-Fairview Trail | 5     | This would improve an excellent trail.  |
| Gresham-Fairview Trail | 5     | We currently lack safe bike and pedestrian access from areas north of I84 to shopping and safe bike infrastructure south of I84. Currently I use the narrow shoulder on 223rd to bike from my home north of I84 to access the Gresham Fairview Trail. Additionally, intersections in this area are unsafe for bicycles and pedestrians.   |
| Gresham-Fairview Trail | 5     | It's time to finish this long planned bike path!  |

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|------------------------|---|---|
| Gresham-Fairview Trail | 5 | This will increase safety.  |
| Gresham-Fairview Trail | 5 | I cycle in Portland daily. All these potential projects deserve support - the transport money is there, we just lack the will to make this a first class cycling city. This one deserves special support as it's a missing link in a superb urban route.  |
| Gresham-Fairview Trail | 5 | I was on the transportation committee for the city of Gresham when the Gresham-Fairview trail was built. It was always our hope that it would be extended to the North. From a value perspective, I believe using funds on a project that connects existing projects is wise. This piece will fill a gap that will eventually be a huge loop. You could ride from Portland on the Springwater trail, north on the Gresham-Fairview, then west along the Columbia river back to Portland!! |
| Gresham-Fairview Trail | 5 | Our family will use this often. I believe this also may connect to Blue Lake Park, which has been greatly needed.   |
| Gresham-Fairview Trail | 5 | This pathway will increase accessibility to a main thoroughfare and will reduce the risk of pedestrian and cyclist harm.  |
| Gresham-Fairview Trail | 4 | While I think this would be a great addition and much needed, the homeless situation in the area makes the region nearly unusable as is and unsafe.   |
| Gresham-Fairview Trail | 5 | This is so important to the East County community and the growing bike culture and bike tourism program here.   |
| Gresham-Fairview Trail | 5 | I could take my kids out on this trail which will be helpful. I would really appreciate this trail to come into fruition.   |
| Gresham-Fairview Trail | 5 | 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.   |
| Gresham-Fairview Trail | 5 | This bike path is a fabulous resource for commuting and family leisure outings. It needs to be completed to ensure safe riding.   |
| Gresham-Fairview Trail | 4 | Would like to see a more detailed plan on 201st. Widening 201st? Where is entrance to trail on 201st, under overpass?   |
| Gresham-Fairview Trail | 5 | I live less than a block from NE Sandy Blvd. I would like to see sidewalks & any improvements necessary to make Sandy Blvd. look nice!  |
| Gresham-Fairview Trail | 5 | We need a safer bike corridor here.   |
| Gresham-Fairview Trail | 5 | Keep the freaking homeless off it so taxpayers can use it   |
| Gresham-Fairview Trail | 5 | Me ayudaría a llegar más rápido a mi trabajo  |
| Gresham-Fairview Trail | 5 | Part of the 40-Mile Loop providing region-wide access to green corridors.   |
| Gresham-Fairview Trail | 5 | East County needs more trails and parks. We are extremely diverse and extremely parks-deficient. Ultimately, the G-F Trail needs to connect to the Marine Drive Trail to create a local loop  |
| Gresham-Fairview Trail | 5 | would complete a nice loop ride, a very important leg of it. Great family ride, and good connections to shopping and transit  |
| Gresham-Fairview Trail | 5 | As an individual concerned with Climate Change and civil society, I seek projects that get people out of cars (including myself for I am a car owner), into activities that involve exercise, breathing clean air and social exchange. Supporting development of multiple use paths (bicycle/pedestrian) is part of that, especially completing partially constructed ones!   |
| Gresham-Fairview Trail | 5 | This is a very important connection. I worked on the original master plan for this route. This is a dangerous section that greatly needs improvement.   |
| Gresham-Fairview Trail | 5 | Completing this section of the Gresham Fairview Trail will leave a small section near Blue Lake Park. Eventually this trail would link the Columbia Slough/ I-84 trails to the Springwater Corridor. This trail would also serve low income and diverse neighborhoods.  |
| Gresham-Fairview Trail | 5 | This would allow my husband to commute to work by bike more safely.   |
| Gresham-Fairview Trail | 5 | Doing this would greatly benefit the community. Helping walkers/bikers enjoy the trails and commute in ways other than cars.  |
| Gresham-Fairview Trail | 5 | I have a bike and like to use it for recreation. Having an additional paved path to ride on would extend my ability to ride for pleasure.   |
| Gresham-Fairview Trail | 5 | We need safe ways to commute by bike and foot. This project is vital to extending biking access that has the potential to offset car traffic. Please fund this project and support alternative transportation options in East County.   |
| Gresham-Fairview Trail | 5 | 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.  |

| Project              | Score | Comment   |
|----------------------|-------|---|
| I-205 Multi-use Path | 5     | 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  |
| I-205 Multi-use Path | 5     | This project is long overdue. Please fund. Currently there is no safe way to travel in this corridor except for in a vehicle. The biking facility is unsafe and involves navigating an overpass over I-205 with truck traffic and freeway slip lanes with speeding traffic. Ped network is incomplete as well. Lack of ped bike infrastructure prevents active travel. Time to find a solution                            |
| I-205 Multi-use Path | 5     | This is the main gap between the Columbia River and Oregon City, creating a transportation barrier for walkers and bikers. Filling this gap would be a great way to improve the north-south connection.   |
| I-205 Multi-use Path |       | Seems like an important gap to be closed.   |
| I-205 Multi-use Path | 4     | Good regional project   |
| I-205 Multi-use Path |       | i think it would be a great project for safety for everyone. the community, tourist's, visitors, familys, etc.. every person and city should have a safe pathway to use.  |
| I-205 Multi-use Path | 5     | I live in Oregon City and frequently visit friends in Portland. I use the I-205 Trail on this bike ride. The gap between Highway 212 and Highway 224 creates a stressful and unsafe biking experience. Due to how stressful and unsafe this gap is, I sometimes ride transit. I would bike more if the gap was resolved.  |
| I-205 Multi-use Path | 1     | No support until homeless camp problems are rectified   |
| I-205 Multi-use Path | 5     | This is a critical transportation coordinator that desperately needs bike and ped safety and connectivity improvements.   |
| I-205 Multi-use Path | 4     | Design should include ways to minimize vandalism and minimize sleeping access to our citizens who make poor decisions.  |
| I-205 Multi-use Path | 5     | Closing network gaps is amazing. Keep up the great work   |
| I-205 Multi-use Path | 5     | I have generally avoided this segment of the 205 Trail because of this gap.   |
| I-205 Multi-use Path | 1     | Homeless encampments make this area unusable.   |
| I-205 Multi-use Path | 5     | We need to provide safe transportation options for bike/ped for easier movement in this area. Great use of \$\$.  |
| I-205 Multi-use Path | 1     | Money would be better spent improving walking and rolling on local streets. I-205 path is not a functional option because of it's close proximity to the freeway and the noise and emission exposure that comes with that close proximity.  |
| I-205 Multi-use Path | 5     | The I-205 path is an important north-south connection and this gap is confusing to navigate with potential dangerous interactions with cars. I prefer to avoid riding south into Gladstone on this trail because this section is hard to navigate and I don't feel particularly comfortable or safe (this is coming from a seasoned cyclist too). Closing this gap will encourage active transportation in this corridor. |
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| I-205 Multi-use Path | 5 | This gap in the I-205 pathway is very unsafe and confusing  |
| I-205 Multi-use Path | 5 | Path crossings at I-205 on/offramps and OR-212 need ped/bike priority signals, where auto traffic may not turn on red. Where bike and ped traffic parallels auto traffic, they should be separated by jersey barriers or steel bollards. Lane incursion by trucks is at best menacing to path users, and at worst it is fatal.  |
| I-205 Multi-use Path | 5 | Multiuse paths and jersey-barrier-shielded bike lanes need to be wide enough for street sweepers to access and keep them clear of debris (e.g. rocks, glass, sharp metal)   |
| I-205 Multi-use Path | 4 | This is awesome as long as no roadway lanes are eliminated.   |
| I-205 Multi-use Path | 5 | This is an extreme danger area for cyclists and needs an alternative to the current path alignment  |
| I-205 Multi-use Path | 3 | Path needs to be completely protected and away from traffic. There are a lot of big trucks/tractor trailers in that area.   |
| I-205 Multi-use Path | 5 | Make my bicycle commute safer   |
| I-205 Multi-use Path | 4 | Make it safer to get through this area.   |
| I-205 Multi-use Path | 3 | Not until we can control camping and increase safety  |
| I-205 Multi-use Path | 3 | This is important to improving regional connections, particularly to an area with little bike infrastructure  |
| I-205 Multi-use Path | 5 | I ride this stretch of the I-205 MUP frequently, and it can be quite dangerous in spots. The absolute worst is the bridge across I-205, coming from and going to 82nd. Several freeway on and off ramps, drivers not looking out for bikes etc. You'd have to bike it yourself to understand the hair-raising experience. Make this better and safer, and you'll (eventually) have more bike traffic along there. Thank you!            |
| I-205 Multi-use Path | 5 | This project would be beneficial to bicycle commuters, and pedestrians. Keeping cyclists off of 82nd Ave would be a safety priority.  |
| I-205 Multi-use Path |   | A complete 205 trail combined with the Trolley Trail and Springwater corridor will create a complete loop around the Clackamas County suburbs, which will set the stage for future improvements.  |
| I-205 Multi-use Path | 1 | We need to clear the criminals off the path. It's dangerous and I can't use it now.   |
| I-205 Multi-use Path | 5 | My heart is always in my throat when I bike this section of the trail. The road is busy with traffic, in particular small and large trucks, and vehicles pulling into and out of businesses along the route. Very dangerous!!!  |
| I-205 Multi-use Path | 5 | Eliminating gaps in the 205 mup will be excellent and very helpful.   |
| I-205 Multi-use Path | 3 | Adding routes that allow for individuals to travel with active modes of transit in this area is desperately needed, although my family and I are unlikely to use it. I tend to think that trails that follow freeways tend to be dicey and not particularly enjoyable rides. That is not to say that this wouldn't be an essential route for locals looking to travel without a car. Low hanging fruit with high returns on investment. |
| I-205 Multi-use Path | 4 | The trail needs regular maintenance and cleanup. It is frequently littered with debris and broken glass.  |
| I-205 Multi-use Path | 5 | This is a heavily traveled route for me by car, however there are some challenging areas while biking. I'm in favor big time for making it easier to get around by walk-in, biking and running.   |
| I-205 Multi-use Path | 5 | I use the I-205 path occasionally and would like to see the gaps in the path completed.   |
| I-205 Multi-use Path | 5 | How to fill this gap is critical for this area, I like the community backed design solution but I do suspect they will hear about the homeless challenges in this corridor and that may prove challenging for NIMBY participants.   |
| I-205 Multi-use Path | 3 | I live right on this path and don't use it a lot. However it seems like this project would make use of this trail much easier.  |

| Project            | Score | Comment  |
|--------------------|-------|--|
| Lakeview Boulevard | 1     | I lived on this street for 4 years. This 25mph residential street is probably the last place in Lake Oswego you should be focusing any money or efforts. How about some safe pedestrian facilities on Hwy 43 first.  |
| Lakeview Boulevard | 4     | This would make this road a safe place to walk. There is one section of the road that has a blind corner where Lakeview meets 65th, that would require eminent domain to acquire part of the property at this blind corner. If that is not included in the plans then it would be less than an ideal improvement along this road.  |
| Lakeview Boulevard | 1     | There are other areas of metro area that are in greater need.  |
| Lakeview Boulevard | 4     | This project is definitely needed. River Grove ES is being replaced and adding safer ways to this elementary school is huge.   |
| Lakeview Boulevard | 1     | This project does very little, for very few of the wealthiest in the region.   |
| Lakeview Boulevard | 1     | Lake Oswego does not need any more investment. Until it provides its fair share of housing affordable at the REGION'S income levels, Metro & other jurisdictions should withhold all investment. Instead please redirect funding to East County, where many Black & brown people have been displaced due to Portland's rising prices as well as the extreme, continued exclusion of Lake Oswego & other wealthy suburbs. Please also fund improvements in Portland that serve vastly more and more diverse people. |
| Lakeview Boulevard | 5     | I ride here with my children and would appreciate any improvements.  |
| Lakeview Boulevard | 5     | 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. It is constantly becoming less safe, especially since construction is common on that road and  |
| Lakeview Boulevard | 2     | Low hanging fruit for improving walkability in SW Metro - an area that desperately needs it.   |
| Lakeview Boulevard | 5     | located in an unincorporated part of lake oswego, lakeview blvd is adjacent to a light industrial area and also residential homes. The project is one of many that the city needs to accomplish but is lower on the improvement plans. This project should be prioritized and would be huge improvement to the area. The school district is building a new school in the neighborhood and improvements on Lakeview would compliment improvements at the school site.   |



| Project            | Score | Comment   |
|--------------------|-------|---|
| Marine Drive Trail |       | I know so many people who love to bike on Marine Drive, and people regularly comment on how this connection is missing. Also, there tends to be a lot of houseless campers in this segment, and I think having a multiuse bike path here will allow for better enforcement.   |
| Marine Drive Trail | 5     | This is one of the few gaps remaining in the original 40-mile loop trail system. It's a short segment that will provide an amazing amount of connectivity. As a resident of East Portland, I see this as a critical link that needs to be completed ASAP.   |
| Marine Drive Trail | 4     | Good regionally significant project   |
| Marine Drive Trail | 5     | The Marine Drive is a valuable piece of bike infrastructure and a recreational destination- fixing this dangerous gaps is a no-brainer  |
| Marine Drive Trail | 5     | Marine Drive is one of our favorite paths and very popular with the public. It needs to be as complete as possible.   |
| Marine Drive Trail | 5     | This important path connects Portland in an east-west direction and to the Columbia River waterway. It has great recreational value on a regional scale and also is valuable as a quick way to bike from east to west. The current roadway bike lane in this area is quite dangerous, and few alternatives exist. I will use this trail if you build it.                          |
| Marine Drive Trail | 5     | Need to connect existing trails with this one.  |
| Marine Drive Trail | 5     | There's such a great path on Marine Drive already. Let's fill the gaps and make it safe and friendly for all!   |
| Marine Drive Trail | 1     | This will provide more camping sites for vagrants. Metro seems to be oblivious to the East County situation with homeless camps.  |
| Marine Drive Trail | 5     | important gap filling   |
| Marine Drive Trail | 5     | Please fund this urgent needed "missing link" in the Marine Drive trail. Marine Drive is one of the most dangerous streets in Portland, with many injury and fatal accidents. Bikers and pedestrians attempting to connect between already completed trail segments are literally risking their lives. I urge Metro to finally complete this direly-needed connection. Thank you. |
| Marine Drive Trail | 4     | I ride this part of Marine Drive occasionally and would certainly support this proposal   |
| Marine Drive Trail | 5     | This is only one of several gaps in the bike trail along Marine Drive. The stretch from 33rd Dr. west to I-5 needs substantial attention.   |
| Marine Drive Trail | 5     | Clean up the area too. Remove the homeless and monitor the corridor as a park.  |
| Marine Drive Trail | 4     | This project is great in theory but does not matter if homeless camps claim the trail as their own.   |
| Marine Drive Trail | 5     | This is a much needed trail connection. The existing trail gap is dangerous and discourages non seasoned cyclists and pedestrians.  |
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| Marine Drive Trail | 5     | Gives access to the river   |
| Marine Drive Trail | 5     | Extending and connecting this path is so important for health and safety of cyclists. Cars are marine drive are quick. I've spoken with others who avoid this route because of that. Which is a shame because once you travel past this section you can be connected in to a huge wonderful loop that is mostly path. Thank you for considering this project.                     |
| Marine Drive Trail | 5     | I've biked this section between I-205 and NE 122nd several times. It is an unfortunate and very unsafe gap in the Marine Drive Trail that's been on the "To Do List" for a long time. It would be great to see it happen.   |
| Marine Drive Trail | 5     | This would increase my ability to ride out here-assuming we get the camping under control   |
| Marine Drive Trail | 5     | I would love to be able to utilize this area for biking. In its current state, it's a dangerous area.   |
| Marine Drive Trail | 5     | The current gap In the marine drive path prevents many from using its full length since you have to be on the road with cars to get from 99th to 122nd. Closing it would provide more access to more people   |

|                    |   |  |
|--------------------|---|--|
| Marine Drive Trail | 5 | This will increase safety.   |
| Marine Drive Trail | 5 | I cycle in Portland daily. All these potential projects deserve support - the transport money is there, we just lack the will to make this a first class cycling city. Of the projects this one gets my highest support - will immediately increase ridership and save lives. A vital link on a wonderful trail.   |
| Marine Drive Trail | 5 | 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. In addition, there is often glass or garbage in/along side of the bike lane. Since lots of different kinds of riders ride along Marine drive, faster riders need to move out of the bike lane to pass. Not safe!   |
| Marine Drive Trail | 5 | Make Biking on Marine Drive safer!   |
| Marine Drive Trail | 5 | This trail is among the region's very best. It's scenic, traverses a diversity of neighborhoods (including some that lack adequate parks), and is a useful active transportation route. Best of all, it's open to walker and riders of all abilities – EXCEPT that the portions on Marine Drive are intimidating, even to seasoned riders. Closing this gap will make a world of difference!   |
| Marine Drive Trail | 2 | Unfortunately the road is unsafe for motorists and pedestrians due to speeding cars, and the homeless camps have made this area unusable as is. Unless those are cleaned out, no one will want to use the trail and it would be a waste of money.  |
| Marine Drive Trail | 1 | We need to clear the homeless and vehicles out of this area. Unfortunately the garbage is terrible. Also some homeless are criminals and it makes this area unsafe.  |
| Marine Drive Trail | 5 | Important connector  |
| Marine Drive Trail | 4 | I occasionally walk this and sections are dangerous. I'd like to see it completed for bikes and pedestrians. I don't think it needs to be as wide or grand as sw Naito project   |
| Marine Drive Trail | 5 | I enjoy bicycling along the Columbia river, but the portion of the path that is on Marine Drive does not feel safe. This will allow bicyclists and walkers to take advantage of recreational opportunities safely.   |
| Marine Drive Trail | 5 | I LOVE this trail, but this project must include plans to mitigate the issue of people camping/living along the trail or driving/parking their vehicles on it. I used this trail weekly for many years, but haven't for almost 2 years because it's no longer safe for an individual to run/walk/bike there.   |
| Marine Drive Trail | 5 | You already know this - it's the LAST GAP!! The Marine Drive trail has been literally 40 years (or more!) in the making. Let's get it done. The Columbia River is an amazing resource that cannot be appreciated in its entirety along here unless you're in a car. What a shame!  |
| Marine Drive Trail | 5 | This is one of the few options for a long bikeride in NE. Views of river and access to large populations. Homelessness needs to be addressed.  |
| Marine Drive Trail | 5 | Part of the 40-Mile Loop providing region-wide access to green corridors.  |
| Marine Drive Trail | 5 | As an individual concerned with Climate Change and civil society, I seek projects that get people out of cars (including myself for I am a car owner), into activities that involve exercise, breathing clean air and social exchange. Supporting development of multiple use paths (bicycle/pedestrian) is part of that, especially completing partially constructed ones!  |
| Marine Drive Trail | 5 | I would love to be able to ride a bike from my home near NE 122nd to points along the Columbia River west of I-205. I've never done it. I suppose I could ride the I-205 multi-use trail, but I don't find that very appealing and it wouldn't be as direct as taking 122nd to Marine Drive. However, I live south of I-84, and getting past I-84 on 122nd is a "difficult connection." I understand that improvements are planned in that area with the 122nd plan. |
| Marine Drive Trail | 5 | Addresses safety issues and connectivity to regional natural areas and the rivers  |
| Marine Drive Trail | 5 | An important improvement to the 40-mile loop.  |
| Marine Drive Trail | 5 | This is an important link for daily cyclists   |
| Marine Drive Trail |   | This is a bad survey. How do we find general information about these? Are we putting one against the other?  |
| Marine Drive Trail | 5 | This is the last unfunded gap in the Marine Drive Trail. The resulting trail will be over 14 miles in length. This also connects to the I-205 trail which also connects to the Springwater Corridor. This becomes multi-use path network of over 41 miles.   |
| Marine Drive Trail | 4 | This directly impacts my day to day activities. Additional pathways along Marine Drive that are safe, clean and patrolled would be an incredible plus to this community  |

| Project         | Score | Comment  |
|-----------------|-------|--|
| NE 162nd Avenue | 2     | High pricetag and not a good connection to adjacent bike facilities.   |
| NE 162nd Avenue | 5     | This Project would improve bus safety, children walking to school, and access to affordable housing between Glisan and Halsey. NE 162nd Ave is heavily traveled and there is no way for children to walk safely to their school bus. They have to walk on the street. Also, the traffic goes very fast on 162nd Ave. With only one lane in each direction, it is unsafe for school children to walk to the bus stops with no sidewalks.  |
| NE 162nd Avenue | 5     | This is a heavily used street, one of the few available if you need to go north-south, under I-84 and the UPRR, so it gets a lot of auto use. The street also is on/adjacent to the boundary between Portland and Gresham for much of its length. Sidewalks will be especially important now that Portland is developing the other 15 acres of Parklane Park, including several ball fields. That means there will likely be more youth walking & biking along 162nd to get to the park.                         |
| NE 162nd Avenue | 3     | As someone who lives near there, it would be nice to complete the project for safety. However as a cyclist it is less important than for pedestrians.  |
| NE 162nd Avenue | 5     | should go as far as Marine Dr  |
| NE 162nd Avenue | 5     | east county is sick of being ignored   |
| NE 162nd Avenue | 5     | helps to complement the project on 62nd further to the south   |
| NE 162nd Avenue | 4     | I go to three stores consistently - Grower's Outlet, Su Casa, and the Liquor store on Division.  |
| NE 162nd Avenue | 1     | The project asks for a lot of funds with very few matching funds and only impacts a small portion of the population. The opportunity cost of this project is too high, as nearly a dozen other projects could be funded instead of funding this one. While it is important in its own right, it does not outweigh the benefit of having many other projects having their far smaller funding requests fulfilled.   |
| NE 162nd Avenue | 5     | This is a great use of funds, as it fills in gaps in our pedestrian and bicycle network within the city.   |
| NE 162nd Avenue | 5     | With two schools in the area, the Albertina Children's Mental Health Center, this underserved community deserves to be served with safe walking and bicycling options.<br>Great use of \$\$.   |
| NE 162nd Avenue | 4     | This connection would be great, but it will dramatically effect two full bus routes for Wilkes Elementary. Recommend summer work period, if possible. I am also not at all confident there is adequate room on this street for the 73 ft area prescribed in the proposal. If the center turn lane were to disappear to accomodate oversized buffered bike lanes and wide sidewalks, it could result in significant traffic back-ups southbound due to residents entering the new Albertina Kerr housing complex. |
| NE 162nd Avenue | 5     | This will increase safety and accessibility.   |
| NE 162nd Avenue | 5     | 162nd is a through corridor with 4 lanes and center turn lanes. a protected sidewalk and bike lanes will support safe transportation for cyclists and pedestrians. This is also a community that has had disporportional investment than other communities. It should be prioritized.  |
| NE 162nd Avenue | 5     | Sidewalks save lives. There are too many people who have died in East Multnomah County due to poor infrastructure  |
| NE 162nd Avenue | 4     | This area is currently unsafe for pedestrians and bicyclists so this would be very beneficial.   |
| NE 162nd Avenue | 5     | I make this project a priory   |
| NE 162nd Avenue | 5     | 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!  |
| NE 162nd Avenue | 5     | Improve pedestrian safety and beautify the area  |
| NE 162nd Avenue | 1     | The streets around Portland need to be PAVED! ! ! ! People are swerving to avoid potholes all over this city while making dangerous and illogical changes to our streets that are making them more hazardous with U turns that now the streets are not wide enough to accommodate. The city is putting in crosswalks instead of enforcing and educating people to use them. Just yesterday on Division at 164th with NO CROSSING on both sides a man was crossing. There is a cross walk 2 blocks W and 1 E.     |
| NE 162nd Avenue | 5     | This stretch needing improvements runs through one of the state's most underserved cocommunities, many who walk or ride bikes. These safety improvements will have a huge impact on quality of life along a major arterial.  |
| NE 162nd Avenue | 5     | As a resident of inner Portland (Alameda/Irvington), I strongly support any project that improves the quality of infrastructure for outer Portland on the basis of equity. Fund improvments poor neighborhoods first!  |
| NE 162nd Avenue | 5     | This needs to extend all the way to NE Sandy Blvd. The intersection at NE 162nd an Sandy Blvd needs to no longer have yield turn signals to cross traffic. To many accidents have occurred and traffic being backed up trying to turn left to go south on NE 162nd from Sandy Blvd. That intersection needs to be corrected for safety issues as well.   |
| NE 162nd Avenue | 5     | This is needed in the area. Help people commute in more environmentally friendly ways than cars.   |
| NE 162nd Avenue | 5     | This section of SE 162nd is heavily traveled but has little sidewalks for pedestrian use and no bike lanes. The recent addition of the Albertina Kerr/Wynne Watts housing increases the need for safe bike & pedestrian access.  |
| NE 162nd Avenue | 5     | That street needs some TLC and the residents deserve to have the improvements. They have been neglected for far too long!  |

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| NE 162nd Avenue | 5 | 162nd ave is not currently safe to walk, bike and sometimes even drive. An actual sidewalk and bike lanes would be an incredible way to connect the Wilkes neighborhood with other portions of the city by bike and foot, along with increasing safety for those that traverse this road on a daily basis. East Portland and it's multi-generational and diverse neighborhoods deserve connectivity, safety and funding.   |
| NE 162nd Avenue | 2 | Other higher priorities  |
| NE 162nd Avenue | 5 | We need safe walking routes in our area. As a resident of this neighborhood, I can attest to the high percentage of residents walking for recreation and as a means of transportation. 162nd connects kids to parks and schools, commuters to public transit, and residents to grocery stores. This project would improve safety and neighborhood connectivity. Additionally, because this is a border between two cities, it is a great use of Metro funding because it will benefit both Portland and Gresham. |
| NE 162nd Avenue | 5 | This project serves a vastly undeserved area by giving safer access to transit and providing options for pedestrians and bicyclists.   |

| Project                         | Score | Comment  |
|---------------------------------|-------|--|
| NE Cornfoot Road Multi-use Path | 5     | This pathway serves areas that employ many folks who have limited access to transit in jobs that provide a transition to higher paying wages. The presence of the new regional post office has added to the demand for pedestrian facilities. Current pedestrian travel along Cornfoot is dangerous.   |
| NE Cornfoot Road Multi-use Path | 5     | This is a *desperately needed* and long-overdue project. The NE Cornfoot multi-use path would eliminate a major, very problematic gap in the path system that would allow modest number of airline passengers!), and it would help reduce greenhouse gases from vehicle trips as well as improve air quality. It is absolutely vital that this project be built immediately. Please fund this.   |
| NE Cornfoot Road Multi-use Path | 5     | This project would connect Cully to the airport and Whitaker ponds. Right now to get to the airport or Ikea shopping area the only way to get there by bike is to take the 205 path. Having a multiuse path here would make a 40 minute bike trip only take 20. 10,000 jobs around the airport. Let's leverage current investments and fix this missing link. Way too dangerous now to use.  |
| NE Cornfoot Road Multi-use Path | 5     | Important safety corridor for bicycles.  |
| NE Cornfoot Road Multi-use Path | 5     | Makes a necessary safe connection for a lot of people working in the area  |
| NE Cornfoot Road Multi-use Path | 5     | This project is so valuable for those accessing the businesses in this corridor as well as the Portland airport for both work and travel. This area really lacks safe biking infrastructure, and current conditions are scary.   |
| NE Cornfoot Road Multi-use Path | 5     | I regularly use this road for biking between my NE Portland neighborhood and getting to/from the airport, the I-205 path crossing up into Washington, or any business near the airport or the 205 area.  |
| NE Cornfoot Road Multi-use Path | 5     | I ride this route occasionally, and have had the experience of being passed by a semi-trailer. Not fun. This would provide a safe route to the airport and to/from the I-205 MUP at Marine Drive.  |
| NE Cornfoot Road Multi-use Path | 5     | I volunteer with a cycling group for children in the Cully neighborhood and developing this path would create a safe cycling/walking loop that is very much lacking in our neighborhood. I would get kids out on it at least a couple of times per month.  |
| NE Cornfoot Road Multi-use Path | 5     | Currently this road is much too dangerous for cyclists and walkers so there is option other than vehicles.   |
| NE Cornfoot Road Multi-use Path | 5     | This is a great project to fund as it creates pedestrian and bicycle options on a busy street that is currently dangerous to walk or bike on, This will improve mobility in an area that is entirely car dependent.  |
| NE Cornfoot Road Multi-use Path | 1     | Not supportive. This is in an industrial zone, not residential neighborhoods. Not a good use of \$\$.  |
| NE Cornfoot Road Multi-use Path | 5     | Creating a safe, comfortable bike/ped route to the airport is critical. I'm amazed personally that the Port will spend \$100s of millions of dollars to expand car parking, but when it comes to funding a MUP to the airport to maybe decrease the number of cars parking: nothing.   |
| NE Cornfoot Road Multi-use Path | 4     | This is a much-needed connection to businesses and the USPS facility between NE 47th Ave. Thanks for putting it on the list!   |
| NE Cornfoot Road Multi-use Path | 5     | Building this multi-use path would make safer a route from the airport area going South and West and avoiding major roads.   |
| NE Cornfoot Road Multi-use Path | 5     | 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.  |
| NE Cornfoot Road Multi-use Path | 5     | Part of the 40-Mile Loop providing region-wide access to green corridors.  |
| NE Cornfoot Road Multi-use Path | 5     | The path would be used for more than recreation. It is needed to open riding to people who work in that area. Its not sexy but it is the kind of thing we should be doing.   |
| NE Cornfoot Road Multi-use Path | 3     | As an individual concerned with Climate Change and civil society, I seek projects that get people out of cars (including myself for I am a car owner), into activities that involve exercise, breathing clean air and social exchange. Supporting development of multiple use paths (bicycle/pedestrian) is part of that, especially completing partially constructed ones!  |
| NE Cornfoot Road Multi-use Path | 5     | I live in Cully, this project's neighborhood. This trail would provide a missing piece of safe connection between Whitaker Ponds, our only neighborhood natural area, and the Columbia Slough. Now, more than ever, we need natural area access to help preserve our sanity in our quasi-urban, quasi-natural, very industrialized neighborhood.   |
| NE Cornfoot Road Multi-use Path | 5     | Will greatly improve access to open spaces and parks and make it safer. Very dangerous now for bikes and peds.   |
| NE Cornfoot Road Multi-use Path | 5     | As a member of this area's community for the past 17 years, I know how critical this connection point is. This area on Cornfoot road could be an amazing way to connect to the slough, airport, or shopping areas but currently it's a terrifying area to bike or walk on. Please invest in the Cully neighborhood of NE Portland by investing in this project. This is a very racially diverse neighborhood and it's the right choice to advance equity in the Metro area. Thank you for considering. |
| NE Cornfoot Road Multi-use Path | 5     | This is a very important connection, which I use frequently.   |
| NE Cornfoot Road Multi-use Path | 5     | Our community needs more easy to access multi use trails.  |

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| NE Cornfoot Road Multi-use Path | 5 | Need for safe bike path on this dangerous road - for commuters to Post Office and airport especially. Stay away from impacting the banks of the Slough.   |
| NE Cornfoot Road Multi-use Path | 4 | This Columbia Slough Trail linkage is an important piece in the Mid-Slough gap between the MCDD office on NE Elrod and NE Alderwood. It provides some much-needed east to west connectivity for active transportation needs in an important employment area |

| Project                               | Score | Comment  |
|---------------------------------------|-------|--|
| NE Cully Boulevard and NE 57th Avenue | 5     | Would love to know more details about this project, but I know that the bike and walking connection isn't great here. I want to weigh in heavily in favor of funding this project. It is a crucial missing link in the bike/ped connectivity in Northeast Portland. 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. Please fund this. |
| NE Cully Boulevard and NE 57th Avenue | 5     | Important safety upgrades in a neighborhood historically impacted by bad road designs  |
| NE Cully Boulevard and NE 57th Avenue | 1     | Cully is an underserved area. We have fewer paved streets and fewer trees than other neighborhoods. I am hoping that any improvement in Cully helps the people who live here.  |
| NE Cully Boulevard and NE 57th Avenue | 5     | This is my neighborhood. I logged into this survey thinking I would vote to improve my own neighborhood, but having read through the other proposals, this one feels like a lower priority. I walk this street regularly (from my home at 72nd and Prescott to my favorite coffee shops in the Beaumont neighborhood) and it's maybe not AWESOME, but it isn't so bad. I have never felt unsafe due to the traffic in this corridor. If there was plenty of money, sure, but others need it more.  |
| NE Cully Boulevard and NE 57th Avenue | 2     | This project addresses safety issues in a neighborhood that has historically been underinvested.   |
| NE Cully Boulevard and NE 57th Avenue | 5     | This would greatly increase the opportunities for cycling with children in our neighborhood.   |
| NE Cully Boulevard and NE 57th Avenue | 5     | PLEASE complete this project. I live on the east side of Skidmore and crossing to Albertson's feels VERY unsafe, so while it's not on the plans (?) a crosswalk across Cully Blvd here would make a big difference. Crosswalks parallel to Cully would be great too, but across is even better. Walking up to Peter's or Fire on the Mountain also feels unsafe. There are so many businesses, residents, homeowners, renters, and commuters who could benefit from this.  |
| NE Cully Boulevard and NE 57th Avenue | 5     | We should absolutely use these funds to fill in sidewalk gaps and pave streets. this is a great use of these funds because it affects many people in a dense, working class neighborhood.  |
| NE Cully Boulevard and NE 57th Avenue | 5     | Would help a family member get around safely   |
| NE Cully Boulevard and NE 57th Avenue | 4     | Several years ago there was a City of Portland project that looked at needed infrastructure projects and ideas about how those infrastructure improvements could contribute to gentrification that's happening in Cully. I'd prefer to see a more holistic approach to Cully on the COP's part. At the same time, improved connections for pedestrians are always welcome.   |
| NE Cully Boulevard and NE 57th Avenue | 5     | The Cully neighborhood in NE Portland is one of the most racially and economically diverse in the state. This is an important safety project for the neighborhood. There have been two pedestrian fatalities on this stretch in recent years. Sidewalks along this street are either narrow or nonexistent. Due to the excessive roadway width, vehicles frequently speed, which is particularly dangerous near the blind curve where Cully Blvd changes to 57th Avenue.   |
| NE Cully Boulevard and NE 57th Avenue | 5     | This project would make my neighborhood more bikeable and walkable. It would allow safer pedestrian and bike commuting from my house.  |

| Project                            | Score | Comment  |
|------------------------------------|-------|--|
| NE Martin Luther King Jr Boulevard | 2     | Insane overbudget. \$6 million for painting crosswalk stripes?!? Shouldn't cost more than a couple thousand for paint and labor. This is ludicrous.  |
| NE Martin Luther King Jr Boulevard | 4     | Strongly support transit access improvements and crossing are a major barrier  |
| NE Martin Luther King Jr Boulevard | 5     | This would hopefully make crossing the street feel much safer, but you should also calm the traffic on this road. I regularly visit a friend on NE Sumner and 7th Ave., and cars are always driving super fast down that street because they don't want to be on MLK.  |
| NE Martin Luther King Jr Boulevard | 5     | This a much needed improvement for safety and congestion   |
| NE Martin Luther King Jr Boulevard | 1     | Very much needed mobility updates in one of Portland's most dangerous corridors  |
| NE Martin Luther King Jr Boulevard | 4     | This area of MLK is not safe as a pedestrian!  |
| NE Martin Luther King Jr Boulevard | 5     | Slower traffic and improved crossings are much needed, flashing lights and or cross walks to stop cars as opposed to just putting the onus on the pedestrian/biker are critical.   |
| NE Martin Luther King Jr Boulevard | 5     | critical crossing improvements in and area with great equity issues, especially because of old transportation projects.  |
| NE Martin Luther King Jr Boulevard | 5     | I take time to plan routes across on MLK on foot or by bike. I have two small children, and the crossings in the north part of the road are very dangerous - drivers are not looking, they're rushing, and while the double lines have helped, as have more crosswalks, it would be great to see more improvements for the MANY road users who are not in cars!  |
| NE Martin Luther King Jr Boulevard |       | This corridor needs increased crossing safety for everyone in our community.   |
| NE Martin Luther King Jr Boulevard | 5     | Increased access to public service for dense populations is important to health and safety. I drive through this area for work and support increases to connectivity here  |
| NE Martin Luther King Jr Boulevard | 5     | MLK is a blight and abysmal to experience. Scary, loud, fast. Please fix.  |
| NE Martin Luther King Jr Boulevard | 5     | This is an underserved community that has been ignored for too long.   |
| NE Martin Luther King Jr Boulevard | 5     | This area suffers from a lack of safe crossing areas and drivers that often travel over the speed limit.   |
| NE Martin Luther King Jr Boulevard | 5     | 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.   |
| NE Martin Luther King Jr Boulevard | 4     | MLK is terrible for pedestrians.   |
| NE Martin Luther King Jr Boulevard | 5     | What PBOT neglected to mention in their map is that Piedmont residents (west of MLK) in K-5 attend Woodlawn school (east of MLK). Both of the enhanced crossings at Buffalo and Bryant provide much safer crossings of MLK for these kids than the painted crosswalks that exist. It will also help to reduce cut-through traffic on the bicycle boulevards through this part of Piedmont.                                       |
| NE Martin Luther King Jr Boulevard | 5     | MLK desperately needs improving for pedestrians. The street is unpleasant to walk on. The cars drive fast, they and the buses are extremely loud and the ped crossings are infrequent. As a bus rider, these factors make the experience lousy. Additionally the bus stops are located so close to the traffic. This street needs all the help it can get.   |
| NE Martin Luther King Jr Boulevard | 4     | E-w is needed but here?  |
| NE Martin Luther King Jr Boulevard | 5     | North Portland needs the love!   |
| NE Martin Luther King Jr Boulevard | 5     | I am all for the improvements that allow oh bus, Max, bicycle and other modes of transportation to be improved be improved instead of vehicle improvements.  |
| NE Martin Luther King Jr Boulevard | 4     | Looks to make my family's walking and bicycling safer.   |
| NE Martin Luther King Jr Boulevard | 5     | Crossing MLK is scary and it's stressful to drivers to try to watch for pedestrians and fear getting rear-ended when stopping.   |
| NE Martin Luther King Jr Boulevard | 5     | I drive this way often going from Sellwood to the University of Portland. The improved and added crosswalks have, I imagine, slowed down traffic, connected two halves of a neighborhood, and made it safer for pedestrians. I believe these improvements would build on this and go along way toward fostering a more neighborly feel and change behaviors, build a more cohesive neighborhood, and draw more local businesses. |
| NE Martin Luther King Jr Boulevard | 5     | This is a major thoroughfare in Portland and should be a priority based on the amount of people that use this road.  |
| NE Martin Luther King Jr Boulevard | 3     | This is a lot of money but would make some much needed safety upgrades in a diverse community.   |
| NE Martin Luther King Jr Boulevard | 5     | I don't want the local business to suffer from implementation of bike trails. direct bike to smaller side streets.   |



| Project            | Score | Comment  |
|--------------------|-------|--|
| NE Sandy Boulevard | 1     | This project would require 1/3 of all available funds to complete. Not much local population to rationalize this level of expenditure.   |
| NE Sandy Boulevard | 5     | Please make this project a priority on your timeline. I live along this stretch of Sandy Boulevard and see pedestrians walking daily in dangerous situations because there are no sidewalks and very narrow shoulders. I see elderly as well as families with children on this part of Sandy Boulevard going from residential areas to the Walmart.                                      |
| NE Sandy Boulevard | 5     | Huge cost, but I live a block from Sandy Blvd and it needs to be updated and given proper edges and drainage, and generally brought up to date for today's traffic and users.  |
| NE Sandy Boulevard | 5     | We desperately need sidewalks through this area. I see people walking the edge of the road here, and it's so dangerous. Turn lanes are really needed in a lot of places, too.  |
| NE Sandy Boulevard | 5     | Hopefully "multimodal users" includes pedestrians and bicyclists. This stretch of Sandy Blvd. desperately needs sidewalks and bike lanes. I regularly see families with strollers and elderly pedestrians walking east toward Walmart on a very narrow shoulder. Meanwhile, lots of industrial vehicles and semi-trucks whiz past. = A very dangerous combination of "multimodal users"! |
| NE Sandy Boulevard | 4     | I am very supportive of this project only if it includes 4 lanes of vehicular traffic and separate bike lanes.   |
| NE Sandy Boulevard | 5     | This project will provide the transportation infrastructure for multi-modes of transport in a planful way, allowing for additional development in a prime area.  |
| NE Sandy Boulevard | 5     | LONG OVERDUE, VERY DANGEROUS FOR THE 55+ QUAIL HALLOW COMMUNITY  |
| NE Sandy Boulevard | 5     | Safety issues should always be our primary concern.  |
| NE Sandy Boulevard | 5     | This strip desperately needs sidewalks for safety, especially with new apartments going in.  |
| NE Sandy Boulevard | 5     | I believe this project would improve my life by offering me a safe space to access my needs on my bicycle safer.   |
| NE Sandy Boulevard | 5     | The area north of I 84 is unsafe for bicycles and pedestrians. Lack of pedestrians and bikes in this area is due to the lack of safe infrastructure, not due to lack of interest from residents. This would be a great project combined with the Gresham-Fairview trail connector.   |
| NE Sandy Boulevard | 5     | I don't use this area but hear of so much death and injury here. Fully support this.   |
| NE Sandy Boulevard | 5     | This will increase safety and accessibility.   |
| NE Sandy Boulevard | 5     | My grandma takes the bus and had to cross sandy. Very dangerous  |
| NE Sandy Boulevard | 5     | Que realmente inviertan los fondos de una buena forma con materiales de calidad para que no tengan que estar haciendo reparaciones a mediano plazo. Tambien que tomen en cuenta otras vías que están en pésimas condiciones que deben ser reparadas.   |
| NE Sandy Boulevard | 5     | High need for this to improve community access and safety  |
| NE Sandy Boulevard | 5     | As is, this is a very unsafe stretch of road with poor road quality and inaccessibility. I feel this would be beneficial for commuters and business in the area.   |
| NE Sandy Boulevard | 5     | This is a major public safety issue in Fairview - please help pedestrians and reduce the possibility of fatal crashes.   |
| NE Sandy Boulevard | 5     | Saving lives due to accidents  |
| NE Sandy Boulevard | 5     | 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.  |
| NE Sandy Boulevard | 5     | Sidewalks and bike lanes would be helpful with the new housing developments in this area.  |
| NE Sandy Boulevard | 5     | I live on 205th and Sandy. I t would be nice to be able to walk or ride a bike to Woodvillage Walmart. Just too dangerous now. This would make that possible   |
| NE Sandy Boulevard | 5     | Project will greatly improve safety along this busy street for all modes of transportation   |
| NE Sandy Boulevard | 5     | There is a real gap in terms of bikes and sidewalks from Fairview Parkway east to 223rd and beyond. A lot of traffic with housing but no bike lanes or really much room for bus stops. Also the road needs replacement due to patch plus poor drainage in the winter   |
| NE Sandy Boulevard | 5     | excellent connector path and would be nice casual ride area for families   |

| Project   | Score | Comment   |
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| North Portland Greenway - Kelley Point Park to the North Slough | 5     | It would be great to have a trail off of the road and in Kelley Point Park. While the park doesn't have any immediate neighbors, it is a destination for many communities of color. Slavic cultures often day visit the wide beaches with large families and fish the waters. It is also a spot for many large gatherings.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 3     | Complete this important regional cycling link   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | Would multiply the benefits of the St Johns Prairie trail and provide enormous benefit to residents of St Johns as well as being a regional destination!  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | the confluence of the rivers is a very special place in Portland. More people should be able to easily get there on bike.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 4     | Great connection between a developed park and a natural area.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | North Portland needs more recreational trail options! I worry a bit about safety though.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | This would greatly improve my family's ability to access Kelley Point Park safely. This is our closest river access.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | It will improve access to walkable trails and recreational opportunities for my family, including two children  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | We live in St Johns and regularly visit Kelly Point by car. We would love to be able to bike there with our kids without dodging semi trucks. However, Peninsula Crossing Trail is currently rendered totally impassable and unsafe for family use by homeless encampments. If there are no plans to prevent homeless camps along this trail I am completely OPPOSED to the project. (My 5 would become a 1.) |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | Please, please fund this direly-needed "missing link" connection. It has been maddeningly incomplete for almost 20 years. Bikers and pedestrians who want to cross Marine Drive to reach Kelly Pt. Park currently have to take their lives into their hands, on a street with speeding semi trucks and other fast-moving traffic. Please fund. Thank you.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | We'd probably use this more.<br>I ride to Kelly Point Park occasionally and would make use of this improvement. However, I have never had much difficulty crossing Marine Drive at Kelly Point Park.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 3     | I am pleased to see the proposed improvement to the Rivergate Trail, which currently is unrideable. How will future damage to this trail be avoided?  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | I'm thinking citywide rather than focusing on my specific area. I hope you'll get the most "bang for the buck" mostly with relatively smaller projects — i.e., 5 mil instead of 10 mil and do projects in the major areas of the city and region that this covers.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | Making Kelly point park more bike accessible and fun to visit is so exciting.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | St Johns is desperately in need increased walkability and access for all who walk and roll to enjoy and interact with the greenspaces. These two projects would create miles of safe trails.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 1     | This trail section is part of a longer (10 plus mile) trail from the end of the Eastside Esplanade to the confluence of the Willamette and Columbia Rivers that will allow for safe, off bicycling and walking for transportation and recreation.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | This trail is a great idea. I fully support creating pathways to nature. I have ridden in this area and it is somewhat difficult to navigate with dangerous interactions with vehicles.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5     | This trail is a great idea. I fully support creating pathways to nature. I have ridden in this area and it is somewhat difficult to navigate with dangerous interactions with vehicles.   |
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| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This trail is a great idea. I fully support creating pathways to nature. I have ridden in this area and it is somewhat difficult to navigate with dangerous interactions with vehicles.  |
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| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This trail is a great idea. I fully support creating pathways to nature. I have ridden in this area and it is somewhat difficult to navigate with dangerous interactions with vehicles.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Access to natural areas and preserves are fundamental for being a city that serves its people. An equitable city provides access to these places who may not have a car.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | My husband experiences a spinal cord injury. Regardless he is very athletic and active. As a family, we like to go hiking/walking in Kelley Point Park. He either takes his off-roading wheel (Freewheel) or Adaptive Mountain Bike. If this trail were expanded, we would get to enjoy the park and trails around it even more!   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Been waiting decades for this project. Please complete this key link!  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | More exposure to natural areas and parks by our rivers will ensure their care  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Please minimize destruction of habitat in design of the trail and during construction. Thanks for your efforts!  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | I am all for the improvements that allow oh bus, Max, bicycle and other modes of transportation to be improved be improved instead of vehicle improvements.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This would allow an underrepresented population, especially kids, a nature route to Kelly Point instead of next to industrial traffic and semi trucks.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Very important project   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | I think this would be really a wonderful extension of the riding options in that area. I ride out there often and a way back that doesn't require riding along the busy streets, like Columbia, would be a welcome addition, especially since it would allow a way of riding on the South side of Smith Bybee lakes.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Improving the bike infrastructure will show us to get out into nature.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Biking out here should be lovely but it's not. This project will really improve riding in this part of Portland.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | These projects would greatly enhance our ability to enjoy the parks and waterways of the peninsula.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Kelly Point Park needs safe and easy access for the growing numbers of families in North Portland to better promote physical exercise and engagement with nature.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 1 | Protect the natural area around Smith and Bybee Lakes  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | 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.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | It will encourage more people to live in the adjoining neighborhood, rather than more carbon-consuming suburbs.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | City of Portland Bicycle Master Plan for 2030 calls for a signature trail as part of goals. NP Willamette Greenway is furthest along in build in the N Portland segment. A complete trail from StJohns to Kelley Pt would be a great recreational opportunity, but also support a large industrial community in Rivergate.Part of the original 40 mile loop, 100 years overdue |

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| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This area needs a good trail system. My husband and I visit my daughter's family who lives in this area and we would love to have this trail supported so we can all use it. Even though we live in Vancouver we come to Portland to walk, hike and ride our bikes.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This would complete a critically important link in the North Portland Greenway connecting downtown to St Johns and the river confluence. It really enhances the ability of North Portlanders especially to connect to nature and outdoor recreation.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This is a great place for adventure in the city.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 4 | good extension to move kids off path by the busy, loud road to something with nature around, be sure to plan better for flooding than in the past.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Our community has so few places like this, so this is vital  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | We live in the St. Johns neighborhood and enjoy biking on local multi-use paths in the area. We enjoy biking through natural areas like this. We also believe developing a greenway from North Portland to downtown Portland. This path is a step in that direction.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | The project completes a critical gap and reconstructs a badly damaged trail - both important for the local areas.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 1 | This is only an upgrade for homeless criminals to go from one victim to another<br>This project will help with connectivity with existing trail sections.. Also, the rebuilding of the portion of damaged trail with reestablish another critical link.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | The community has been working for more than 10 years to create trails that will connect with nature as well as establish a transportation route for jobs.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 4 | I would drive out and ride around Sauvie's Island with my family on our bicycles because my children are too young to do the whole ride. By myself I would ride either through the Westside Trail (when it is completed) or the CZ trail as a part of a larger multi day tour. Please choose car free trails like this over "complete street" projects - we need more space where people can feel safe from cars.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This project would improve accessibility for diverse communities in North Portland who deserve more access to the ecological gem called Smith & Bybee Lakes. Opportunities to engage with wildlife would increase exponentially with this project in place.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Part of the 40-Mile Loop providing region-wide access to green corridors.<br>As an individual concerned with Climate Change and civil society, I seek projects that get people out of cars (including myself for I am a car owner), into activities that involve exercise, breathing clean air and social exchange. Supporting development of multiple use paths (bicycle/pedestrian) is part of that, especially completing partially constructed ones! |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | This is a very important connection.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | I live in ST Johns and have used a wheelchair since 2011. I would benefit so much having accessible trails along the river and would use them often. I think it would be a great way to revitalize;ize the St Johns community with bike tourism also.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | I would like to know that it's monitored so that people are safe as they walk or bike there. Don't allow camping.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | Access equity to trails is key to my family and me and provides much needed recreation opportunities for our community.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | I live in North Portland, the St. John's neighborhood. I use my car to drive to Kelly Point Park and to Smith Bybee Lakes Wetland. I am sure I would use this new trail for biking in the area and encourage my granddaughter to bike with me.   |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | The current trail is horrible. If this connected to chimney park, St Johns would have the best trails in the city. This community needs improved family and community areas. This project will improve livability and provide safe options for our community and our disabled neighbors. Enhancements are needed to this area to bring back families and safety to this loved park.  |
| North Portland Greenway - Kelley Point Park to the North Slough | 5 | It is important to complete the 40 Mile Loop. This section also access the Bybee Hope Center.  |

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| North Portland Greenway - Kelley<br>Point Park to the North Slough | 5 | It would mean that I could walk and grandkids could ride bikes on a trail right here in St Johns! It would be great outdoor exercise! |
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| Project   | Score | Comment   |
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| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | This project is needed to complete the Np Greenway!   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | This will be a huge help in connecting green spaces in North. Please consider NOT paving it or at least having permeable pavers.... or at the very least not allowing bicycles.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Necesitamos más lugares restsuradosen esta zona, que sean recreativos, verdes y NO INDUSTRIALES calles restauradas, banquetas y más áreas verdes que involucran a jóvenes en sus ideas y luego lleven acabo en acciones con niños y jóvenes opinen  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 1     | Makes is safer and easier for people to get around Cathedral Park and st johns neighborhoods  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | North Portland needs the greenway!  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | This is key segment for connecting the North Portland Greenway, a hugely important trail for North Portland residents.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Dangerous crossings on Ivanhoe with freight traffic, in order for this to be safe there needs to be traffic diverging or additional lights/safe crossings.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Please help us to keep St Johns and cathedral park an inviting a safe place for people to visit. Please help us connect our amazing world famous bridge and natural areas via this project.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Exercise and nature opportunities for north Portland and St Johns kids, including my own  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 4     | We get around St Johns by bike, and would appreciate having safer bike routes in the community.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | I want to weigh in very strongly in support of this project. A bridge connection over Columbia linking to Chimney Park and Pier Park is desperately needed for pedestrian safety in this low-income, high POC population neighborhood. I am truly saddened that it has taken so long to complete this vital link, and I urge Metro to finally fund this urgent safety improvement. Thank you. |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | This sounds nice.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 4     | I support this because the new bridge opens up new connectivity that otherwise cannot be achieved.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Having worked in the St Johns community, I think this is an excellent idea that will improve the community's bike-ability immensely   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | This project is badly needed to make saint johns more accessible!!!!!!  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | This is a much needed trail connection between existing trails. I support having on and off road options as well.   |
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| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | This is a much needed trail connection between existing trails. I support having on and off road options as well.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | The more we can connect folks to green spaces away from cars the better our health will be.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Please make biking in north Portland easier and safer!  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Please make the existing trail wheelchair accessible to the main Forest Park path.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Safer walking trails path's handicap travel on paths would be great. My wife is handicapped.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Relatively inexpensive compared to some other areas needing improvements in an area with many low income residents.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | I am all for the improvements that allow oh bus, Max, bicycle and other modes of transportation to be improved be improved instead of vehicle improvements.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5     | Connecting existing, disjointed trail segments will dramatically increase the family and local community use of these parks and trails without requiring the use of a motor vehicle.  |

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| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Suggest that Columbia Blvd. crossing be a user activated signal like the Marine Dr. bike/pedestrian crossings. A bridge would involve removing trees and unnecessary expense.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | So great to connect Portland  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This is such a needed project to improve bicycle and pedestrian facilities in St Johns/North Portland. It would provide a safe option for my family and so many others.   |
|   |   | Riding out to Kelley Point Park along Marine drive (levee off-road, bike lanes and dedicated ped-bike path) is a great ride, but coming back (without just retracing your route) leads to having to ride along Lombard with a great deal of semi-truck traffic through an industrial area. This addition would allow me to ride through natural areas and side streets and would be much safer.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Provide a safe and accessible path for walking or biking to wonderful natural areas currently hemmed in by industry. Especially Canthedral park needs repaved wheelchair accessible cement pathways. At least three bathroom along the route. Garbage cans near benches. No tables or benches. Need more benches at least. Better lightening along paved sidewalk. Extremely Difficult to use a rolling walker and wheelchair in the park underside, bridge. I live to visit this park but no places to sit after the extreme rutted broken sidewalk descent to the lower road. Past bond money promised upgrades. That never happened. |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | I'm very interested in a safe and accessible pedestrian and bicycle connection. My whole family would benefit from having a safe way to walk and bike in this area.   |
|   |   | It would be great to have a safer, more convenient way for my fellow Peninsula residents and me to bike downtown. Aside from the cost of construction, I suspect there would be various economic benefits too. That said, Metro and the City continue to be poor stewards of our tax dollars, and neither has made acceptable efforts to preserve existing infrastructure for the taxpayers who fund it. Various trails, including Peninsula Crossing, I-5, etc are now blighted by homeless camps, trash & needles.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | I can't afford a car no more, so this would get me downtown safely by bicycle.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This project will leverage investments in Kelly Point and Chimney and Pier Park to build and incredible recreation opportunity that could serve much of Portland  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 3 | The NPGreenway project is essential active transportation infrastructure that is long past due for completion. Transportation funding should be prioritized for completing this As A MULTI-USE, OFF ROAD/MODE SEPARATED trail, not Portland Parks' idea of painting some sharrow on streets and calling it a trail.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Connecting residential areas to nature via active transportation are key components of a healthy community. This is an improvement that has been long in the planning and would be amazing to see come together. It would be great at providing direct connection for walking and biking from lower income neighborhoods to nature. Providing access to all would be a major benefit of this project.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This would make it much safer and pleasanter to bicycle to Kelly Point Park. The current bike path along Marine Drive is noisy during the week because of all the semi trucks, and annoying on the weekends because of the street racers.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | 👍   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | It's critical for continued connectivity of communities along the river   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This would connect cyclists from the east side to Kelly Point park, one of the best unused parks in the city  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This would allow bicyclists and walkers an alternative to going next to semi trucks and freight traffic.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | North Portland is growing in population density and needs more options for outdoor recreation activities that involve walking, biking with better access and safe trails and walkways.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This would make it much easier to visit our son by bike and even bike together as a family.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This would make it a lot safer for our kids to get into St. Johns for library/movies/etc.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This project will improve safety by providing infrastructure for a pedestrian/bike crossing over Columbia Blvd. As a result, commuters will have safer access to work in the Rivergate Industrial area and improved access to natural areas. It is a continuation of a long-term project and needs to be completed.   |
|   |   | large parts of this alignment already exist, with large investment from City and Metro.Columbia blvd crossing bridge upcoming as well as completed Pier/Chimney Park bridge and trail through Pier. I would hope acquisition is possible through the Crown Cork and Seal property to keep it more off street. a completed NP Willamette greenway trail would be awesome and a huge asset to the recreational and transportation goals for N Portland as well as improve natural access  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This area needs a good trail system. My husband and I visit my daughter's family who lives in this area and we would love to have this trail supported so we can all use it. Even though we live in Vancouver we come to Portland to walk, hike and ride our bikes.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This would complete a critically important link in the North Portland Greenway connecting downtown to St Johns and the river confluence. It really enhances the ability of North Portlanders especially to connect to nature and outdoor recreation.  |

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| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This is a wonderful plan that has been talked about for years. Please, do it now  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 4 | The greenway project has been on the table for years. It's time to get it moving toward completion.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 4 | St. Johns is a great neighborhood and seems to be the perfect chance to build a perfect walk-able and bike-able community that's surrounded by nature and culture. My main concern is that crime and homelessness in the area will create challenges for safe, bike-friendly routes regardless of the quality of physical infrastructure. It would also be nice to improve bike/transit connections between St Johns and the west.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Funding this project will close the gap for connecting the Cathedral Park and St. Johns neighborhoods as part of the North Portland Greenway. The neighborhoods are some of the most racially diverse in the metro area. This will great improve access to nature, recreation and help create an alternative transportation corridor.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | We love riding bikes and a safer place to ride is critical  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Our family likes to bike around our St Johns neighbor. Projects like this would help create a safe network of biking in the areas.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | When I first moved to Portland, I lived in inner Southeast. Biking felt safe and prioritized. Now a homeowner and cyclist in St. Johns for 11 years, I am starkly aware of the differences when it comes to biking in Portland. Not only are drivers in the neighborhood less conscious of cyclists, but there are markedly fewer amenities/protections. Our household would love to see this improvement come to fruition!   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This is a critical gap that would help provide connections to neighborhoods and the broader community.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 1 | it is destroying traditional neighborhoods for the benefit of criminals<br>Building a bridge across Columbus Blvd. to create safe passage for families to visit the St. John's Prairie on a future trail would be tremendous for the community of St Johns and all of North Portland.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This project would complete a significant part of the planned North Portland Willamette Greenway Trail that would extend from the Steele Bridge to Kelley Point park when completed.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | It would allow citizens to ride North where better jobs are. Additionally, project provides connections to recreational areas and parks in the N. Portland area that is park deficient.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 4 | This project would substantially improve access to some of the best recreational biking in the portand metro area. It will also serve the interest of the low income residents of the this neighborhood.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | The trail has been long awaited because the St. Johns neighborhood is heavily affected by freight traffic. A developed trail would allow a safer less noisy, scary route for me, a senior, and my neighbors' families, especially those with children, to walk and bike to local parks and natural areas. Since I do not own a car, the trail would be an ideal route for both recreation and bike commuting.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | 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.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Part of the 40-Mile Loop providing region-wide access to green corridors.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This enable people from larger parts of Portland to easily access Cathedral Park without needing a car. It would also provide a link to the parks further up the peninsula eventually linking with Smith Bybee.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | As an individual concerned with Climate Change and civil society, I seek projects that get people out of cars (including myself for I am a car owner), into activities that involve exercise, breathing clean air and social exchange. Supporting development of multiple use paths (bicycle/pedestrian) is part of that, especially completing partially constructed ones!   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This segment is part of the 40 Mile Loop, and connecting the loop is essential since it serves a diverse and underserved community.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This is a very important connection that don't currently exist in a reasonable manner.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Great project and very beneficial to the Mobility impaired in our neighborhood  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | The community has many young families, dog-walkers, birders, nature lovers, joggers, cyclists. Multiple use paths are separated from traffic and offer safe and sustainable ways to recreate and commute for the widest range of people. The easy & safe connection to multiple natural areas also offers a way to experience nature without having to travel outside of the city, and gives people ways to also connect with one another, and share their value for natural areas. |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This is an equity access issue  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | There are sections of Willamette, specifically under the bridge that is heavily trafficked and unsafe for bikers and pedestrians.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | Would love tgis   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This project is needed for this neighborhood. Traffic is very dangerous on all neighborhood streets and families need safe byways to access parks and natural areas.  |



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| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | This is another much needed gap in a diverse community. and builds off the great work PPR has been doing in the St Johns area.  |
| North Portland Greenway - St. Johns Prairie to Cathedral Park | 5 | It would allow me to walk on a trail without cars and trucks, and my grandkids to bike, right here in St Johns. It would be easy to get exercise without driving somewhere. |

| Project          | Score | Comment   |
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| S Troutdale Road | 5     | Fills last remaining gap in an otherwise long well-connected pedestrian route along Troutdale Road. Cures major pedestrian/bike barrier at the challenging crossing of Beaver Creek. Complements work done by County and City in recent years that have filled the other small gaps that existed in this pedestrian and bike route. Provides pedestrian connectivity from numerous neighborhoods to the services at the Troutdale Road/Stark intersection.  |
| S Troutdale Road | 5     | This is the only public park available for all of south Troutdale. The other park is one or two acres and adjacent to Sweetbriar Elementary - so it's only open during non-school hours. Additionally, the line of trees on south Troutdale road is a regional favorite in the fall when the variety of trees produces beautiful ranges in fall colors.   |
| S Troutdale Road | 3     | Lower priority for me than other projects, but important for the locals.  |
| S Troutdale Road | 5     | This project would make it safer for families like mine to walk and maintain a healthy lifestyle, especially with young children.   |
| S Troutdale Road | 5     | There is nearly nothing in this area for safe recreational parks and pathways. A safe pathway for recreational activity would be a huge asset for this growing community as well as Mt. Hood Community College which is right up the hill.  |
| S Troutdale Road | 4     | Que es un buen proyecto para que nuestros hijos y toda la familia, tengan un lugar adecuado para caminar y distraerse.  |
| S Troutdale Road | 3     | I am all for safer! The set up closer to Portland on glisan/Halsey with all the posts and parking where the lanes used to be feels like a bit of a cluster though so hopefully not that same situation out here.  |
| S Troutdale Road | 5     | I think this project is king over due.  |
| S Troutdale Road | 5     | The safety measure are truly needed   |
| S Troutdale Road | 5     | Troutdale is a highly active community, with many walking/biking around town. This is also a high traffic area for children walking to school. Safety is important  |
| S Troutdale Road | 5     | A sidewalk and a bike trail would be amazing. There's a very narrow area by the bridge as well. This would help tremendously on our family bike rides!  |
| S Troutdale Road | 5     | Sería muy bueno para las familias porque sería un lugar para disfrutar y pasar ratos agradables.  |
| S Troutdale Road | 3     | The section of road especially at night can be very uncomfortable to go down if you're walking or bike riding and it seems like an area that's out of sight out of mind to most people who drive through but it's a great access point to get to downtown Troutdale and the sandy river corridor so I believe improving this section of road would definitely benefit a lot of bike riders who love to bike through Gresham to Troutdale and further on going down the Columbia River Gorge.              |
| S Troutdale Road | 5     | Bicycle and pedestrian safety improvements in east Multnomah County are long overdue.   |
| S Troutdale Road | 5     | this portion of Troutdale road is immensely dangerous for anyone on foot, bicycle, skateboard, etc... Sidewalks at the bare minimum would vastly improve safety!  |
| S Troutdale Road | 5     | This would be a much needed improvement for an existing segment of the 40-mile loop. Thank you!   |
| S Troutdale Road | 2     | Please don't widen the road, as it will encourage more people to use Troutdale Road rather than 257th and people will drive faster on this road. They already drive too fast for the posted speed limit anyhow.   |
| S Troutdale Road | 5     | This will increase safety and connectivity.   |
| S Troutdale Road | 4     | The road is now very sketchy, unsafe on road since there is a turn and the pathway is next to a very steep drop into the creek. My sister (a wheelchair user) has a hard time going from the market to our home. A sidewalk or a wider walk way would help us get to the market or a bus stop safer and we wouldn't have to worry about something bad happening   |
| S Troutdale Road | 5     | This stretch of road is currently unsafe for bikes and pedestrians. Improving this small stretch would provide connectivity between Troutdale and NE Gresham, including MHCC. Additionally, the culvert replacement that would come with this project would remove the last fish passage barrier for Beaver Creek. Once this culvert is opened up, salmon and lamprey will have unimpeded access to the spawning and rearing grounds which many partners, including Metro, are working hard on restoring. |
| S Troutdale Road | 3     | This project is about safety improvements to pedestrians and bicyclists along S. Troutdale Road. Also important, creating a fish passage culvert. It has absolutely NOTHING to do with racial "equity" or "climate change". I find that approach to fund this project disingenuous and offensive. My moderate support is reflective of my suspicion of some other agenda going on here.   |
| S Troutdale Road | 5     | Don't wait for a child to get hit by a car to get this done. This has been an issue for years. It is unsafe by any measure.   |

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| S Troutdale Road | 5 | This is a vital first step to enhancing a pedestrian and bicylce access to an area of South Troutdale Road that prevents access to a key shopping and entertainment area at the interestion of South Troutdale Road and Stark. It will also begin the important work of transforming the failing Beaver Creek Colvert and Fish Lader into a bridge that will allow Beaver Creek to run free. Beaver Creek accounts for 4 - 9 % of all Coho Salmon in the Sandy River. Please fund this critical project. |
| S Troutdale Road | 5 | I am a parent and my family lives off of S Troutdale and SW Corbeth Lane. I've always lamented the fact that my kids cannot walk to school safely (Sweetbriar is our neighborhood school) because S Troutdale Rd is unsafe over Beaver Creek. I'd love to see a widened road and pedestrian access (ie a sidewalk). It seems ridiculous that so many kids who go to Sweetbriar don't have a safe walking route to school because of the lack of sidewalk on S Troutdale just north of stark.             |
| S Troutdale Road | 5 | As an avid walker, there is no pedestrian friendly way to get through this stretch safely. If I were a Mt Hood Community College student who lived near this corridor, I wouldn't feel safe walking to and from school.  |
| S Troutdale Road | 5 | This would make the road much safer for walkers joggers and cyclists. Many kids and family walk in this area   |
| S Troutdale Road | 4 | Many people use this area for travel and sidewalks etc can be limited when walking and biking. It would help to have safer access  |
| S Troutdale Road | 5 | One of the barriers to activity in our community is the danger created from lack of development of sidewalks and also the lack of maintenance of bike lanes. The bike lanes become a catch all for all of the road debris, forcing users to stay in the dangerous roads.   |

| Project              | Score | Comment  |
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| Sandy River Greenway | 4     | This would be a cool addition, enhancing this destination area.  |
| Sandy River Greenway | 5     | I look forward to riding my bike along this new route when I ride to downtown Troutdale, the visitor center/rail museum, Glen Otto Park, and McMenamins.   |
| Sandy River Greenway | 5     | Critical link needed to complete the "40-mile loop" in east county, connecting with other planned and completed trail segments. Trail connection to Town Center. Connects people to the scenic Sandy River. Provides safe connection from north to south across railroad track, which is a major barrier for pedestrians and bikes presently.  |
| Sandy River Greenway | 5     | I work in Troutdale and this project would be a great amenity to have nearby.  |
| Sandy River Greenway | 5     | This trail would connect Downtown Troutdale to recreation opportunities and a future development site. It would also provide a safe crossing under the railroad and accessibility. It will be utilized by citizens and visitors, and even connects with jobs in the industrial district. It will be a great amenity for our community!   |
| Sandy River Greenway | 5     | This would provide a safer place to get in some exercise and recreation for individuals and families in the area. Other sections of the trail and other trails have felt unsafe but the openness and location of this, I believe, will make this a safer option for this area area. I would take advantage of this often.  |
| Sandy River Greenway | 5     | It is too nice of resource to let get overgrown in weeds blackberries and homeless   |
| Sandy River Greenway | 5     | Wonderful opportunity to complete segments of the 40 mile trail loop and induce development of adjacent land owned by the Urban Renewal Agency. This also provides a bike/ped alternative to access employment lands near the airport, avoiding the dangerous 257th undercross of I-84. This project also connects to state and federal trails and bicycle facilities, improving congestion issues in the Columbia River Gorge.  |
| Sandy River Greenway | 5     | The Sandy River is an important piece of Troutdale's identity. As the city grows and expands into the new Confluence area, a trail along the riverfront would allow for fewer car trips to downtown and Glenn Otto Park as well as create iconic views and improve outdoor recreation opportunities for residents and visitors.  |
| Sandy River Greenway | 5     | That the project uses the same lighting features as the downtown core does, no metal slides, bird viewing area, more integration of Native American art work, a possible public restroom?, upon completion a great connection for the regional trail systems.  |
| Sandy River Greenway | 5     | It would increase walkability in troutdale, improving community health and access to businesses  |
| Sandy River Greenway | 5     | This area is growing in popularity as Troutdale and Fairview get more small businesses and restaurants. I ride my bike on this path frequently and having a trail straight from downtown Troutdale to the river would be a great way to get more foot and bike traffic.  |
| Sandy River Greenway | 5     | Having a safer passage across 257th is needed.   |
| Sandy River Greenway | 5     | It's an opportunity to get outside I a safe environment to enjoy the natural beauty of the Sandy River.  |
| Sandy River Greenway | 5     | Place to go on evenings and weekends to relax and enjoy the Sandy River.   |
| Sandy River Greenway | 5     | This project is a win for the City of Troutdale, but equally for citizens from every city, state and country who visit Troutdale on their way to the Gorge (or as simply the 'destination'). That piece of property has been sitting vacant and in need of development for many years, and the riverfront has been undeveloped and under-visited for as long. This is a great project that will attract travelers, shoppers, hikers, walkers - and anyone who loves the outdoors.      |
| Sandy River Greenway | 4     | Existing parks along the sandy are regionally used. Being able to take what was once a toxic dump site and turn it into a vibrant development is good for everyone.  |
| Sandy River Greenway | 5     | Additional access to the Sandy river from downtown would tie downtown and the river together and boost tourism.  |
| Sandy River Greenway | 5     | The sooner its done, the better for all  |
| Sandy River Greenway | 5     | Will make biking safer and the whole trail system more useful and used.  |
| Sandy River Greenway | 5     | We need more sustainable projects to link people with nature, for fitness & health & recreation, but also hopefully to nurture appreciation for our environment for current and future generations.  |
| Sandy River Greenway | 5     | I live in downtown Troutdale, this would allow me to walk more places and use my car less.   |
| Sandy River Greenway | 4     | We're looking forward to this project so that we can get around and enjoy our neighboring cities more.   |
| Sandy River Greenway | 5     | This trail is the completion of a critical part of the planned 40 mile loop in the Metro Region. By replacing a dangerous informal trail with a designed accessible undercrossing of the Union Pacific Railroad. the project will SAFELY link the new bike hub and trails of Columbia River Highway to the multiuse trails built by ODOT at the I-84 bridge over the Sandy River that tie the Sandy River Delta and other key state and federal park recreation resources to the east. |
| Sandy River Greenway | 5     | I live in East County, we need more parks and trails in our area for family and youth to stay engaged and active. More activities to deter youth from violence and expand their minds to the outdoors  |
| Sandy River Greenway | 5     | do it right no fancy frilly fixtures or amenities  |
| Sandy River Greenway | 5     | This will link downtown Troutdale to the employment lands to the north. Key to development of the bike hub and trails on the historic Columbia River Highway to the multiuse trails built by ODOT at the I-84 bridge over the Sandy that tie the Sandy River Delta and other key state and federal park lands to the east. This trail is the completion of a critical part of the planned 40 mile loop in the Metro Region.  |
| Sandy River Greenway | 5     | As a landlord in the CBD of Troutdale, the new trail would allow safe passage for locals and guests to fully enjoy safe connectivity between the downtown and the Sandy River. I support this project 100%.  |
| Sandy River Greenway | 5     | This extends another portion of the 40 mile loop, provides safe pedestrian access to employment and recreation, and adds additional passage for the Columbia River Gorge bike way and trail.   |
| Sandy River Greenway | 5     | Un lugar cerca de donde vive la comunidad Latinx< el tiempo en familia y lugares locales para que las familias hagamos actividades familiares y comunales ayuda a disminuir el crimen y que los jovenes se metan en problemas  |
| Sandy River Greenway | 5     | Ami en lo personal no me afecta ni ami familia estamos en cantados con este proyecto esperamos que se lleve acabo  |

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|                      |   | Nos beneficiará de gran manera ya que como madre de adolescentes se necesitan lugares como estos para pasar tiempo en familia sin necesidad de viajar lejos de casa y muchas familias a veces no tienen la manera de hacer viajes largos debido a su situación económica   |
| Sandy River Greenway | 5 | Sería una manera segura para ir a nuestros empleos ya sea caminando o en bicicleta ,   |
| Sandy River Greenway | 5 | This would be an incredible and nearby recreation opportunity for our family and will generally improve the surrounding area. Pedestrian opportunities and the access to Thousand Acres would be fantastic.  |
| Sandy River Greenway | 5 | This would be well utilized by the community.  |
| Sandy River Greenway | 5 | More parks and recreation for kids and family's  |
| Sandy River Greenway | 5 | This would greatly improve access to the trail network in this area. It would improve walk ability from downtown troutdale and hopefully Alleviate the unsafe parking conditions that happen at peak times there   |
| Sandy River Greenway | 5 | This project would greatly impact our community in a good way, so many of our community members love going out to walk a trail and take family to the park or maybe go on a nice bike ride. This project makes perfect sense and will only add to what already is an amazing community.  |
| Sandy River Greenway | 5 | Una gran área para salir en familia y salir con la mascota, así como modo de ejercicios para los niños   |
| Sandy River Greenway | 5 | Creo que es un proyecto beneficiaria a nuestros jobenes avivir una vida sana lejos de adicciones y depresión   |
| Sandy River Greenway | 5 | No afectaría al contrario sería muy beneficioso para mi familia  |
| Sandy River Greenway | 3 | Que apoyen este proyecto ya que es un buen lugar para distracción a los niños jóvenes y adultos. Un lugar sano donde todos podemos tener u hacer actividades buenas para nuestra salud.  |
| Sandy River Greenway | 5 | Along with the connections you've mentioned, this project would greatly enhance the safety of the walking and biking communities. Presently one must either travel through one of the most busy intersections (257th and HCRH) and down 257th. Walking from the airport area (levee path) to Troutdale forced a foot crossing over the RR tracks and up the slope to downtown Troutdale. This path allows the separation of both these activities and provides a direct connection to existing amenities.. |
| Sandy River Greenway | 5 | No creo que nos afectará al contrario nos beneficiaría a los jóvenes y comunidad   |
| Sandy River Greenway | 3 | Traer mas gente a la comunidad y que nuestro hijo tengan un mejor ambiente   |
| Sandy River Greenway | 5 | Actividades en Familia<br>Hacer ejercicio  |
| Sandy River Greenway | 5 | Me ayudaría a mi y a mi familia a tener un lugar más cerca para pasear en bicicleta y pasando tiempo agradable   |
| Sandy River Greenway | 5 | Provides a valuable link to the 40 mile loop and safe path around I-84 and the Outlet Mall traffic area.   |
| Sandy River Greenway | 5 | Este proyecto no afectaría si no todo lo contrario nos beneficiaría . Sería un lugar para ir de paseo con la familia , un lugar donde nuestros hijos pudieran disfrutar jugar con sus amiguitos. Un lugar donde pueda uno llevar ala familia y amistades que nos visitan de otro estado ..   |
| Sandy River Greenway | 5 | Muchas Gracias 🙏 por pedir la opinión de la comunidad.   |
| Sandy River Greenway | 5 | The Sandy river has become Portland play ground we need more access to it.   |
| Sandy River Greenway | 3 | I like the sound of this project my only concern is if it connects to spring water trail and the crime that could bring.   |
| Sandy River Greenway | 5 | Nocreo que afecte yo creo que es muy positivo para nuestros hijos y la comunidad disfrutaríamos de diferentes actividades  |
| Sandy River Greenway | 5 | Should be dog friendly as well as family friendly. No camping in trail   |
| Sandy River Greenway | 5 | We need more access to public space on the Sandy River! With growing population and tourism in the area, the bond would greatly help Troutdale!  |
| Sandy River Greenway | 5 | Mas lugares para salir a cominar con los niños.  |
| Sandy River Greenway | 5 | No afectara servirá para que los jóvenes y niños disfruten de actividades al aire libre en vez de pasar viendo televisión o juegos   |
| Sandy River Greenway | 5 | Será de gran beneficio para la comunidad   |
| Sandy River Greenway | 5 | I think making the Confluence disc golf course permanent should be part of the improvement plans.  |
| Sandy River Greenway | 5 | This would be a great addition to our area and would create even more outdoor opportunities and ultimately attract more people to the Troutdale area.  |
| Sandy River Greenway | 5 | Sería algo muy bueno para la comunidad y el medio ambiente, atraería más visitantes a pasear y apoyarían a los pequeños negocios !!!   |
| Sandy River Greenway | 5 | We need better and safer ways to enjoy the beautiful scenery our town has to offer.  |
| Sandy River Greenway | 5 | Increase our access to green spaces and trails without needing to drive. Increase safe access to bike and walking trails. It will turn a dilapidated area into a beautiful area where the community can enjoy. It will bring more business to Troutdale and give our community something to be proud to be a part. It will be an area where tourists would come to enjoy the river and all the other businesses in Troutdale.  |
| Sandy River Greenway | 5 | Connecting two existing trail systems there by expanding the continuous route. Allows for more people to see and appreciate the Sandy River area. Uses already existing land that will not be needed to be purchased. Brings purpose to that plot of land that is not being used   |
| Sandy River Greenway | 5 | Urban trails are so important and so beneficial. Getting people out and moving is always a good thing!   |
| Sandy River Greenway | 5 | I love being able to walk around town and outside in the community. The more the beautiful spaces around the city are walkable, the more community members will be able to enjoy what the city has to offer. I don't like driving to a place in order to walk around so the more connected everything is, the more likely I am to use it!  |
| Sandy River Greenway | 5 | This would make getting from<br>Downtown Troutdale to the sandy river so much easier and safer on our bike rides with my family !  |
| Sandy River Greenway | 4 | The Riverfront area would be a great destination with just a little more TLC.  |

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| Sandy River Greenway | 5 | We have some decent trails now, but they don't really link up. This would be a great start toward connecting them. Plus, access to downtown and the river from the Confluence site would be an amazing addition to our city.   |
| Sandy River Greenway | 5 | It is a much needed project for this growing area  |
| Sandy River Greenway | 5 | This would be a wonderful addition for residents and others!   |
| Sandy River Greenway | 5 | We love the river and want more people of color  |
| Sandy River Greenway | 5 | Building the greenway on the Sandy River would help connect Troutdale to the larger trail system along the Columbia, which is a place my partner and I would like to go more frequently, but access is difficult the way the area is now. I am also very supportive of green spaces in general, and I would to have one close to me that I can visit frequently.   |
| Sandy River Greenway | 5 | This is an excellent plan to provide more access to green spaces in our area.  |
| Sandy River Greenway | 1 | No income to fund or sustain project   |
| Sandy River Greenway | 5 | Absolutely! as a small business owner in Troutdale . I support.  |
| Sandy River Greenway | 5 | This is a great idea. There are many cyclists that enjoy biking through Troutdale on their way to the Columbia River Gorge Historic highway and this will encourage even more visitors and locals alike to choose active transportation options.   |
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| Sandy River Greenway | 5 | This is a great idea. There are many cyclists that enjoy biking through Troutdale on their way to the Columbia River Gorge Historic highway and this will encourage even more visitors and locals alike to choose active transportation options.   |
| Sandy River Greenway | 5 | It will provide valuable safe recreation areas for families in the location where people live so they do not have to travel far.   |
| Sandy River Greenway | 5 | It would be a great connector for everyone in the metro area! Close to many parks and encourages more exercise and outdoor recreation with bicycling and pedestrian walking/jogging/hiking.  |
| Sandy River Greenway | 5 | Provides a great connect to the regional bike paths, and is adjacent to Federal, State and Local parks. Great place for bicyclists and hikers to connect with nature. It is a long overdue connection to the Historic Columbia River Hwy.  |
| Sandy River Greenway | 5 | This addition of safe trails connecting downtown would prove positive for business and residents. Trails mean movement. Something we all could use more of.  |
| Sandy River Greenway | 5 | Would unite Sandy River with citizens of Troutdale. It would also help traffic congestion during high use months. Troutdale already struggles to control the homelessness issue on our existing parks (of which there are many). We do not need one more park in our community that will undoubtedly result in the same issue. The city should be using its resources to address the homelessness issue rather than exasperating it. |
| Sandy River Greenway | 1 | Another park full of homeless camps will not benefit my family. Cleaning up our existing parks will.   |
| Sandy River Greenway | 5 | Troutdale's position at the edge of the Portland Metro provides an amazing opportunity to capitalize on providing close-in recreation and natural areas for communities across the metro without traveling into the gorge or up to Hood River. Projects like the Sandy River Greenway will provide opportunity for communities across the metro and stimulate residents and businesses of Troutdale.                                 |
| Sandy River Greenway | 5 | We live very near this trail, and utilize it frequently. This project will provide our community with years of enjoyment. It will also bring visitors to our small town to support our economy and our small businesses.   |
| Sandy River Greenway | 5 | The trail is an amazing public resource. Both for tourists, bicyclists and hikers. It connects to Federal lands, a state park, the Historic Columbia River hwy, the 40 mile loop, and a wonderful city park. East County has waited for 20 years for this trail. It is time for Metro to make a big splash with the money we have all been giving to them.   |
| Sandy River Greenway | 5 | I want to see a comprehensive 40 mile loop. All missing connections should be linked.  |

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| Sandy River Greenway | 5 | I believe this project would be an asset to the communities who visit Troutdale as well as its residence as the Sandy River is in my opinion the best recreational river for all of East Multnomah County to enjoy in this trail would bring more people from East Multnomah County and even the greater Portland area to enjoy more of the sandy river area especially before going into the gorge and exploring the forests and waterfalls.   |
| Sandy River Greenway | 5 | Troutdale is a wonderful community and a great place to live, but the accessibility needs improvement. In order to attract tourists and continue development in the area, it needs to be more non-car friendly.   |
| Sandy River Greenway | 5 | This area currently lacks safe bicycle and pedestrian infrastructure. Improving bicycle safety would be very welcome.   |
| Sandy River Greenway | 5 | Greenways are amazing.  |
| Sandy River Greenway |   | I ride bikes and we need this.  |
| Sandy River Greenway | 5 | This trail will provide not only a safe connection to downtown Troutdale, but greater economic and tourism opportunities. Development of this trail could possibly assist in the abatement of illegal camping.  |
| Sandy River Greenway | 5 | Getting to and from Troutdale currently has some dangerous pieces. I'd like for the entire route to be as safe as possible for myself, my riding buddies, and most of all, my grandchildren.  |
| Sandy River Greenway | 4 | This connection into Troutdale's main street from I-84 (and hopefully future connection to the 40-mile loop trail) is an awesome experience along the Sandy River.  |
| Sandy River Greenway | 5 | Better ADA access to nature   |
| Sandy River Greenway | 5 | Connects trails, and city. Able to walk instead of drive  |
| Sandy River Greenway | 4 | Connect our existing trails to fully appreciate our current system plus   |
| Sandy River Greenway | 5 | This trail is already built. Focus work on the Southern starting point into downtown Troutdale as it's hard to find and doesn't feel safe.  |
| Sandy River Greenway | 5 | I think this would be a huge quality of life improvement to the Troutdale community by providing better access to, what is truly the gem of the area, the confluence of the Sandy River and Columbia River George. I hope it would be dog friendly and include a bicycle pump track, which are wildly popular in other communities for people of all ages.  |
| Sandy River Greenway | 5 | This would be a great place for my family and I to spend in Troutdale and to experience the Sandy River.  |
| Sandy River Greenway | 5 | I go through this area at least twice a week and this would provide a more direct and safer alternative than either of the 2 existing possibilities.  |
| Sandy River Greenway | 5 | The project would provide pedestrian and bicycling opportunities for me and my neighbors to commute to work , recreate with our families and enjoy the beautiful Sandy River.   |
| Sandy River Greenway | 5 | This would increase safety and connectivity.  |
| Sandy River Greenway | 5 | A great connection from downtown Troutdale along the Sandy Riverfront.  |
| Sandy River Greenway | 5 | This project would open an area of the Sandy River to the public that is currently not safe to take my family into.   |
| Sandy River Greenway | 5 | This project fills a critical gap in being able to travel from Portland to the Gorge without a car.   |
| Sandy River Greenway | 5 | This project is very important for Troutdale and the entire region as a whole. With safety, equity, and environmental concerns being at the top of the metrics for deciding which projects receive funding, the trail project answers all criteria.   |
| Sandy River Greenway | 5 | This would make the local businesses thrive! The Gateway to the Gorge is a destination for many travelers. More tourist attractions would be awesome!   |
| Sandy River Greenway | 5 | It would be another great reason to visit the gorge. Local businesses would thrive!   |
| Sandy River Greenway | 5 | This trail would provide me and many others with safe access to recreate and reduce impact of commuting further away to trails for running and hiking   |
| Sandy River Greenway | 5 | We are in full support of this project. Not only would it benefit our community directly by giving our local families a safe and accessible place to enjoy some of our most iconic and beautiful natural assets. Additionally it would be a wonderful opportunity to bring even more tourism into the historic downtown area. With the addition of the "gorge pass" going into affect this year people will be looking for other ways to enjoy our beautiful city while they work with their scheduled time slot.   |
| Sandy River Greenway | 5 | This project would provide my family with recreational opportunities where we can use these trails with friends and family. Right now there is not a lot of dog friendly access on the Sandy River (Glen Otto, Dabney, Oxbow do not allow dogs. 1,000 acres park does allow dogs off-leash, but it can be very crazy there with disobedient dogs and scary to bring children here. This trail would allow for a nice place to walk dogs along the river in troutdale. It would improve the walkability for business |
| Sandy River Greenway | 5 | This public investment would coincide and complement (and likely attract) adjacent private development in the Confluence at Troutdale area. The area of the Sandy River between Glen Otto Park and the Columbia River sees a lot of use already, and further development will add to the options to recreate here. In particular this will hopefully be accessible from downtown Troutdale, making the entire downtown corridor more desirable.   |
| Sandy River Greenway | 5 | Increase the livability in our town. Give better (and safer) access to Cyclist to our downtown area. This would also provide economic benefit to our small business down town.  |
| Sandy River Greenway | 5 | I live near here and it would be really nice for my family. It also might help Troutdale sell the Confluence site which would be great for the city/create more housing hopefully. However, it's hard to say that that this project should be highest priority in terms of equitable disbursement of the limited funds. Some of the other projects look really worthy. I wish they could all be funded.   |
| Sandy River Greenway | 5 | The area proposed for development is currently an underutilized, blighted space. Developing it will create a purpose and plan for management, as well as connecting existing trails systems to one another, while providing river and green space access from the downtown core.  |
| Sandy River Greenway | 5 | This project would bring incredible opportunity to the small city of Troutdale and for families like ours to enjoy the Sandy River. We are excited for a project like this.   |

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| Sandy River Greenway | 5 | This project will enhance a regionally significant natural resource - the Sandy River - while also adding much-needed access to nature. This is place-making at its best, activating a natural space in tandem with infill development for a walkable community. The project will benefit residents, visitors to the Sandy River's open spaces (Sandy River Delta, Lewis and Clark State Park), and non-motorized visitors to the Columbia Gorge. In this respect, it's a potentially transformative investment. |
| Sandy River Greenway | 5 | As a Troutdale resident it would give me another opportunity to enjoy more of my neighborhood.   |
| Sandy River Greenway | 5 | Need for river access and nature space in Troutdale  |
| Sandy River Greenway | 5 | This project would have a positive impact on the community in Troutdale. Currently the downtown area and the Sandy River are disconnected and you have to drive to find access to the river bank. Parking is also very limited. This project would allow residents and visitors easy access to and from the river.   |
| Sandy River Greenway | 5 | As a homeowner living within 1 mile of the project site I am excited for the prospect of an extended trail system that would connect downtown Troutdale with popular parks along the Sandy River. So many people visit the parks and dog park but have no idea downtown Troutdale exists. A trail system would drive business to our local businesses and could help alleviate parking issues in the busy summer months by giving both locals and visitors more access points and transportation options.        |
| Sandy River Greenway | 4 | Passage under the railway is extremely dangerous as is, and this would greatly benefit the community. One concern is that it will be overrun with the homeless and therefore will be unusable. However, I really do feel this would be helpful.  |
| Sandy River Greenway | 5 | Increase safe access for communities   |
| Sandy River Greenway | 5 | We've been waiting for this project to be realized for over 20 years. This project will provide our community a much needed space for family recreation near a beautiful waterfront to enjoy not only with family but also with friends and out of town visitors. It will create much needed recreational space for families that continue to move into our community to get away from the congestion of inner city. This will be a jewel for our community.   |
| Sandy River Greenway | 5 | This is one of two unfunded links in the Marine Drive Trail system between NE 33rd and Depot Park in Troutdale. Funding this along with project M6 will complete an uninterrupted 14.5 mile section of Marine Drive Trail... AND will connect Marine Drive Trail to the Historic Columbia River Highway State Trail that will eventually reach The Dalles, 70 miles to the east!   |
| Sandy River Greenway | 5 | The location is significant in many ways, and completing this project will bring exponential benefits as the sum connects so many important (and world-class) projects, like the work being done along the Columbia River Highway trail.   |
| Sandy River Greenway | 5 | Part of the 40-Mile Loop providing region-wide access to green corridors.  |
| Sandy River Greenway | 3 | There needs to be a third-party consulting for budget management before actual plans are set in place. There's too much funding into Metro projects that end up being too expensive, not well planned, and then receive more money to fix mistakes. Natural Spaces should remain natural not turned into an expensive attraction for tourists.   |
| Sandy River Greenway | 5 | We need to celebrate our river fronts, and this is a critical section of the 40 mile loop along the Sandy river.   |
| Sandy River Greenway | 5 | As an individual concerned with Climate Change and civil society, I seek projects that get people out of cars (including myself for I am a car owner), into activities that involve exercise, breathing clean air and social exchange. Supporting development of multiple use paths (bicycle/pedestrian) is part of that, especially completing partially constructed ones!  |
| Sandy River Greenway | 5 | Trails are important for both recreation and access to nature.   |
| Sandy River Greenway | 5 | This trail section will connect with a funded redevelopment area along the Sandy River. It will also connect to completed sections of trail along Marine Dr. In addition to this project there are many other important pieces - Depot Park Bicycle Hub, Historic downtown Troutdale, Sandy River Delta, and Columbia River Highway State Trail.   |
| Sandy River Greenway | 5 | I like this connection that could be provided to an existing trail network and downtown Troutdale. I know where this trail ends and the limitations of getting to downtown.  |
| Sandy River Greenway | 5 | As a bicyclist I explore this neighborhood frequently. Safety is always a factor. Concerns in that neighborhood of little or no shoulder is concerning. We love cycling in the Troutdale area and Beyond!  |
| Sandy River Greenway | 5 | We love the Sandy river and are very supportive of any initiative that would make access and recreational opportunities safer and more community-friendly.   |
| Sandy River Greenway | 5 | Path/park presents an opportunity to connect/integrate the Sandy River to the town of Troutdale (which is currently a way underutilized feature and recreational opportunity for residents and visitors).  |
| Sandy River Greenway | 5 | Our community needs more trails and parks for the public to enjoy our beautiful geography. Further park and trail development would lead to increased movement and exercise and improve the overall health of our community.   |
| Sandy River Greenway | 3 | As walking, biking, etc into downtown from my Wilkes neighborhood has begun less pleasant due to the transient population, I find myself and my family traversing out towards Troutdale more and more frequently. This would provide additional opportunities to connect with that community+ spend my money within their businesses.  |
| Sandy River Greenway | 5 | It would contribute to the growth of the city  |
| Sandy River Greenway | 5 | Residents of East County need access to green space including improved alternative transportation. This project will connect bikers, walkers, and public transit users to a recreational green space and will specifically support access for wheelchair users.  |
| Sandy River Greenway | 5 | More activities for residents of East County of whom are underserved. Could bring more visitors to our economy and allow east county residents to enjoy the beauty of the river  |
| Sandy River Greenway | 5 | Connecting downtown troutdale to this trail would be amazing or here.  |
| Sandy River Greenway | 5 | This would allow ready access from downtown to the trail.  |



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| Sandy River Greenway | 5 | As a Troutdale resident, I am proud of living so close the the Sandy river and always look for ways to take the family to a safe part of the river. I would like this project to be a place my family and I can enjoy safer access to the river, structures for children to play on and a place to enjoy a picnic on any given day. |
| Sandy River Greenway | 5 | Being able to have an improved and updated trail system with riverfront access will make it possible for my family to visit the area. I am disabled. With these improvements, I will have availability to access the community even more.   |

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| Project           | Score | Comment   |
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| Scott Creek Trail | 5     | Provides a needed connection to the bus line and businesses from the nature park trail. Currently, there are no sidewalks, and you must walk on a busy road. This seems a very small price for the enhancement.   |
| Scott Creek Trail | 5     | This is a fantastic project! Very much needed and it would serve to greatly improve access to both parks. I live closer to Scott Creek Trail/Southern Lites but rarely go to Talbert on foot whereas after this is completed I would happily go all the time! Such a great plan!  |
| Scott Creek Trail | 5     | This is an important connection and a wonderful opportunity to explore nature in the heart of the city.   |
| Scott Creek Trail | 4     | test  |
| Scott Creek Trail | 5     | The more we can do to bring this project to light, the better! I've always thought it would be nice to fill in this gap in our trail system.  |
| Scott Creek Trail | 5     | Having connected trails would allow for increased mobility and recreation in the Happy Valley community.  |
| Scott Creek Trail | 5     | We need to complete the trail system that connects our community.   |
| Scott Creek Trail | 5     | I have found the City of Happy Valley to be prudent, strategic, innovative, and supportive of the environment and community. They would be good stewards of this grant and ensure a return on investment far outweighing its monetary value.  |
| Scott Creek Trail | 5     | Sunnyside is very very very busy. I live in this neighborhood and use this trail system alto. Safely connecting mt Talbert with the Southern lights park will improve the usability of the neighborhood. Both these trails are well used, and much loved. Connecting underneath Sunnyside will improve traffic flow and as well as provide safe street crossing for the public. It expands and enlarges the trail system and is a very valuable project!  |
| Scott Creek Trail | 5     | This connection will add a safe continuous route from the Scott creek trail to Mt. Tolbert regional park  |
| Scott Creek Trail | 5     | The grant dollars would be put to a truly wonderful use in closing the trail gap between Southern Lites Park and Mount Talbert. One of the best things about living in Portland the surrounding areas is the abundance of trails for us to walk on. There's something to be said about the power of a good walk or hike through nature - it's certainly a true supplement for mental health and well-being. I hope this request is granted.   |
| Scott Creek Trail | 5     | Provide us with more trail options close to home.   |
| Scott Creek Trail | 5     | The livability of a community is central to the community thriving. This project will help this to be a great place to live.  |
| Scott Creek Trail | 5     | Having multiple walking options throughout my town will improve my family's health, giving us variety to our weekly outing and more options when friends come to visit.   |
| Scott Creek Trail | 5     | My family will be able to walk between these two areas without walking in high traffic areas with poor unsafe pedestrian access.  |
| Scott Creek Trail | 5     | This project would support physical and mental health in the community by helping increase safe, easy access to nature. The community also needs better access to transit to support both the environment (fewer cars and pollution on the road) and support people who can't afford to, or are unable to, drive.   |
| Scott Creek Trail | 5     | 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   |
| Scott Creek Trail | 5     | The traffic has increased on Sunnyside Road and it seems as though not only are there more vehicles, but their speed has increased. It is becoming very dangerous to cross as a pedestrian to access Mt. Talbert.. A culvert allowing safe passage would be a such a good idea, and so appreciated. Also note that in the 20 years that I have lived here I have seen the area become a real neighborhood with lots of folks of all ages out walking and hiking every day rain or shine--real Oregonians. |
| Scott Creek Trail | 5     | It would be great if we could complete the gap between the Southern Lites Park and the Mount Tabor Park. It's a nice wooded area that would be a great trail and also keep people safe.   |
| Scott Creek Trail | 5     | This area is growing quickly; increased and improved trails and trail access will create a positive and healthy living environment for the future.  |
| Scott Creek Trail | 5     | It would provide a safe place for my family to ride and walk.   |
| Scott Creek Trail | 5     | This project will close a gap in the existing trail system. This trail will allow residents to access two parks with minimal use of sidewalks or road crossings. Therefore, providing additional access to nature.  |
| Scott Creek Trail | 1     | Please focus efforts on filling in sidewalk gaps and paving streets within the city, where it will impact the most people. This trail is too small and only benefits a small suburban community.  |
| Scott Creek Trail | 4     | Need to connection but should be open to all users including people with dogs, which are restricted in the nature park.   |
| Scott Creek Trail | 5     | I would love to see this project completed. Increased walking trails in this area would greatly benefit the community   |
| Scott Creek Trail | 5     | This would make the area more accessible and safer to use.  |
| Scott Creek Trail | 3     | Combined with continuing improvements to Sunnyside Rd. and to the existing Mt. Scott creek path, Happy Valley will finally have a decent cycling connection to the rest of the Metro area.  |
| Scott Creek Trail | 5     | As a new participant to the "Happy Valley Hikers" group, I was amazed to discover the number of trails available in this area. The Scott Creek Trail is one of a favorite! (Is it possible to fix the paved portions that are broken, to make it more accessible for the disabled/wheelchair patrons?) Connecting these 2 parks with a nature trail would provide additional access for local residents (and visitors) to expand their opportunity to enjoy the beauty both areas provide. Thank you.     |
| Scott Creek Trail | 3     | Not something my family and I are likely to use, but I have friends out in Happy Valley who would drive less if they had alternatives that did not put them in the way of car traffic.  |

| Project       | Score | Comment   |
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| SE 7th Avenue | 5     | This is how I can go to work on a bike instead of a car!  |
| SE 7th Avenue | 5     | Long overdue fixes to a vital walking and biking street. I used to commute this way every day and would never dream of biking it with my kids in its current condition. Crossing it is a nightmare for all modes as well. Thank you for finally fixing this street to serve the neighborhood.   |
| SE 7th Avenue | 5     | Cars very rarely stop to let cyclists or pedestrians cross on this street. I don't know if it's because they're driving too fast or the road is so wide they aren't looking - there need to be more marked crossings.   |
| SE 7th Avenue | 5     | I try to do all my local shopping, errands, visiting friends, etc by bicycle and this local-to-me connector Improvement would be very valuable!   |
| SE 7th Avenue | 5     | This connection is vital to protecting bieks and peds using the new i84 bridge  |
| SE 7th Avenue | 1     | This is the wrong approach! For 7th to become a USEFUL piece of bike infrastructure, it needs to connect to the Tillicum bridge at a minimum, and preferably much farther north. This project improves a limited stretch of 7th but neglects to make a safe, direct connection across Sandy at the north end leaving this potentially less safe. Consider expanding this project across Couch or switching the improvements to 6th ave.   |
| SE 7th Avenue | 1     | Public safety from crime and biohazard issues prevent families from using facilities  |
| SE 7th Avenue | 5     | This is a critical connection in Portland's active transportation network. Completing this project will bring a lot of new connections and increase active transportation usage in the city, helping our modal shift, climate and equity goals. Residents in the central city are more likely to be car-free, and are lower income on average, scoring higher on PBOT's equity index. This project will also improve the streetscape of this mostly light industrial area, activating the area.             |
| SE 7th Avenue | 5     | My family loves to bike- if we could, we would bike to restaurants, stores, everywhere. But we can't without safe and protected bike lanes. This project would address a dangerous area where bikers are frequently hit, and is absolutely necessary. Please make more protected bike lanes in our city! So many of us love to bike, but we can't put our kids in danger (and paint on the road does not protect our kids from distracted/speeding drivers).  |
| SE 7th Avenue | 3     | I'm not sure this level of investment here is truly warranted - the street already feels pretty safe to me and why is the protected lane so expensive?  |
| SE 7th Avenue | 5     | I travel by bike along this route fairly often. This would make the ride much safer and more comfortable and hopefully encourage more people to use it. This seems like a very good project to target in this high density part of the city.  |
| SE 7th Avenue | 5     | This project would provide biking and walking connectivity in the heart of inner central east side. This project would also tie into the new pedestrian bridge over I-84. Creating this safe connection would provide better access into downtown, and would tie into the improvements made on Hawthorn and Madison.  |
| SE 7th Avenue | 5     | This is a key connection, freight vehicles regularly block the bike lanes, creating better biking conditions would make a major difference  |
| SE 7th Avenue | 5     | We need more protection from motor vehicles.  |
| SE 7th Avenue | 1     | Seems like the pricks that live around here already have enough nice shit.  |
| SE 7th Avenue | 1     | Please stop making all major transportation streets as 'bike' streets. 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. Putting in bike lanes will make the traffic slower so cars will go on slower 'calmer' streets to find a better way to get to Hawthorne or Morrison streets to cross bridges. Be realistic ..you are not getting people out of their cars and onto bikes.                  |
| SE 7th Avenue | 3     | I am only supportive of this project if vehicular traffic on Hawthorne, Belmont, Morrison, Stark and other streets is not controlled by pedestrian/bicyclist tripped lights. Pandemonium and grid lock that would make Hawthorne in the afternoon seem like a cake walk. Grand notion, but not a lot of people will use it and the city has shown little ability to keep up civic spaces.   |
| SE 7th Avenue | 5     | I live near this project and both drive and bicycle it frequently. This wide, busy road will be much improved by the proposal.  |
| SE 7th Avenue | 5     | The whole street needs to be repaved also. It gets a lot of use.  |
| SE 7th Avenue | 5     | Protected bikeways are essential to increased ridership. However, protection needs to be more than vertical plastic lane wands. A cement divider or raised curb is needed to keep drivers out of the bike lane.   |
| SE 7th Avenue | 5     | Key connection between the Central Eastside and Lloyd District!   |
| SE 7th Avenue | 5     | This is an absolutely critical project for creating a safe, comfortable route that people can use to bike in one of the densest parts of the city. More people biking here, means less people in cars and less traffic. Bonus that it will be a critical connection to the new 7th Ave bridge.  |
| SE 7th Avenue | 4     | There are very few streets safely connecting 7th to the waterfront. One of the only non-bridge east/west streets with a light to cross MLK is Taylor st and it is very challenging to bike due to giant dips in the asphalt. What are the the plans to connect this new improved corridor to the central east side district (where many people transit dependent people currently reside and work)? 7th is a breeze to bike but trying to travel from the bike street on Salmon to Eastbank is much harder. |
| SE 7th Avenue | 5     | I, and many of my colleagues at Alta Planning + Design (711 SE Grand, near the Morrison Bridgehead), bike through this area. None of the north-south corridors are consistent and safe; 7th would be an important spine in an eastside bike network.. When I ride to and from the office on 7th, I feel very exposed to the traffic and truck movements. At the intersections I'm always worried about being hit by oncoming left-turning vehicles, since the bike lane is relatively hidden from view.     |

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| SE 7th Avenue | 1 | please focus this money on filling in sidewalk gaps and paving streets, there are many streets in the city that have no sidewalks and have large volumes of traffic that make walking or biking unsafe. We do not need more improvements to a district that already has multiple bicycle and pedestrian projects built over the last 30 years, please focus on more undeserved areas.  |
| SE 7th Avenue | 5 | Our business will utilize this new bike lane for cargo bike deliveries, local purchasing from CEID suppliers, and for staff commuting. Our freight drivers will appreciate having separation from cyclists, to create a safer space for all users.   |
| SE 7th Avenue | 5 | This area is poised for enhancements to livability like better crossings and a protected bikeway. There is ample room to benefit all users. Businesses will benefit from these proposed improvements.  |
| SE 7th Avenue | 5 | 7th Ave is a very popular route for bike commuters heading from the East side of Portland into downtown. As someone who has worked at PSU for the last 3+ years, I've been using 7th Ave to get to work by bike. It currently does not offer much protection for bicyclist and I've witnessed and been subject to multiple close calls because of cars not clearly seeing the bike lane, nearly getting doored by parked cars, or large trucks driving very closely or blocking the bike lane.                     |
| SE 7th Avenue | 5 | I am disabled and use a wheelchair. I love visiting shops and friends in this area. This patch of SE 7th is on my way home, and I have a lot of difficulty navigating this route in a chair without improvement to the pedestrian routes. I also am able to use an electric bike. I can't afford a car, and my bike gives me mobility. I never feel very safe biking on this stretch of SE 7th ave and would love to see improvements to safe bike access.   |
| SE 7th Avenue | 5 | I ride my bike through this proposed project area all the time to reach businesses, government offices, and travel through the central Eastside, and so do many other people. This is an integral part of our regional bike network and economy, and should be developed to the highest standards. I wouldn't even consider funding it halfway, but would instead ask PBOT how it could make even better connections to adjoining bikeways, especially at SE Division St.  |
| SE 7th Avenue | 5 | We need a rockstar north south route in the inner east side. Connecting to the new bridge and making this amazing is desperately needed.   |
| SE 7th Avenue | 5 | Right now SE 7th is a dangerous street to bike on. Although there are technically bike lanes, they are substandard in width, offer zero protection, are often strewn with freight debris, involve numerous side-swipe and right-hook situations due to parking and turning vehicles, and don't provide good connections to greenways which cross E-W. The big intersections (Morrison, Belmont, Madison, Hawthorne) have gotten limited improvements recently, but the length of the street needs this investment! |
| SE 7th Avenue | 5 | This is a critical corridor for bike/ped trips going through central eastside. This project will make more businesses accessible to bike users.  |
| SE 7th Avenue | 5 | This bike lane is a useful connector from NE12th via Sandy but is severely under maintained  |
| SE 7th Avenue | 5 | 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.  |
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| SE 7th Avenue | 4 | Important in an area with no parks and open space and much new housing   |

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|               |   | This is already an important cycling corridor. I use it frequently. Protected lanes will make it both safer and more inviting, attracting people who are afraid to mix it up with big cars and trucks without any protection.   |
| SE 7th Avenue | 5 | And of course the Blumenauer Bridge over I-84 makes this route dramatically more useful.  |
| SE 7th Avenue | 5 | Businesses who fight this don't even know the gold mine that could come out of better and safer bike/ped infra on 7th. this project would benefit the most people per dollar hands down.  |
| SE 7th Avenue | 5 | have seen a bicyclist hit on Hawthorne in this area, so grateful to have expanded options for bike travel in this area  |
|               |   | As a SE resident, I frequently visit the Central Eastside by bike, bus, and on foot to patronize businesses and to travel through to downtown. Now, I feel unsafe due to the lack of protected bike infrastructure, especially with many large freight vehicles traveling the streets. I avoid traveling on SE 7th for more than a few blocks due to the narrow, door-zone bike lane and the high volume of vehicles on it. If this project was completed, I would choose SE 7th to bike on all the time. |
| SE 7th Avenue | 5 | This is a great start for close-in north-south connector.   |
| SE 7th Avenue | 5 | How to connect to the new bridge is important to me. Right now I go up 6th off of 7th/Sandy exchange and go out onto MLK to get across I-84. I'd like to see a better connection between close in SE and close in NE via the new bridge.  |
| SE 7th Avenue | 5 | This north south connection is very important for my daily commutes to work from north portland. With the complete of the bridge, this would be a much safer way to move through the area. Large freight trucks are a huge concern for my safety when i commute through this part of town.  |
| SE 7th Avenue | 5 | I bike with my young son along this path weekly. I would be a lot more comfortable doing this daily if it had a protected bike path!  |
| SE 7th Avenue | 5 | Yes please! This would let me get to businesses I want to cycle to with lower risk of injury and death.   |
| SE 7th Avenue | 3 | Important project for providing safe alternatives to riding on busy city streets.   |
| SE 7th Avenue | 4 | Coming down Sandy on my bike to 7th, I've had maybe 6 near misses in the 2 years I biked to work via that road. I'm a really cautious (slow) biker and this is the only road where I have had so many close calls. I hope this improvement makes that area better, but I'm sad it stops at Sandy.   |
| SE 7th Avenue | 5 | I'm looking for us to plan/plant more passage ways with pollinator friendly plants. Pollinator plants are good for the environment, a natural welcome to humans and should require minimum maintenance. I'd like to work that pollinator plantings have more locally adopting residents who will look out for them and nurture as needed. (like arbor teams that do annual tree inventories.  |
| SE 7th Avenue | 5 | The Eastbank Esplanade is crowded and out of the way for commuters, but the only safe N/S route at this time.   |
| SE 7th Avenue | 3 | 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. Thanks for the survey! Excited to see What you folks do. So important.  |
| SE 7th Avenue | 5 | This ride can be extremely dangerous for me due to the large trucks that daily block the existing bike lanes, among other reasons. This is the most direct and logical way to get from Burnside to Division.  |
| SE 7th Avenue | 2 | This will be an excellent project, especially with the new bike bridge over I-84 at the north end of 7th, but for the costs involved, it is not a top priority. SE 7th already has adequate bike lanes for a street of its size, although there is nothing wrong with staying ahead of the future.  |
| SE 7th Avenue | 5 | Heavily trafficked bike, freight and car route I use regularly. Drive often due to feeling unsafe/pressured this last stretch of my commute. North South bike routes in this area either run toward the east or have few on/off connections and a loud highway nearby with areas of heavy foot traffic (Eastbank Esplanade/ OMSI).  |
| SE 7th Avenue | 5 | Great place to fill in gaps   |
| SE 7th Avenue |   | The transit service N-S in the east part of Portland tends to have a low frequency which is not convenient when not commuting. Then bringing non-car alternatives to the NS corridors is always good as it is deficient. I wonder if you could extend the NS cycling routes with a pedestrian bike bridge over the rail tracks, as often the train gets stuck there. Thank you.   |
| SE 7th Avenue | 5 | This would be a great way to connect to the Tillicum bridge from central east side. But please keep in mind that the biggest obstacles to bike riding today are homeless encampments. If you create this new pathway without clearing the camps, it will still be unsafe to ride.   |

| Project               | Score | Comment  |
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| SW Taylors Ferry Road | 5     | This project is extremely important in that it will enable people living in the area to walk or bike safely to transit on SW Capitol and SW Barbur, walk to Barbur World Foods, walk and bike to nearby schools, parks, places of worship and other services within the West Portland Town Center, and leverage the Bureau of Environmental Services' funded project to replace the Woods Creek culvert under this segment of SW Taylors Ferry Road. This is the only way in and out of the neighborhood..     |
| SW Taylors Ferry Road | 5     | Close to multiple amenities, bus lines, trails, a church and schools. Narrow road with slim to no shoulder, with poor sight distance due to steep vertical slope. Very unsafe for people walking or biking. The positive impact sidewalks would have on transit users and those getting around walking or biking is incalculable.  |
| SW Taylors Ferry Road | 5     | This is a heavily used street with fast car speeds and lots of cars. Pedestrian and bicycle connectivity is much needed here to encourage people to get out of their cars and onto the bikes/feet!   |
| SW Taylors Ferry Road | 5     | It would improve access to the transit center and would fix a problem that should've been address when Taylor's Ferry was repaved a number of years ago. It also fits in the West Portland Town Center Plan.   |
|                       |       | Sidewalks and bike lanes will make it safer to access transit service on SW Capitol Highway and SW Barbur Blvd. that serves the Portland Community College Sylvania campus, Ida B. Wells-Barnett High School, OHSU, PSU and jobs in Portland.  |
|                       |       | Sidewalks and bike lanes will make it safer to access shops and services in the West Portland Town Center as well as schools and the Capitol Hill library.   |
| SW Taylors Ferry Road | 5     | Any pedestrian Safety improvements to a district with very little safe walkability is a win!   |
| SW Taylors Ferry Road | 5     | This road is the ONLY way for residents in the neighborhood to access services (Stores, schools, libraries, etc.). The current sidewalk/bikepath is inadequate and in need of repair.  |
| SW Taylors Ferry Road | 5     | Southwest Taylors Ferry road is a vital link between Tigard and southwest Portland. This is our route to access Capitol Hill Library as well as spring garden Park. I ride bicycles with our 6 year old daughter here. We were just there today! The narrow paved path is not safe walking and rolling infrastructure for families here. The speed limit is 35 and of course drivers are going 10 over just inches away from our kid on her bike. Lower the speed limit, remove the double yellow Center line. |
| SW Taylors Ferry Road | 5     | Walking on arterials in SW Portland is difficult because so few have sidewalks. We need to improve them, and this is the next important one that needs to be improved. Please keep it on the list!   |
| SW Taylors Ferry Road | 5     | I live just off of Taylor's Ferry. As an avid runner, I am sorely disappointed how dangerous it is to run along the main road. Sidewalk improvements, as well as lanes for bikes, would be an immense safety improvement. More than just this, safe sidewalks and bike lanes would also make Multnomah Village and other commercial areas (PCC for example) much more accessible to the greater neighborhood, which is a win-win for everyone! This is a critical missing link in our neighborhood, thank you. |
| SW Taylors Ferry Road | 5     | I walk to World Foods regularly and NEVER feel safe on Taylors Ferry Road, especially along this particular stretch. Cars are moving too fast, the roadway is very narrow, and sightlines are challenging. I try to stay off of Taylors Ferry until I pass the church, then there is no option if I want to get to Capital Hwy. I would walk more often (instead of using my car) if I felt safe on Taylors Ferry Rd. Also, this project will connect to the new Capitol Hwy sidewalk/bike lane project.       |
| SW Taylors Ferry Road | 5     | Current conditions are downright dangerous. These improvements help support Metro's 2040 growth plan as West Portland Town Center is planned as a town center. The project also connects to other improvements on Capitol Highway being constructed right now and could help bring more support in improving the crossroads intersection (looking at you ODOT!).   |
| SW Taylors Ferry Road | 5     | Please make this street safe for my biking family! It is such an important connector, but it's terrifying to ride with kids- the cars get so close to us! Please move forward with this project so that families can bike safely in protected lanes.   |
| SW Taylors Ferry Road | 5     | SW Portland has a lack of safe pedestrian and bicycle infrastructure. This project will provide a critical link to a major transit and urban center (Crossroads) and provide an accessible route for K-8 children walking to Markham ES and Jackson MS.  |
| SW Taylors Ferry Road | 5     | Sidewalks and bike lanes will make it safer to access transit on SW Capitol Highway and SW Barbur Blvd that serves the PCC, Ida B. Wells-Barnett High School, OHSU, PSU, as well as local jobs.  |
| SW Taylors Ferry Road | 5     | Improvements will make it safer to access shops and services in the West Portland Town Center and encourage people to walk or bike rather than drive. Four people have been seriously injured while walking on this roadway in the past 10 years.  |
| SW Taylors Ferry Road | 5     | I am the State Representative for a portion of this area and this infrastructure is absolutely vital and essential for neighborhood safety and transit access. Additionally, 3 schools (2 public, 1 parochial) are directly accessed by neighborhoods and the current crossing designs are exceedingly dangerous. It's a matter of time before we have a fatality, and I ask for your urgent action and approval of this project. Thank you.   |
| SW Taylors Ferry Road | 5     | This is essential to improve pedestrian and bicycle access to the Barbur Transit Center.   |
| SW Taylors Ferry Road | 5     | This project needs to be extend much farther west along SW Taylor's Ferry Road. I hope this is only the beginning.   |
| SW Taylors Ferry Road | 5     | Reduce pedestrian fatalities   |

|                       |   |   |
|-----------------------|---|---|
| SW Taylors Ferry Road | 5 | SW Portland is very dangerous for pedestrians because the entire area is mostly without sidewalks. This will help people get across dangerous Beaverton Hillsdale Highway without the risk of life.   |
| SW Taylors Ferry Road | 5 | I wish this project had been in place when I was in high school. The bus that runs along this route is infrequent and limited.  |
| SW Taylors Ferry Road | 5 | This is a great use of funds, building sidewalks on a busy street where there are currently none. This is exactly the sort of project that will benefit the community the most as it is in a part of the city that lacks sidewalks on busy and dangerous streets.   |
| SW Taylors Ferry Road | 5 | Bicycle transportation in this area close to downtown is important, especially where safety is concerned.   |
| SW Taylors Ferry Road | 5 | The project would make sw Taylor's ferry safer for pedestrians and bicycles   |
| SW Taylors Ferry Road | 5 | With so much traffic on Taylors Ferry, walking to the West Portland town center area stores and services is harrowing- only a narrow, muddy walkway, with narrow 35 mph traffic lanes buzzing by right beside you, and no place to jump aside! No room for bikes on the road, and now with even more traffic detouring on the road. We NEED a clear sidewalk and bikepath if we expect people to walk to the town center safely. And elementary students could actually walk to Markham safely with this project!     |
| SW Taylors Ferry Road | 5 | Taylors Ferry in the section of this project is dangerous for pedestrians and bicyclists and is a serious deterrent for active transportation west of the proposed Town Center. This project would make walking and biking possible and would be a vital support for affordable housing being planned in the area.  |
| SW Taylors Ferry Road | 5 | This project is critical for access to West Portland Town Center, Barbur Transit Center, and Multnomah Village. It enhances investments in SW Capitol Hwy and makes it possible for people to walk or bike to a local pharmacy and grocery store. Right now the only supported mode of travel is by car.  |
| SW Taylors Ferry Road | 5 | My wife, our two daughters (3yo & 4mo), and I live just off of Taylor's Ferry. Last year, we replaced one vehicle with an e-cargo bike so that we could reduce our family's VMT, save \$, and expose our daughters to non-auto travel at a young age. The lack of ped/bike infrastructure on Taylor's Ferry is a huge problem for our neighborhood. This project is critical - there are no safe options to travel past Woods Creek. I am confident that if built, this project will vastly increase walk/bike trips! |
| SW Taylors Ferry Road | 5 | It is very dangerous to walk on this road and it connects a lot of people to both barbur and transit to the rest of the area  |
| SW Taylors Ferry Road | 4 | It would be great to see this much-needed improvement become reality.   |
| SW Taylors Ferry Road | 5 | The lack of sidewalks along stretches of busy roads in the Burlingame/Multnomah Village area creates hazardous situations for non-car drivers. Pedestrians and people bound for transit stops must often cross high-traffic roads to reach a sidewalk, or walk in the bike lane or along the shoulder, which can be quite narrow. This creates additional obstacles and hazards for bicyclists as well. The proposed project would enhance the safety for pedestrians, TriMet riders, and cyclists alike.             |
| SW Taylors Ferry Road | 5 | This project upgrades the main access to Capitol Hwy from both Crestwood and Ashcreek Neighborhoods. The current walking route involves making two crossings on busy freeway exit ramps and exposure to dense traffic at times with little safety. This is the only route from our areas to everything in the SW Crossroads area including schools, the library and the bus transfer station. We need a safe route for pedestrians and bicyclists. Please consider funding this important project.                    |
| SW Taylors Ferry Road | 4 | This is a busy street and should have a sidewalk and bike lane.   |
| SW Taylors Ferry Road | 5 | I am a long-time older resident living west of the project and use the existing path to access retail facilities in the West Portland Town Center area as well as sidewalks on Capitol highway leading to Multnomah Village and the Capitol Hill Library. I am very reluctant to use the existing path due to its poor condition and proximity to vehicle lanes. The proposed project would improve comfort, safety and accessibility for all by separating pedestrians, bikes and vehicles on improved surfaces.     |
| SW Taylors Ferry Road | 5 | Could safely walk to the grocery store  |
| SW Taylors Ferry Road | 5 | This is a major safety issue for the area. Please build sidewalks and bike lanes on Taylors Ferry Road.   |
| SW Taylors Ferry Road | 5 | Improving the area will let people safely travel by foot to the new town center that is being developed. There are currently no sidewalks. New sidewalks would connect to the new sidewalks/bike path on Capitol Hwy.   |
| SW Taylors Ferry Road | 5 | I have a vision child with autism that cannot walk in the neighborhood he lives in due to lack of sidewalks   |
| SW Taylors Ferry Road | 5 | As a pedestrian, I desperately want a safe way to walk to Barbur World Foods and the metro station. As a driver, I am tremendously anxious driving on that stretch of road while anyone is walking or biking -- there's no safe way to do it! It's such a highly traveled area, and so critical for reaching important services, and yet it feels like a death trap in so many ways. Please.  |
| SW Taylors Ferry Road | 5 | Important   |
| SW Taylors Ferry Road | 5 | Taylor's Ferry is virtually inaccessible by bike or foot  |
| SW Taylors Ferry Road | 5 | This is an active neighborhood without sidewalks and Taylor's Ferry is a busy road. This project would have a significant positive impact on the neighborhood. We would love to be able to walk on Taylor's Ferry.  |
| SW Taylors Ferry Road | 5 | We are currently unable to walk and bike safely in Taylor's ferry. There are Many children in our neighborhood that must navigate this highly trafficked road to access elementary and middle school. We also have many folks who commute to downtown. I'd love to be able to bike to the transit center but currently am unable. People speed down Taylor's Ferry and I believe these improvements would help to curb that and make our neighborhood safer.  |



|                       |   |   |
|-----------------------|---|---|
| SW Taylors Ferry Road | 5 | This portion of Taylors Ferry is a very important connector to Capitol Hwy and it needs sidewalks and bike lanes for the families that live on Taylors Ferry as well as families that use Taylors Ferry to access shopping and schools.   |
| SW Taylors Ferry Road | 5 | It's important to note that this project is part of a very vibrant community where lots of people walk and bike. There are multiple walking destinations on, at, and near this project that would utilize these improvements--A grocery store, a pharmacy, a church, a preschool, a community garden, a park with walking trails, fast food restaurants, and the nearby transit center. This means a very big impact for the dollars spent, which makes this a very worthy and deserving project.                 |
| SW Taylors Ferry Road | 5 | we need more walkable and safe access to businesses!  |
| SW Taylors Ferry Road | 5 | Portland should be a walkable city, however this area is very dangerous for pedestrians and cyclists. It is inhabited by families, children, elderly - all who would love to do less driving for local errands and recreation, but are forced to drive due to the lack of sidewalks. The curvy roads result in limited visibility for drivers, making it even more dangerous for those on foot or bicycles. Make this area walkable would decrease traffic and be a huge win for the city and the community.      |
| SW Taylors Ferry Road | 5 | That it should be longer. It should go all the way to the city line at least. TF Road is very dangerous to walk along, and it would be a great neighborhood benefit for it to be safely walkable.   |
| SW Taylors Ferry Road | 5 | Our children currently walk along the gravel parts of Taylors Ferry to get to and from school. We even petitioned PPS to get a bus stop closer to our home so we didn't have to walk this stretch of road. Unfortunately, lack of drivers meant nobody was getting on a bus. I also believe adding sidewalks will help slow traffic thru this area.   |
| SW Taylors Ferry Road | 5 | This sidewalk is SO needed for the many walkers walking to and from the Barbur Transit Center. Many people also walk to the market and to church via that stretch of Taylor's Ferry. The street is narrow, so cars are watching for other cars, not pedestrians. This is a very important project for the neighborhood.   |
| SW Taylors Ferry Road | 5 | The project will bring NECESSARY pedestrian and bicycle safety routes to an area lacking these altogether. Neighbors, including young children and seniors, can only access public transportation, the grocery store, the local schools or library by walking on a two lane road with no sidewalks, or by driving. This includes access from affordable housing projects as well as naturally occurring affordable housing. This is the only project proposed for RFFA investment in West Portland. Pls vote yes! |
| SW Taylors Ferry Road | 5 | There is only 1 way to safely get out of the Crestwood neighborhood and that is by driving. There is no public transportation and walking or biking is unsafe! There are huge storm water issues putting toxic runoff in the sensitive nearby streams. People line up in their idling cars for hours each week in traffic!  |
| SW Taylors Ferry Road | 5 | To get to Markham Elementary School our children had to walk down a broken, uneven asphalt path, over a bridge with broken railings, across 3 freeway on/off ramps, and then the long cross of 5 lanes of Barbur Blvd. There are no sidewalks so no accessibility for those with physical issues. Please approve this project!  |
| SW Taylors Ferry Road | 5 | Taylors Ferry is the Primary Route from Crestwood to:<br>Markham Elementary<br>Jackson Middle School<br>Barbur Transit Center<br>Woods Memorial Natural Area<br>Barbur World Foods  |



| Project                  | Score | Comment   |
|--------------------------|-------|---|
| Tigard-Lake Oswego Trail | 3     | Not a major destination for me and my family.   |
| Tigard-Lake Oswego Trail | 2     | Meh how many will this really serve?  |
|                          |       | A 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. Many people are unaware of this rock roll infrastructure because it is not connected to any other major multi-use path. This is the route I take my electric cargo bike to access home Depot in Tigard.  |
| Tigard-Lake Oswego Trail | 4     |   |
| Tigard-Lake Oswego Trail | 5     | Project development investments are key for connecting our regional trails network.   |
| Tigard-Lake Oswego Trail | 5     | This provides an important connection both for recreation and non-motorized transportation  |
| Tigard-Lake Oswego Trail | 5     | Connects two existing trails.   |
| Tigard-Lake Oswego Trail | 5     | This is a great use of \$\$ for bike and pedestrian uses. Completion ensures better circulation in the area.  |
|                          |       | I want my tax dollars back. You people are truly scamming experts, but the cavalry is coming and you will be ousted soon enough.  |
| Tigard-Lake Oswego Trail | 1     |   |
| Tigard-Lake Oswego Trail | 5     | Fully support active transportation networks between cities   |
| Tigard-Lake Oswego Trail | 5     | Fully support active transportation networks between cities   |
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| Tigard-Lake Oswego Trail | 5     | Fully support active transportation networks between cities   |
| Tigard-Lake Oswego Trail | 5     | More safe walking areas!  |
| Tigard-Lake Oswego Trail | 5     | Greater trail connectivity will be a great benefit of all communities that access the Fanno Creek Trail!  |
|                          |       | I am an avid walker and biker and enjoy many of the Tigard area trails, daily. When possible, I like to complete errands without using the car. The connections that exist for non-motorized traffic between Lake Oswego and Tigard are limited. From downtown Tigard the Fanno Creek Trail will take me to a little beyond the library before throwing bike and foot traffic back onto busy roads (such as Hall and Bonita) for anybody trying to cross I-5 to Lake Oswego. This trail could improve that. |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | I live in Tigard West of I-5 and 217, and my best option to ride with my wife and 2 year old daughter to Lake Oswego is to ride Fanno Creek down to Bonita and then over without a bike lane and with heavy traffic or go up to Fanno Creek to take Denney across 217, then work my way to Terwilliger down to to the Tyron path. Both of these are unfeasible! With the completion of this trail, I would be able to safely take my family to Lake Oswego! My kid would love that so much.                 |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | Improved connectivity between the TLO Regional Trail and Fanno Creek trail and a crossing of 217 that ODOT could live with would be awesome!  |
| Tigard-Lake Oswego Trail | 4     |   |
| Tigard-Lake Oswego Trail | 5     | Quality of life improves for all ages to be able safely walk in green spaces.   |
|                          |       | While it would make it easier to walk or bike to LO, I can't see that many people actually using this trail. It doesn't connect to any other trail on the Tigard side and there is not much commercial development on either side that people would want to walk to. Bikers can easily cross I-5 on Bonita if they really want to get over to LO.   |
| Tigard-Lake Oswego Trail | 2     |   |
| Tigard-Lake Oswego Trail | 1     | This would make more places for homeless to gather in Tigard.   |
|                          |       | This would be a great addition to the Tigard and LO communities to help us with more trails and safe areas for our families   |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | This is another example of difficult connections due to barriers created by freeways for this without a car. The existing kruse way bridge is nice, but better connectivity is welcome.   |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | This project would allow us to bike east and connect to the bike paths adjacent to kruse way trail at Bangey road. My question is how is the on ramp to I-5 going to be accomplished. This looks very difficult to accomplish!  |
| Tigard-Lake Oswego Trail |       |   |
| Tigard-Lake Oswego Trail | 5     | The Fanno Creek Trail system only goes so far. Our family would highly benefit from this extension to allow us access to Kruse Way and everything Lake Oswego has to offer, but using our bikes or feet!  |
|                          |       | Improving the Trail will be a great way to make the Tigard community walkable and assist in improving the ability of all members of the community to enjoy and explore the outdoors.  |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | It would be nice to have pedestrian access across I-5 but having it cross at 217 would make it unusable for me. There's too much automobile traffic there for me to feel safe.  |
| Tigard-Lake Oswego Trail | 3     |   |
|                          |       | Connecting west and east sides of I5 would open up more biking and walking options for both communities.  |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | My number one priority is avoiding ecological harm. If we can do this safely, I would like to improve walkability so making sure the trail is well lit and wide enough is important.  |
| Tigard-Lake Oswego Trail | 5     | This would open up a lot of opportunities for transportation and recreation   |
|                          |       | Fanno Creek trails are a great family walking and biking area and the more that is connected to this trail system, the more places we can get out and explore!  |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | This would improve access to more parks for families.   |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | 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.  |
| Tigard-Lake Oswego Trail | 5     |   |
|                          |       | The connection of these trails are important for safe access  |

|                          |   |  |
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| Tigard-Lake Oswego Trail | 2 | Now is probably not the time to be spending this money.  |
| Tigard-Lake Oswego Trail | 3 | I walk my dog on this trail daily I think it's fine and adding a hunch of work will make it inaccessible during the time you're working on it.   |
| Tigard-Lake Oswego Trail | 5 | We need more trails connecting different cities and areas that are accessible by foot and bike.  |
| Tigard-Lake Oswego Trail | 5 | Could have safe bicycling infrastructure and safe connective trail system  |
| Tigard-Lake Oswego Trail | 5 | This project along with the 'W9: Fanno Creek Trail' project, continues to connect well established trails in Tigard and Tualatin with already established trails in Lake Oswego. In my opinion this would increase the walkability/bikeability of the entire region, and possibly reduce the use of cars for both commuting and recreational purposes.   |
| Tigard-Lake Oswego Trail | 5 | I live in this immediate area and I can attest to how dangerous it is on foot around the vehicle traffic. Designated bike and walking trails would be much appreciated.  |
| Tigard-Lake Oswego Trail | 5 | This project connects the Tigard Triangle and Lake Oswego residential and business communities. It makes our neighborhood more walkable and could reduce local traffic clogging HWY 217 and I5 to get between Tigard and Lake Oswego. Metro needs to prioritize suburban communities in its biking and pedestrian projects, since we have fewer municipal resources for this work.   |
| Tigard-Lake Oswego Trail | 5 | This would be the last connection that would be able to allow me to bike safely to work every day.   |
| Tigard-Lake Oswego Trail | 5 | This connection looks interesting and has my full support for an included project. I rarely ride my bike into Lake Oswego as there aren't many viable options that I consider safe for multiple user groups. If this section gets completed it means more people can enjoy the beauty each city has to offer in a more controlled environment. Love that it appears to connect with an already established trail too, as more distance of trail is always a plus in my book! |
| Tigard-Lake Oswego Trail | 5 | It would provide a safe route on a designated bike path to get my family over to the stores/restaurants and gas station via a bicycle  |
| Tigard-Lake Oswego Trail | 5 | Would love for this project to be funded to allow individuals and families more safe areas for outdoor recreation!   |
| Tigard-Lake Oswego Trail | 5 | Would love longer safe running trails I can push strollers on without worrying about cars  |
| Tigard-Lake Oswego Trail | 3 | It would permit longer walks and interconnect the two towns  |
| Tigard-Lake Oswego Trail | 5 | Such a needed proj as there's not another good connection-- I bike commute between them so I know!   |
| Tigard-Lake Oswego Trail | 5 | We love walking the trails!  |
| Tigard-Lake Oswego Trail | 5 | An important connector trail in our area   |
| Tigard-Lake Oswego Trail | 5 | I'd love to see the city explore this route option as there are currently no better ways to get by bike or on foot from Tigard to Tualatin.  |
| Tigard-Lake Oswego Trail | 5 | Nearby place to walk and bike since no projects are in Tualatin  |
| Tigard-Lake Oswego Trail | 5 | Connecting these trails and extending the Fanno Creek trail will make it much easier, safer, more comfortable and more accessible to use alternative forms of transportation like walking or biking to get around these suburbs. These off-road paths are also much safer for children to bike on.   |
| Tigard-Lake Oswego Trail |   | Important to connect the two neighboring cities and to introduce much needed diversity into Lake Oswego.   |

| Project                      | Score | Comment   |
|------------------------------|-------|---|
|                              |       | The Trolley Trail along the east side of Milwaukie Bay Park is incomplete, not well defined, and creates user conflicts between pedestrians and bikers, and also bikers. The trail gets a lot of bike traffic from commuters and people recreating.   |
| Trolley Trail Multi-use Path | 5     |   |
| Trolley Trail Multi-use Path | 5     | We will be able to use bike path to get to a great park and the Willamette river instead of driving.  |
|                              |       | I ride a tandem bicycle through there nearly every week with a blind guy on the back and we would really appreciate any improvement to the passage: wider radius corners, etc   |
| Trolley Trail Multi-use Path | 5     |   |
| Trolley Trail Multi-use Path | 5     | I ride this path frequently on my bike and this improvement would make that ride better   |
|                              |       | This runs along the front and face of downtown Milwaukie. Know this will be treated for access and agrees, but also an expansion of the downtown community.   |
| Trolley Trail Multi-use Path | 5     |   |
| Trolley Trail Multi-use Path | 1     | It is a very pleasant walk/ride - well maintained   |
|                              |       | This is a critical path for alternative transportation options alongside HWy 99 connecting residents from Oregon city, Gladstone, unincorporated milwaukie, and milwaukie to portland. I wish this proposal looked at an area of the trail a bit further south where river road splits off under the light rail bridge but both locations are similar. I currently walk this path weekly and feel it isn't wide enough for kids biking, commuters biking, runners and pedestrian. |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | C3 represents an investment in a less wealthy community that needs more help than the wealthier areas on the west side.   |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | Please make segment safer for all users, and have clear signage and work with City of Milwaukie and Clackamas County for collaboration of projects.   |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | Retain existing street trees by allowing some flexibility to trail design. Also, add some bike parking for riders who want to stop at Milwaukie Bay park.   |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | As the Trolley Trail connects with the Max Orange Line, this trail segment will provide a safe corridor and Clackamas River access to folks throughout the region.  |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | Great addition to downtown Milwaukie and making the city more livable.  |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | This trail has major issues with the homeless. That needs to be dealt with.   |
| Trolley Trail Multi-use Path | 2     |   |
|                              |       | This is a vital part of the Trolley Trail improvement process, and will make the trail accessible for multiple user types, with enough spacing to make it more safe and visually appealing.   |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | Could be so much better.  |
| Trolley Trail Multi-use Path | 4     |   |
|                              |       | This is a frequently used trail and important north-south connection. The current trail in this location is not a direct route with a few curves. Cyclists tend to ride quickly through this section and there are too many interactions with pedestrians. The trail is also not wide enough in this section to safely accommodate multiple transportation modes.   |
| Trolley Trail Multi-use Path | 5     |   |
|                              |       | This is a frequently used trail and important north-south connection. The current trail in this location is not a direct route with a few curves. Cyclists tend to ride quickly through this section and there are too many interactions with pedestrians. The trail is also not wide enough in this section to safely accommodate multiple transportation modes.   |
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| Trolley Trail Multi-use Path | 5     |   |

|                              |   |  |
|------------------------------|---|--|
| Trolley Trail Multi-use Path | 5 | This is a frequently used trail and important north-south connection. The current trail in this location is not a direct route with a few curves. Cyclists tend to ride quickly through this section and there are too many interactions with pedestrians. The trail is also not wide enough in this section to safely accommodate multiple transportation modes.  |
| Trolley Trail Multi-use Path | 5 | I bicycle here frequently. The narrow and uneven paved path does indeed impede people on bicycles and creates unpleasant conflicts between people cycling and walking.   |
| Trolley Trail Multi-use Path | 5 | Easier, safer pedestrian access to and from the river is appreciated.  |
| Trolley Trail Multi-use Path | 5 | Promotes exercise, recreation and commuting.   |
| Trolley Trail Multi-use Path | 4 | We are frequent users of the Trolley Trail. Connecting the trail to the river would be a welcome addition.   |
| Trolley Trail Multi-use Path | 3 | Love the trolley trail but not sure this is great for cyclists   |
| Trolley Trail Multi-use Path | 5 | This project is crucial to completion of Milwaukie Bay Park and improving the Trolley Trail to minimize conflicts between cyclists and other park users. But it is important to recognize this is NOT just about the Trolley Trail -- this segment is an important junction point between the Trolley Trail and the 17th Avenue path that connects up to the Springwater. And it will be a junction point with Milwaukie's upcoming Monroe Street Greenway, too. |
| Trolley Trail Multi-use Path | 5 | The Trolley Trail is the main gateway from Portland to Oregon City for bike commuters. As this park is enhanced and developed, it is important for riders on trolley trail to access to park but a safe clear path that both park consumers and bikes are aware of each other to eliminate accidents.  |
| Trolley Trail Multi-use Path | 5 | This project promotes community connectivity and greater social cohesion in our city. It's critically important for those with small children or mobility challenges.  |
| Trolley Trail Multi-use Path | 5 | Making improvements to the Trolley Trail in Milwaukie Bay Park is really important to the community!   |
| Trolley Trail Multi-use Path | 5 | Safer, accessible paths along the entire route of the Trolley Trail, please!   |
| Trolley Trail Multi-use Path | 5 | This is important bike path for commuters to Portland. It is a great multi-use trail near Milwaukie Bay Park   |
| Trolley Trail Multi-use Path | 5 | This improvement is needed for the update of the park. This trail is busy and will be busier as park and local area continues to thrive and expand.  |
| Trolley Trail Multi-use Path | 5 | Improvements are needed especially when park is developed.   |
| Trolley Trail Multi-use Path | 5 | My husband and I live near the trail and use it a few times a week for a safe route to downtown Milwaukie and beyond. We walk it, I ride my bike on it and really want to maintain a safe space for pedestrians and cyclists that gets them where they want to be without a car.   |
| Trolley Trail Multi-use Path | 5 | Milwaukie is a growing community that needs places for the public to recreate and the Milwaukie Bay is a beautiful place to do that.   |
| Trolley Trail Multi-use Path | 5 | The air pollution and traffic noise on this part of McLoughlin makes this area very unfriendly to bikers, pedestrians. The improvements need to include traffic slowdown features and force the huge trucks to use 224 unless they have local deliveries. It is a treasure, an amazing area for birds, fish, exploring nature. Please help us access it safely.  |
| Trolley Trail Multi-use Path | 5 | Important to not only Clackamas County & Milwaukie but also to all visitors from the Portland region. Would be a financial boon for Local areas.   |
| Trolley Trail Multi-use Path | 5 | My family, including two young children, uses this path frequently as pedestrians and cyclists. Current width and signage is inadequate and conflicts between cyclists and pedestrians are frequent. It's an important path for both commuting and recreation and has seen highly increased usage in recent years.   |
| Trolley Trail Multi-use Path | 5 | Completion of this segment of the Trolley Trail connects Gladstone to the south and continues north into Portland, passing through downtown Milwaukie by Milwaukie Bay Park. Other recent projects like Kronberg Park and Milwaukie Bay Park have increased the number of pedestrians and bike riders significantly.   |
| Trolley Trail Multi-use Path | 5 | The area is well used by many people who visited Milwaukie. Connecting parks in Milwaukie and Gladstone.   |
| Trolley Trail Multi-use Path | 5 | Improved safety  |
| Trolley Trail Multi-use Path | 5 | This area needs ways for people to enjoy the outside safely. I've been on the trolley trail many times and love having options like this here for us.  |
| Trolley Trail Multi-use Path | 5 | The current layout does not allow for enough disc's for people waiting to cross McLoughlin and bikes coming north or south on the trolley trail. This will allow more space and less conflict  |
| Trolley Trail Multi-use Path | 5 | The community could really use this. We are in an area that is much less updated than other county residents living near Clackamas/Happy Valley.   |
| Trolley Trail Multi-use Path | 1 | the park is fine as is; re-aligning the trolley trailer would be a gross waste of resources better spent elsewhere and a useless boondoggle.   |
| Trolley Trail Multi-use Path | 5 | Environmental improvements are important.  |
| Trolley Trail Multi-use Path | 5 | Wonderful resource in my community. Kids love the path!  |
| Trolley Trail Multi-use Path | 5 | This path is heavily used and my family uses it for commuting to work, so an improved trail would benefit us.  |
| Trolley Trail Multi-use Path | 5 | Make a path that allows for bikes and peds , separate or together, but in a way that reduces conflict.   |
| Trolley Trail Multi-use Path | 4 | The Milwaukie Riverfront park needs full funding to complete. A piecemeal approach is not the best option for this park.   |
| Trolley Trail Multi-use Path | 5 | The citizens of Milwaukie actively use this park and its amenities. This improvement would be greatly appreciated and would improve quality of life in our community for all people, and families.   |
| Trolley Trail Multi-use Path | 5 | This trail will create a connection between existing infrastructure, making commuting by bike or walking a more viable option for this busy highway section.   |
| Trolley Trail Multi-use Path | 5 | This project is extremely important for our growing community.   |

|                              |   |   |
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| Trolley Trail Multi-use Path | 5 | Improvements will make this busy trail safer for all. I would also like to see dotted lines painted on the entire trail to remind users to stay in their lanes.   |
| Trolley Trail Multi-use Path | 5 | Many people walk and ride bikes through this area and it needs improvement. So many people go to the Milwaukie Bay Park, the farmers mkt and downtown area so the path needs help to grow with the rising number of people to the area. I think this would be wonderful for our community. I appreciate projects that encourage walk-ability and safely enjoying the outdoors. I can see this path as giving pedestrians and cyclists a safe route to commuted or otherwise. I envision other benefits of this multi-use path which are creating opportunities for community engagement. Lastly, being outdoors and exercising improve stress levels and general sense of well-being. |
| Trolley Trail Multi-use Path | 5 | I strongly support this project.  |
| Trolley Trail Multi-use Path | 5 | This project is important to my family for many reasons, but the main reason is safety. As a bicyclist and pedestrian whose family uses both modes of transportation in this area, there needs to be a wider pathway so everyone can use it safely. I have seen kids, who are much slower riders and walkers, almost get run over by bicyclists in Milwaukie Bay Park. We love the Trolley Trail, but safety needs to be addressed. The region deserves to have a safe pathway that serves everyone.  |
| Trolley Trail Multi-use Path | 5 | Downtown Milwaukie is becoming more of hotspot for people in community. The area could benefit from upgrades for pedestrians due to increased traffic. My son lives in group home close by and walks to downtown weekly for coffee, MAX, etc.   |
| Trolley Trail Multi-use Path | 5 | Milwaukie needs access to this location and other parts. As a family we would love to access this park without having to drive our car.   |
| Trolley Trail Multi-use Path | 5 | I cycle thru this area frequently.  |
| Trolley Trail Multi-use Path | 5 | Milwaukie Bay Park provides access to the river close to home, a pleasant environment in which to get our family outdoors, and encourages people to visit downtown Milwaukie businesses. Making it more accessible for all citizens is important.   |
| Trolley Trail Multi-use Path | 5 | This is one of the most used walk, bike jog trails in our neighborhood and while it is very nice now this project will bring more outside to use tans see this beautiful area of Portland.  |
| Trolley Trail Multi-use Path | 5 | A smooth transition along the riverfront is beneficial to many pedestrians and bicyclists. Metro should be jumping at the chance to improve public space between the river and roadway.   |
| Trolley Trail Multi-use Path | 5 | The Trolley Trail is heavily used as is, but it could be so much more and accessible to ALL people who'd like to use it. My family & I like to ride our bikes on it to Milwaukie from Oak Grove & it'd be great to help make Milwaukie Bay more friendly to all users, not just boaters.  |
| Trolley Trail Multi-use Path | 5 | The trolley trail improvements will help Milwaukie continue to build community in and around Milwaukie Bay Park. Main Street businesses need all the help they can get to attract foot traffic to historic downtown Milwaukie and these improvements would help connect park and trail visitors to our city center which will provide necessary economic stimulus for Main Street and beyond.   |
| Trolley Trail Multi-use Path | 5 | Right now, this trail is used actively by pedestrians, runners, and cyclists. It's often a little dicey to be walking on it with my dogs with bikes whizzing by. I love bikes (!), but I'd like to see the trail significantly widened and with delineated halves/lanes for walkers and bicyclists. It would feel safer. The recent bike/pedestrian lanes on Sunnyside between 82nd and I-205 are a great example. (Except I'd paint the bike lanes green to coincide with Portland's.)   |
| Trolley Trail Multi-use Path | 5 | The Trail would be wonderful and provide a safe way to get around on that side of town, where there isn't a safe way currently. We'd love to have a way to connect from the trolley and commercial area to the lake in that part of town.   |
| Trolley Trail Multi-use Path | 5 | My family uses this trail almost daily both to get to work and for pleasure. Finalizing the riverfront plans are long overdue in Milwaukie. Hope we will be considered!   |
| Trolley Trail Multi-use Path | 5 | Making nature spaces more accessible is a foundational way that humans can be better  |
| Trolley Trail Multi-use Path | 5 | Add beauty and excitement to the area   |
| Trolley Trail Multi-use Path | 5 | The Trolley Trail as it is currently aligned is kinda dangerous with uncontrolled entrances to the park that have to be navigated past.   |
| Trolley Trail Multi-use Path | 5 | Short but heavily used section of path. Walk this section regularly and see many confused casual bikers due to the split section with few markers. Some upgrades would be great, especially as the higher density apartments planned for the area open.   |
| Trolley Trail Multi-use Path | 4 | This is a well used section of the trolley trail for both bikes and pedestrians. Improving this area would make it safer for both bikes and pedestrians. This is also along a busy section of mcloughlin blv so improving the safety of the trail to increase use helps everyone  |
| Trolley Trail Multi-use Path | 5 | It would be good to have a dedicated lane for cyclists (in addition to widening the walkway) - this would improve safety for everyone. If possible, safer crossings (across, under, or over 99E) for pedestrians and cyclists to get to/from downtown would GREATLY improve safety and usage of the park.   |
| Trolley Trail Multi-use Path | 4 | We may use the trail to either ride our bikes on or walk on.  |
| Trolley Trail Multi-use Path | 3 | I would appreciate having more space for bikes and pedestrians to share the path But this seems mighty expensive! It's pretty wide already. Is this the best use of the funds?  |
| Trolley Trail Multi-use Path | 5 | Helpful to using bikes more for errands/shopping rather than car.   |
| Trolley Trail Multi-use Path | 5 | This is near an exceptional park that everyone should have access too.  |
| Trolley Trail Multi-use Path | 5 | This piece of trail is a critical link in providing north-south connectivity for the east side of the Metro region.   |
| Trolley Trail Multi-use Path | 4 | I just picked this one because it's in my area.   |

|                              |   |   |
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| Trolley Trail Multi-use Path | 5 | It's awkward as it is trying to navigate bikes & pedestrians. Having a wider trail will make it easier to pass safely.  |
| Trolley Trail Multi-use Path | 5 | Not only making the trail wider but also more lights. Many enjoy walking early morning or at dusk and I know many feel unsafe. Perhaps more lights may help.  |
| Trolley Trail Multi-use Path | 4 | It would help runners, walkers, bikers, etc utilize the path more safely.   |
| Trolley Trail Multi-use Path | 5 | I bike this area regularly and it is NOT SAFE! It's overcrowded with cyclists, walkers, scooters, moms with strollers, etc. In addition, people waiting to cross McLoughlin Blvd are crossing and standing in the bike path. Someone is going to get seriously injured someday.   |
| Trolley Trail Multi-use Path | 5 | 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.   |
| Trolley Trail Multi-use Path |   | It is highly needed and a beautiful area. I would use it often.   |
| Trolley Trail Multi-use Path | 1 | I rode through there several times with no problem. Why do we need improvements there. Not enough info.   |
| Trolley Trail Multi-use Path | 4 | Parking seems that it will be an issue. There is not even enough parking for the residents of downtown Milwaukie and now you want to add an influx of traffic. I posed a question about parking during the open meeting but they skipped right over that subject. Please consider the parking issue.  |
| Trolley Trail Multi-use Path | 5 | Our family will use this trail often for biking and walking.  |
| Trolley Trail Multi-use Path | 5 | Connecting bike and walking paths is vital to keeping Milwaukie a growing and thriving city. My family and I prefer to commute by bike and any expansion or improvement of separated bike paths, we fully support! My husband and I have been bike commuters for the past decade and both experienced broken bones as a result of car collisions. Paths that give bikes their own lanes are vital!  |
| Trolley Trail Multi-use Path | 5 | I like to run alone the current path. Making it better will encourage me to not only use it more but bring my family too  |
| Trolley Trail Multi-use Path | 5 | The park is a huge community amenity that is used year round. The addition of improved trails through would increase the diversity of uses and folks utilizing the park.  |
| Trolley Trail Multi-use Path | 4 | would love to have a safe walking path along the river in milwaukie   |
| Trolley Trail Multi-use Path | 3 | It does make me nervous walking on the Trolley Trail knowing that a bike may be coming up behind me. The riders rarely say anything when they approach. Specifically, I would like special attention given to the location of the "Trolley Car" that is placed right next to the path in downtown Milwaukie. When kids play on this (it is inviting), the structure is right next to the bath where when they exit the play structure they are right in the path of on coming foot/bike traffic. Dangerous! |
| Trolley Trail Multi-use Path | 5 | We enjoy visiting downtown Milwaukie and it is nice to stroll by the river. This project would enhance this experience and make the overall area more attractive to visitors.   |
| Trolley Trail Multi-use Path | 5 | I enjoy visiting this park very much and the river view. My family usually parks in downtown Milwaukie and crosses over McLoughlin in to the park. The current path/sidewalk along the park that runs right along McLoughlin isn't really ideal. It seems the planned path would be much nicer.   |
| Trolley Trail Multi-use Path | 5 | This park project has lingered on for years and needs to be finished. It will bring more traffic to downtown Milwaukie, which needs additional visitors to make it more dynamic and profitable to small businesses. The low-income inhabitants in the area need a safer and accessible path.  |
| Trolley Trail Multi-use Path | 5 | This path is too narrow for the number of users. The sharp turn at the north end of the bold section where the path reaches 17th avenue has very poor visibility for cyclists and not enough space for people waiting cross 99E as well as everyone trying to go north/south around this bend.  |
| Trolley Trail Multi-use Path | 5 | Milwaukie needs more family and community spaces and that includes safe ways to get there   |
| Trolley Trail Multi-use Path | 5 | This bike infrastructure connects - via recreation- Portland's southern suburbs. As a Milwaukie citizen, I appreciate the civil infrastructure investment here as it supports us as part of the network down to Oregon City.  |
| Trolley Trail Multi-use Path | 4 | It is a dream to be able to ride with my family up and down the Willamette.   |
| Trolley Trail Multi-use Path | 5 | Seems like a great idea. That current section of the trail is dangerous for everyone.   |
| Trolley Trail Multi-use Path | 5 | It is a very nice bike trail and a stopping place would be good.  |
| Trolley Trail Multi-use Path | 5 | construct a wider and uniform multi-use path for the Trolley Trail segment at the park – making it more safe, accessible and welcoming for all  |
| Trolley Trail Multi-use Path | 5 | 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.   |
| Trolley Trail Multi-use Path | 5 | Improvements to this section of the trolley trail would entice more folks to run/walk/bike/scoot their way along to enjoy family fun at the riverside and bay and more healthy fun for all!   |
| Trolley Trail Multi-use Path | 4 | Please rethink what "multi use" means. It means many walkers like me avoid walking on them because having bikes racing by is anything but relaxing. Please keep some walking paths bike free so we can enjoy peaceful walks. I don't feel safe walking on any of these supposedly "multi use" paths. I understand having these "bike freeways" is good to reduce pollution and traffic but it's really not fair. Walkers deserve a safe and enjoyable place to walk too.                                    |
| Trolley Trail Multi-use Path | 5 | This is again a link which can be important for daily commuters as well as for recreation   |

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|                              |   | <p>Folks told me about it because they believe in it.</p> <p>They have gained my respect by taking the time to talk to me.</p> <p>I believe this project should be moved forward.</p> <p>Thank you</p> |
| Trolley Trail Multi-use Path | 5 |  |
| Trolley Trail Multi-use Path | 5 | We ride our bikes through this section quite frequently. The proposed improvement would be most welcome, esp. to enhance cyclist & pedestrian safety.  |
| Trolley Trail Multi-use Path | 5 | This segment is currently not safe for walkers and bikers because it is narrow for multi users.  |
| Trolley Trail Multi-use Path | 4 | Please use native plants for landscaping, and provide undeveloped areas for urban wildlife.  |
| Trolley Trail Multi-use Path | 5 | I use the Trolley Trail on a regular basis and have done so for decades — long before it was paved. I would like to see the connection to other trails completed.                                      |
| Trolley Trail Multi-use Path | 5 | The trolley trail is a vital connection from Clackamas County to Portland. I literally came on the path today to get to sell wood and have used it in the past to get all the way to OMSI.             |
| Trolley Trail Multi-use Path | 5 | I ride this all the time and look forward to better commute and safer cycling  |
| Trolley Trail Multi-use Path | 5 | We use the Trolly Trail frequently and enjoy the park. I wish the area was more accessible and safer to get to.  |

| Project                   | Score | Comment  |
|---------------------------|-------|--|
| Westside Trail: Segment 1 | 3     | Doesn't really connect to much.  |
| Westside Trail: Segment 1 | 4     | Completing the westside trail is important to providing a travel option west of Highway 217 that connects to multiple cities and facilities.   |
| Westside Trail: Segment 1 | 5     | Complete the Westside Trail!   |
| Westside Trail: Segment 1 | 5     | This section of the county has increased density of living spaces and few paths. It would mean more time outside for me and my family here.  |
| Westside Trail: Segment 1 | 5     | Vital segment of highly popular, Westside Trail, much of which is already constructed, that will ultimately connect to Portland to the north.  |
| Westside Trail: Segment 1 | 5     | This project is critical to the future growth, development, and connectivity of King City and its future growth area, Kingston Terrace (also funded by a Metro grant). Additionally, this trail segment may accommodate some stormwater treatment in partnership with CWS.   |
| Westside Trail: Segment 1 | 5     | Absolutely love Westside trail and would like to see this section get completed as it will add another local option to get out and recreate for people of all ages and abilities. Can't wait to see all the future holds for this side of Bull Mountain as improvements like this will make it more accessible to all. |



| Project               | Score | Comment   |
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| Westside Trail Bridge | 5     | Highway 26 serves as a barrier for walkers and bikers (including commuters, school children, and employees). The Highway 26 Westside Trail crossing will provide a safe alternative to the busy crossings on Cornell and Murray Blvd. Construction of this crossing will allow high school users living south of Hwy 26 to reach their home school located north of Hwy 26. Nike and Columbia Sportswear employees will have a safe option to reach their jobs via the Westside Trail.                            |
| Westside Trail Bridge | 4     | A safe overcrossing to complete a much needed connection in the trail network.  |
| Westside Trail Bridge | 5     |   |
| Westside Trail Bridge | 3     | Anything we can do to connect over our highways systems to increase connectivity is a win   |
|                       |       | The westside trail absorbs a lot of activity. But, that activity slows the closer you get to Highway 26. This proposal could easily increase the overall number of people using more of the westside trail, including people who live, work and play in the area by connecting residential areas to parks, businesses, and retail areas.  |
| Westside Trail Bridge | 4     | I would also like to see the segment south of Greenbrier to Walker Road completed. The connections over private parking lots to Pioneer Park are discouraging.  |
| Westside Trail Bridge | 5     | This project would serve an important connection to many public places and services as well. The only other ped, n/s connection that I can think of is the Rock Creek Trail undercrossing and that gets a lot of use but is too far away. On street at Murray or Cornell is very dangerous to cross by foot or bike as there are multiple lanes with vehicles making many turns and not paying attention to bikes and peds.   |
| Westside Trail Bridge | 5     | This would improve the livability and connectedness of Cedar Mill and Terra Linda to public transportation.   |
| Westside Trail Bridge | 5     | We would be able to walk and bike back and forth across Highway 26, greatly expanding access to trails and other parts of Portland/Beaverton. The connection between the North and South sides of 26 will increase the feeling of one united region.  |
| Westside Trail Bridge | 5     | This project would be so helpful in connecting the communities north and south of HWY 26.   |
| Westside Trail Bridge | 5     | This project has the potential to connect two communities. It also has the potential to take cars off the road by providing safe bike access across the highway to major employers.   |
| Westside Trail Bridge | 5     | It would be phenomenal to have a safe and dedicated way to cross 26. I would love to be able to use this crossing!  |
| Westside Trail Bridge | 5     | I would love to be able to use a safe crossing over 26!   |
| Westside Trail Bridge | 1     | Not worth it. Other priorities are more important than this one   |
| Westside Trail Bridge | 5     | This is a really important project for residents in the area.   |
| Westside Trail Bridge | 5     | It would be so nice to have a safe route on foot across this area. The two existing crossings, at Murray and at the Cornell/Bethany offramp, have very unsafe crosswalks that require you to cross traffic that doesn't stop.   |
| Westside Trail Bridge | 1     | terrible location   |
| Westside Trail Bridge | 5     | This trail would ease running, cycling and walking within our area increasing health of residents.  |
| Westside Trail Bridge | 5     | Living in the Bethany area, and being able to connect from the Waterhouse Linear trail across HWY 26 to get to the THPRD rec center/Swim Center/Ball Fields/Playground would be so great for families to be safer near Hwy 26.  |
| Westside Trail Bridge | 5     | Less road crossing, feel much safer   |
| Westside Trail Bridge | 5     | It is very dangerous to go past 26 on bikes. We have to share the road with cars and it is extremely dangerous for kids. There are amazing paths past 26 and unfortunately, we can not take advantage of them because there is no safe connection. We ask that you make this a priority. It will help so many families stay safe and live a healthy life biking.  |
| Westside Trail Bridge | 5     | This key project provides a connection to south of 26 network of paths/trail to the north of 26 network. This provides ample bike paths that will reduce car/bike interactions and improve safety on our very crowded west side.  |
| Westside Trail Bridge | 5     | Connecting the trails with this bridge would be a huge help to getting around and make the ride more appealing to beginning riders!   |
| Westside Trail Bridge | 5     | I love walking and I have always wanted the option of crossing 26 via a trail and not have to navigate the many signals and drivers turning right without being aware of pedestrians  |
| Westside Trail Bridge | 5     | Would be amazing to have a walk and bikeway across the busy highway   |
| Westside Trail Bridge | 5     | This will save lives by keeping cyclists off the very busy roads and over passes across the freeway.  |
| Westside Trail Bridge | 5     | Construction of this crossing will provide a safe way to cross hwy 26. Currently there are trails and neighborhoods in the area that are not connected. This will fix that issue and make the area more walking friendly, while also providing easier access to bus routes.   |
| Westside Trail Bridge | 5     | Complete the Westside Trail!  |
| Westside Trail Bridge | 5     | The Westside Trail bridge will allow pedestrian and bike access for many reasons—recreation and exercise, people getting to work, students getting to school, and more. since this is the only project that serves the large communities North of 26 it should be funded for equitable Metro representation, as well as on its own merits!  |
| Westside Trail Bridge | 5     | We need a safe way to cross over Highway 26 when on foot or bike.   |
| Westside Trail Bridge | 5     | I regularly cross Hwy 26, on foot, at both Murray Blvd. AND Cornell Rd. They are heavily polluted, overgrown, poorly maintained sidewalks with DANGEROUS street crossings. Cornell along the SE sidewalk, crosses an on-ramp to 26. Cars come rapidly around the turn from 158th, onto a dedicated Rt turn lane. When they see that green lite, they start accelerating onto the freeway, before they can see peds crossing. Murray Rd doesn't have complete crosswalks on West sidewalk crossing of 26E on-ramp. |

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| Westside Trail Bridge | 5 | Critical connection for the community - would connect Sunset High School with communities south of Hwy 26.   |
| Westside Trail Bridge | 5 | Critical route to help me get to work  |
| Westside Trail Bridge | 5 | The Westside Trail across Hwy 26 would provide an easier walk to shopping north of my neighborhood.  |
| Westside Trail Bridge | 5 | Crossing Hwy 26 via bike other than the Sunset Transit Center Bridget Center Bridge or the Rock Creek Undercrossing is chancy I would welcome additional safe crossing poin safe crossing points.  |
| Westside Trail Bridge | 5 | This area suffers from urban sprawl and extremely fast drivers   |
|                       |   | safe crossings of HWY 26 are few and faaaar apart. Anything that bridges this highway is more then welcome. Cornell st itself has bike lanes, but cross over HWY 26 is busy and dangerous. It would be very important to have a good crossing to allow bike travel along cornell st corridor.  |
| Westside Trail Bridge | 5 | Would connect our family's ability to recreate safely across Hwy 26, linking many other trails   |
| Westside Trail Bridge | 5 | Ideal way to connect north and south of Hwy 26 in a much safer way.  |
|                       |   | This project is so important to those of us who live north of Sunset Hwy. When we want to catch the trails to the south from where I live in the Oak Hills area, we have to cross Sunset on the Bethany overpass, and then take our life in our hands by trying to cross Cornell Rd. at that very convoluted intersection adjacent to Burger King.   |
|                       |   | The number of cyclists in our area has multiplied over the past few years. Additional non-motorized transportation is desperately needed.  |
| Westside Trail Bridge | 5 | Suzanne  |
| Westside Trail Bridge | 5 | Fully supportive of projects to connect existing trail networks.   |
| Westside Trail Bridge | 5 | Fully supportive of projects to connect existing trail networks.   |
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| Westside Trail Bridge | 5 | Fully supportive of projects to connect existing trail networks.   |
| Westside Trail Bridge | 5 | This project is vitally important to provide a safe pedestrian crossing of Hwy 26. 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. This particular crossing would provide pedestrian and bike access to trails south of HWY 26, including the Terpenning Recreation Complex.               |
| Westside Trail Bridge | 5 | Ability to bike with my family from Sunset HS to THPRD for classes and camps.  |
| Westside Trail Bridge | 5 | Critical link for Beaverton, Cedar Mill, Bethany   |
| Westside Trail Bridge | 5 | Cyclists and walkers need a safe way to cross Sunset Highway for getting to work and recreation. Connecting the Westside trail is an important piece of this and will contribute to getting more cars off the road and reducing congestion.  |
| Westside Trail Bridge | 5 | Provides walking and biking access to the trail system and Sunset HS and neighborhood  |
| Westside Trail Bridge | 5 | The only location to cross Hwy 26 without cars is the Rock Creek Trail just west of 185th Ave. This provides a good connection to Greenbrier Crt (which has a low ADT), and with the trail continuing to being built out along 158th Ave, this bridge connection helps create the much needed bike and ped connection.   |
| Westside Trail Bridge | 5 | My wife, toddler, and I live in the Elmonica neighborhood and are transitioning to car-free. Our pediatrician and other medical services are at the Sunset Medical Center and St. Vincent's hospital, across Highway 26. There are currently no good ways to cross it by bike. This wouldn't make the entire route safe but would close a huge gap and make it possible to access destinations in Bethany.                           |
| Westside Trail Bridge | 5 | I love to bike the Powerline trail. This area is problematic for cyclists and it dumps you into an industrial area and then you have to navigate some very busy traffic intersections, and cross through traffic, to get to the area north of Hwy. 26.   |
| Westside Trail Bridge | 5 | This is a crossing I would use regularly on walks and runs.  |
| Westside Trail Bridge | 5 | This project will connect neighborhoods currently divided by a loud and dangerous freeway (US 26). Road connections are narrow and dangerous for bikes and pedestrians. It would be amazing for kids and adults to be able to bike to swimming, church, shopping, and to the Merlo/158th MAX station. This vital connection is so important for car-free and car-light living that is currently very difficult in Washington County. |
| Westside Trail Bridge | 5 | This will enable longer varied outings both on foot and on bicycle for me and my family.   |
| Westside Trail Bridge | 5 | This needs to be done  |
| Westside Trail Bridge | 5 | We have a vast trail systems north and south of Highway 26 but there is no safe, high quality connection. This project would give us that. Right now the only ways to connect are by using routes that are unwelcoming and very unsafe because of heavy traffic and lots of intersections where car-people collisions are possible.  |
| Westside Trail Bridge | 5 | This will be great in connecting the community with so much. Making the trails complete.   |
| Westside Trail Bridge | 5 | This will be a great project to connect all the trails - making them even better!  |
| Westside Trail Bridge | 5 | Crossing 26 on Cornell, Bethany Blvd (153) or 185th by bike or walking is dangerous and will have a pedestrian - vehicle accident, which hopefully does not result in death, in the near future. Drivers are too concerned with merging or getting on/off the Hwy 26 ramp to notice people and bicycles. I personally have almost been hit. This project needs to be completed asap as a safety issue.                               |
| Westside Trail Bridge | 5 | I think it's a great way to link the neighborhoods north and south of the 26 instead of having these trail "islands"   |

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| Westside Trail Bridge | 5 | Project would be great for the neighborhood longer term in creating dedicated and safe pedestrian pathways under the power lines clear to Walker Rd. The stretch of road near Pioneer park is both dark and lacking any sidewalk or shoulder to walk safely across the neighborhood from THPRD to Murray Rd. Support for this project and an extension of the pathway to Walker is urgently needed for safe pedestrian access throughout the neighborhood.                                      |
| Westside Trail Bridge | 5 | This will create a traffic free connection across hwy 26 for pedestrians and cyclists.<br>As a cyclist I currently use Westside greenway trail (Bethany Blvd or Cornell Ave) to cross hwy 26, which both have complex intersections near 158th ave.   |
| Westside Trail Bridge | 5 | I will be 70 soon. I am now riding an e-bike. I have ridden near that spot, and it would be grand to be able to go across the highway safely. Great project!  |
| Westside Trail Bridge | 2 | This is a good project and I like the location, but we need to connect the communities that are further west on Hwy 26. Communities beyond the Portland boundary are vastly developing and need assistance with the infrastructure. For example, our house in Beaverton is at least 1-mile from ANY public transportation.  |
| Westside Trail Bridge | 5 | It's too dangerous to cross Sunset Hwy and a new bridge will increase the safety for all.   |
| Westside Trail Bridge | 5 | Having safe and easy access over a busy freeway away from cars is extremely helpful and makes taking kids on the trail much easier than trying to cross on overpasses with cars.  |
| Westside Trail Bridge | 5 | It is not possible to ride or walk the Westside trail from end to end without making a crossing of Hwy 26 via dangerous roads with lots of fast moving auto traffic. This crossing would improve access to the Tualatin Hills recreation complexes on both sides of the highway. It would also connect neighborhoods with new shopping and dining opportunities.  |
| Westside Trail Bridge | 5 | The area is gaining bike commuters and this would make a big difference-esp for families with kids. West side has so many non-homeowners that get lost in the prioritization process. Let's get them connected!   |
| Westside Trail Bridge | 5 | This will connect bike and walking routes on the north and south sides of Hwy 26. This would allow my husband to bike all the way to work.  |
| Westside Trail Bridge |   | By connecting existing bike and walking trails on both sides of Hwy 26 it will encourage my people to bike and walk. It means my husband could bike all the way to and from his work.   |
| Westside Trail Bridge | 5 | This would provide a safe route for students to nearby Sunset High School, bike commuters, and others who need to cross highway 26. It's an important connector between communities.  |
| Westside Trail Bridge | 5 | Make it safe and accessible to all people as well as throughout the year (ensure no slip-n-slide during the long cold and wet season)   |
| Westside Trail Bridge | 5 | I use my bicycle for transportation to/from work, running errands, and for recreation. Highway 26 presents a natural barrier to north south travel in the Cedar Mill/Bethany area, and the existing road crossing are not very bicycle friendly. This project would provide a safe crossing of Hwy 26 and allow the existing segments of the Westside trail north and south of the highway to be connected, providing a continuous north/south active transportation link extending many miles. |
| Westside Trail Bridge | 5 | Love the idea and it will connect to existing hiking and walking trails. Close to Sunset high school so will help with access. Also several businesses in the area which can use for alternate transportation.  |
| Westside Trail Bridge | 5 | This dedicated infrastructure for walking/biking is so helpful, especially over major barriers like US 26 where there are only so many places to cross.   |
| Westside Trail Bridge | 5 | access and safety for pedestrians and bicyclists, also a wonderful opportunity to provide additional transportation options that won't hurt the environment!  |
| Westside Trail Bridge | 5 | This is the major north-south regional trail in Washington County, and this connection is vital for non-motorized, equitable connectivity across Hwy 26. Please read this report at <a href="http://www.thprd.org/pdfs2/document4633.pdf">http://www.thprd.org/pdfs2/document4633.pdf</a> .   |
| Westside Trail Bridge | 5 | By far the most dangerous part of my bicycle commute to work is the section between NW Bronson and NW Greenbrier where the current infrastructure makes almost no provision for bicycle or pedestrian users and is designed almost entirely for motorized vehicles. The Westside Bridge would go some way towards redressing the overwhelming imbalance in the current infrastructure and making North-South pedestrian and bicycle commuting more practicable.                                 |
| Westside Trail Bridge | 5 | Most Hwy26 crossing are dangerous for bicycle riders. This bridge would be a great way to safely cross Hwy26.   |
| Westside Trail Bridge | 5 | A safe way to cross the Sunset Highway is needed for the Bethany community. Using Murray or Cornell have become too dangerous for cyclists and pedestrians due to traffic and speeding/careless drivers.  |
| Westside Trail Bridge | 5 | Roads in this dense housing area do not provide enough safe bicycling paths. This project would get bikes off high traffic streets and onto safe paths.   |
| Westside Trail Bridge | 5 | This is the meaning of regional connectivity. It meets need for alternative transportation & reduces carbon emissions. It connects entire communities. Please do it!  |
| Westside Trail Bridge | 5 | In order to provide safe, pedestrian/bicycle-friendly ways to connect the communities north and south of Highway 26, we need to encourage projects like this. With rapid and precipitous hikes in gas prices, safe ways to travel under "our own steam" are increasingly important.   |
| Westside Trail Bridge | 5 | Make it easy for Cedar Mill, Somerset, and Bethany residents to reach Sunset High School and cross over Highway 26 to connect to the Westside trail reach the Merlo Road Max Station.   |
| Westside Trail Bridge | 5 | Very popular need right now, 5 years from now it will be CRITICAL   |
| Westside Trail Bridge | 5 | Gets Westside Trail users seamlessly over Oregon Highway 26.  |
| Westside Trail Bridge | 5 | This could make a huge difference in increasing bike and pedestrian commuting from our community to places like Nike and Intel. It is currently dangerous and very high traffic to get across Hwy26 or a couple miles out of the way, making it very impractical. This would help considerably.   |
| Westside Trail Bridge |   | Would like to see this trail bridge project get extended to north under the power lines all the way to the recently complete Westside Regional Trail that ended at NW Kaiser. The complete trail project would certainly reconnect many neighborhoods to the north and south of Sunset Highway.   |

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| Westside Trail Bridge   | 5 | This bridge would help for a safer crossing between Hwy 26 and reduce combustion vehicles' use.  |
| Westside Trail Bridge   | 5 | I think it'll make for a more interesting walk and bike choice for my family.  |
| Westside Trail Bridge   | 5 | Me parece muy importante considerando la importancia para las personas que caminan, andan en bici o van y vinan de/a transporte público. Otorga accesibilidad, seguridad y conexión que es muy necesaria. Gracias.   |
| Westside Trail Bridge   | 4 | crossing the 26 at any of the nearby intersections is quite harrowing...try Bethany or 185th some day. so any pedestrian option would be a major improvement. my only ask is to consider how anybody coming from the west would get to it. 143rd is impassable by bike there; west union is for the confident and brave. the pseudo trail connector between bethany and cornell is pretty hilly.   |
| Westside Trail Bridge   | 5 | It would be great to have local foot access to more natural areas in the Cedar Mill area.  |
| Westside Trail Bridge   | 5 | We would use it frequently.  |
| Westside Trail Bridge   | 5 | W6 is a critical link over Hwy26.  |
| As a resident of the area I often ride on NW Cornell Rd. While I'm not too familiar with the neighborhood on the south side of this project, I'm in favor of any project that improves the connections between the Northwest Hills and Beaverton due to the fact that many of the major connections between these areas (i.e.: Murray Blvd or Cedar Hills Blvd on the west, and Canyon Rd or Scholls Ferry Rd on the east) area busy and not exactly bike safe! |   |  |
| Westside Trail Bridge   | 4 | (IMO, greater need west of 217 however!)   |
| Westside Trail Bridge   | 4 | Nature and environmental sustainability  |
| Westside Trail Bridge   | 5 | We live in the Bethany area and the Rock Creek Trail crossing under Highway 26 to the North is a lifeline to our single car lifestyle in our family. Using our cargo bike we can take our two kids to Kaiser pharmacy/hospital and commercial areas safely without car interactions. Having a similar dedicated car free crossing to the South would greatly expand citizen's ability to participate in the economy of the region without a car. |
| Westside Trail Bridge   | 5 | I am a bicyclist and avid walker, living in the Bethany Area, and I want a safe, dedicated route separated from vehicle traffic to get south of Highway 26 and continue on the Westside Trail.   |
| Westside Trail Bridge   | 5 | Please ensure the approach Trail and Bridge is ADA compliant and less than 3% grade and ties into the existing Trail.  |
| Westside Trail Bridge   | 5 | Would extend bike rides north of 26 that usually terminate because of safety and difficulty in the area. Fantastic idea.   |
| Westside Trail Bridge   | 5 | Would use it very often.   |
| Westside Trail Bridge   | 5 | My husband and I frequently ride bicycles in this area and having a bridge over Hwy 26 would make a big difference in our ability to ride a loop.  |
| Westside Trail Bridge   |   | This bridge would provide a safe and convenient path for pedestrians and bicycles across Highway 26. My family and I currently must cross the highway via Cornell or Murray, which can be dangerous, especially during peak traffic hours.   |
| Westside Trail Bridge   | 5 | This project would allow trail users to safely cross Hwy. 26 to connect to bike and pedestrian trails on both sides. This seems like a win for safety and convenience.   |
| Westside Trail Bridge   | 4 | Need safer access to cross Hwy 26  |
| Westside Trail Bridge   | 5 | My husband and friends, walk, run, and cycle on the we side trail. Having this bridge would mean we no longer need to use be on Cornell, cross Hwy 26 freeway ramps, and the surrounding busy intersections.   |
| Westside Trail Bridge   | 5 | Besides my family, we see many others of various ages doing the same thing. Therefore it would help the community at large.  |
| Westside Trail Bridge   | 5 | Exercise and being able to commute on a bicycle is beneficial to health and also saves on energy costs.  |

| Project                | Score | Comment   |
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| Willamette Falls Drive | 5     | This project serves an important part of the southern part of the metro area, that for the moment is a minimal two lane road cars only that does not allow for other modes of transportation.   |
| Willamette Falls Drive | 5     | Very heavy vehicular traffic section with almost no place for bike and/or pedestrians to safely travel the section of Willamette Falls Drive. With existing park and new school adding any new safe routes on Willamette Falls Drive is essential.  |
| Willamette Falls Drive | 2     | This project should be between Willamette Dr and 10th street where there are currently high speeds and dangerous conditions for pedestrians and bikes an actual need for improved infrastructure.   |
| Willamette Falls Drive | 5     | this project has tremendous potential and could draw tourists   |
| Willamette Falls Drive | 5     | Access to the falls   |
| Willamette Falls Drive | 4     | Extending and improving bike and walk network in proximity to a town center   |
| Willamette Falls Drive | 5     | This project is critical for safer multi-modal transportation options along Willamette Falls Drive that will undoubtedly be necessary when I-205 tolling goes into effect. Many drivers will avoid tolling on I205 between Stafford Road and Oregon City by diverting to Willamette Falls Drive (WFD). In anticipation of the increased vehicular traffic on WFD, this project will make needed improvements to this stretch of the road to make it safer for all users.  |
| Willamette Falls Drive | 5     | Fills a gap between the bike/ped improvements in downtown Willamette and new bike/ped improvements at the new middle school under construction just down the street near the Tualatin River. This is a great project with lots of support on an important regional route paralleling I205.  |
| Willamette Falls Drive | 5     | This section of road does not currently have consistent sidewalks, which means pedestrians are forced to walk in the road on sections of this path. We walk regularly to take our kids to school and it is very unsafe with drivers not always paying attention and no dedicated sidewalks. Dedicated Sidewalks and bike lanes would be a huge improvement for the safety of everyone- even drivers who have to cross their lane when bikers or pedestrians are present.  |
| Willamette Falls Drive | 5     | This section of Willamette Falls Drive is on the back side of our property. There is constant pedestrian/bicycle traffic here. It would be wonderful to have this section be a safe passage from our little downtown to the new middle school, and Fields Bridge Park. There will be more children traveling this area soon, and every parent deserves piece of mind knowing that there are sidewalks and bike lanes for their kids to access school. We love having a friendly community corridor in our backyard. |
| Willamette Falls Drive | 5     | I ride willamette falls drive on a bicycle for commuting to work. There are multiple fatalities in the last 20 years on Willamette falls drive which are attributed to the road design. Relatively straight road and very wide increases motor speeds. There is no safe connection to walk/roll to the river, community garden, park from the old willamette area to fields bridge park.  |
| Willamette Falls Drive | 5     | There needs to be a separated, physically protected barrier for peds/bikes from motor vehicles to make this area safe.  |
| Willamette Falls Drive | 2     | There are so many communities that need this more. Most people in West Linn drive. Give the funding to communities with greater funding and use need.   |
| Willamette Falls Drive | 5     | This road will see an increase in traffic with the upcoming expansion to I-205, so adding improved biking/walking along this stretch will increase public safety.   |
| Willamette Falls Drive | 5     | Connectivity is key! Having a path from Fields Bridge all the way down WFD to the Arch Bridge would be amazing. That's the worst part of my cycling route.  |
| Willamette Falls Drive | 5     | I live directly on Willamette falls drive where this project is proposed, I see cyclists constantly through this corridor & as a cyclist myself, I would love to see more family friendly/not car-centric options available.  |
| Willamette Falls Drive | 5     | Keeping kids safe as they walk to/from school should be a top priority for metro.   |
| Willamette Falls Drive | 5     | This is a well traveled bike route for Portland bikers and right now there is not enough of a bike lane to make it safe. It should be safe for families all around Portland to enjoy  |
| Willamette Falls Drive | 5     | With the new school sidewalks are needed for kids walking and biking home   |
| Willamette Falls Drive | 5     | WLWV is building a new middle school on WFD and this will provide a complete multimodal system throughout our historic district and ending at the school and city limits. A great project!  |
| Willamette Falls Drive | 5     | This project will help reduce local car usage and increase safety for pedestrians and bicyclists. This will be especially important since Willamette Falls Drive is identified as a street that will get a large amount of diversion traffic from I205, more so after tolls are implemented.  |
| Willamette Falls Drive | 5     | I would like families to be able to ride their bikes down a bike path to the new middle school that is being built. Thanks.   |
| Willamette Falls Drive | 1     | There is adequate walking and bike lanes in C2, except for between 19th and 16th. Road widening for anything beyond this will create very steep driveways for everyone on the river side of WFD.  |
| Willamette Falls Drive |       | Our property backs onto WFD in WL and this project would allow pedestrians and bikers safe access to nearby parks and to Old Town in Willamette. It is quite unsafe to traverse this route currently as there are few sidewalks necessitating walkers/joggers/bikers to veer into traffic to get to Old Town or to parks (Field's Bridge, for example). Also, with the new middle school going in, there will be children who could use sidewalks/bike lanes to get to school safely.                               |

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| Willamette Falls Drive | 5 | Some urban communities have alternate routes and existing infrastructure to provide some access and service to unmotorized transport and walkers, BUT... Willamette Falls is the only route that connects two areas of a small workforce/residential community (other than going on a FWY or traveling car or of the way over very large hills). It creates access to bikes and pedestrians for work and recreation where there otherwise is none. The existing road is far too dangerous for students at WLHS. |
| Willamette Falls Drive | 1 | We live on this road. It is beyond capacity now. With impending tolls coming to I-205, Willamette Falls Drive will become a Peking lot. It does not need bike lanes...it needs to be completely redesigned for the thoroughfare it is going to be.  |
| Willamette Falls Drive | 5 | The portion of Willamette Falls Dr. from Briton St. to Ostman Rd. is currently unusable for pedestrians. Currently, there are no sidewalks and that stretch can get very busy with run off traffic from I-205. There is a bend in the road right before Briton when heading east, which also makes crossing Willamette Falls Dr. at that section dangerous. It would be great to improve this section to further connect the neighborhood to the commercial heart of West Linn.                                 |
| Willamette Falls Drive | 5 | West Linn has very little pedestrian/bike infrastructure to use as an alternative to driving vehicles. This project would be a beginning in building alternative modes of travel in our community.  |
| Willamette Falls Drive | 1 | We don't have the money to support this now. Stop raising our taxes.  |
| Willamette Falls Drive | 5 | This area of west linn is growing fast. Any infrastructure improvements will save us from serious traffic problems in the future  |
| Willamette Falls Drive | 5 | This project will support a middle school providing a safe path for young children and families to commute on! WFD is a busy street which gets backed up every day from 205 commuters cutting through to avoid freeway traffic (and soon to be toll avoidance also). This artery does not provide a safe path for anyone currently.   |
| Willamette Falls Drive | 5 | Biking is difficult in our car-centric community and limits our ability to recreate and travel  |
| Willamette Falls Drive | 1 | According to the plans, this project removes one of my driveways and takes land from the front of my property. I clearly negatively impacts my home. I attempted to contact West Linn a year ago and nobody responded.  |
| Willamette Falls Drive | 5 | More trees along Will Falls will make more attractive for all. Parts of the are dangerous for pedestrians since there is no sidewalk at all forcing us to walk in the street or cross in front of ever increasing traffic. No tolls!  |
| Willamette Falls Drive | 5 | The city spent a considerable amount of money to improve the downtown area of Willamette over the last few years. The idea of connecting the downtown to the new middle school and large ball fields is a great way to complete the streets ape project and make the area more family friendly. It would improve safety for walkers and bike riders between Main Street and area homes. It would also improve safety for middle school students traveling between school and home.                              |
| Willamette Falls Drive | 5 | 16th and Willamette falls is currently very dangerous. The road needs to be straightened out. I hope this project will improve this intersection.   |
| Willamette Falls Drive | 5 | It's important with or without the I 205 improvement and I'm shocked it's not included in that plan.  |
| Willamette Falls Drive | 3 | It would give me a safer place to run....but I don't see it absolutely necessary.   |
| Willamette Falls Drive | 5 | The new middle school will encourage more foot traffic along Willamette falls and this project will support that shift in our community.  |
| Willamette Falls Drive | 5 | It will support safe routes to schools for our children.  |
| Willamette Falls Drive | 5 | Willamette Falls Dr is a dangerous road for bikes and pedestrians. For the majority of the road it has no pedestrian refuge or bikeclanes with a 45 mph speed limit through an area with few residences. It is a main connection point however from Oregon City to Willamette. Upgraded pedestrian and cycling infrastructure will provide connections to neighborhoods only connected by motor vehicles presently.   |
| Willamette Falls Drive | 5 | Would provide for safer pedestrian access and better speed control of auto traffuc  |
| Willamette Falls Drive | 5 | This is a dangerous area for both bikers and pedestrians. I am 77 and try to walk 5 miles per day. This would help me.  |
| Willamette Falls Drive | 1 | A new middle school is going in very close and we need to keep our kids safe  |
| Willamette Falls Drive | 5 | Hwy 43 is in desperate needs of improvement and safety upgrades especially for pedestrian and cyclists.   |
| Willamette Falls Drive | 5 | Many families with small children live in the area and would love to have safe access from their homes to Fields Bridge Park  |
| Willamette Falls Drive | 5 | This is an important project, especially for the kids in the area.  |
| Willamette Falls Drive | 5 | Currently no sidewalk at all, very unsafe for pedestrians. Once school is completed children will need to be able to walk/bike safely to west linn strip and back.  |
| Willamette Falls Drive | 5 | Improve safe bicycle access to historic downtown West Linn  |
| Willamette Falls Drive | 5 | Very dangerous as it currently is with cycling.   |
| Willamette Falls Drive | 5 | With 205 tolls coming those roads will be filled with non resident traffic that will greatly impact the safety of pedestrians and cyclists.   |
| Willamette Falls Drive | 5 | Pedestrian access on Willamette Falls Drive needs to be improved. The fact that such much of the road lacks any sidewalk at all is unconscionable.  |
| Willamette Falls Drive | 5 | This will improve access to the local park forrrrrr sure! It's sketchy down on that road as is. Narrow and a steep drop on one side. My family would love to be able to cruise through - I don't even consider it an option at this point.  |



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| Willamette Falls Drive | 5 | We frequent this stretch as a family often, and quite honestly I'm afraid of how this 205 tolling that is being shoved down our throats will effect local traffic. We need a safe bike passage all along 43, honestly.   |
| Willamette Falls Drive | 5 | I think this area of West Linn could really benefit from having better bike and walk lanes. I especially think it's important because I think that traffic going through West Linn will increase when tolls are implemented. Not having safe roads for pedestrians and bicyclists would be awful considering the increase in cars and traffic.   |
| Willamette Falls Drive | 5 | West Linn needs more projects like this. It took a long time to add walk ways and with the hills it makes it hard for cyclist to find safe passages. This is a beautiful and well used path but extremely dangerous for cyclists. The speed limit is higher than other streets, there have been fatal accidents here and I find it is our responsibility to find ways in which to make this safer. Please find this project.   |
| Willamette Falls Drive | 5 | I feel like this is a requirement based on the fact that children are going to be utilizing this street to get to and from the school. In conjunction with the tools that will likely be happening on 205 and increased traffic on Willamette Falls Drive, we need to Saint Clare School families and children to walk   |
| Willamette Falls Drive | 5 | It would be amazing to link downtown West Linn with the rest of town, allowing us to participate more in community events  |
| Willamette Falls Drive | 1 | They do not have enough money for the scope of this project. We have not been contacted by anyone as to how it directly affects our property at 1109 Willamette Falls Dr . We were told there would be a greenway barrier between us and the new development. It's not on the plans that I see. We are below road grade...how will that effect our home? Our home has been here since 1929 as a Sears kit home. There was no Willamette Falls Dr then.   |
| Willamette Falls Drive | 4 | We live in the area and this would make west linn more walkable from neighborhoods to downtown willamette  |
| Willamette Falls Drive | 5 | This would be a great addition to the completed Main Street project. It would provide an alternate way to reach the new school that is being built past ostman and a safe passage for school aged and adult riders. This could eventually tie West Linn to Tualitan.   |
| Willamette Falls Drive | 5 | The school will bring more foot traffic that direction so having an improved space for foot and bike traffic is crucial to the safety of our kids.   |
| Willamette Falls Drive | 5 | Cycling on that patch of road requires taking a lane which is scary with traffic. Going on the footpath or taking a detour is not feasible.  |
| Willamette Falls Drive |   | Yes  |
| Willamette Falls Drive | 5 | This project will improve pedestrian safety and therefore livability in this area  |
| Willamette Falls Drive | 5 | It's the best flat road in west Linn. My husband and I do our long runs there currently but spend most of the time running on the actual road and darting off to the grass/mud/gravel/blackberry bushes when a car passes. It's dangerous as is but would be well-used and a major improvement if upgraded.  |
| Willamette Falls Drive | 5 | The myopic naysayers of this project can't focus beyond their own needs NOW . I'm an avid West Linn cyclist who has supported this project since its inception. Progress means looking in the future for generations to come as well as current needs. As with most cycling improvement projects, "build it and they will come"  |
| Willamette Falls Drive | 5 | This is a high traffic road running parallel to I 205. Currently the sidewalk does not go all the way from town to Fields Bridge park and the new middle school. It would be nice to have a sidewalk and bike path to complete this section. This would connect the neighborhoods nicely. And especially if they are discussing putting tolling on I 205. More cars are using willamette Falls Drive and getting off the freeway. Having sidewalks and proper bike lanes will help mitigate future accidents |
| Willamette Falls Drive | 5 | The bike path would allow us and our neighbors bicycle access to downtown Willamette, which we would use daily. Students could ride bikes to food, such as the new Willamette Garage food carts. We are so car dependent in this town, we desperately need safe bike lanes for families. I know many of my neighbors support the idea as well. It could alleviate some of the traffic congestion at the (soon to be built) Athey Creek Middle School. We really need this path                               |
| Willamette Falls Drive | 5 | Safety of children walking to school and bicyclists in the area would be strongly improved by this project. Businesses in the downtown Willamette area would be strengthened by ease of walking from neighborhoods this would connect.   |
| Willamette Falls Drive | 5 | Thank you! Sandra, resident and mother of two, aged 3 and 5.   |
| Willamette Falls Drive | 5 | Kids need a safe way to get to school  |
| Willamette Falls Drive | 5 | It's important that a growing community, like West Linn, has a central area for people to congregate and come together.  |
| Willamette Falls Drive | 5 | Will provide safer walking and biking along the Willamette Falls drive corridor. A much needed improvement.  |
| Willamette Falls Drive | 5 | We just recently moved to West Linn from the Netherlands. Safe biking lanes transform a community in direct and indirect ways. We have two young kids and would love for them to be able to get to school in a safe way that keeps them fit.   |
| Willamette Falls Drive | 5 | We are devoid of sidewalks in many parts of West Linn making it challenging for some families to get to where they need to go safely. My husband is a bicyclist and it would create greater security for us knowing that he is able to have just a little bit more road that is safe for bicycles.   |
| Willamette Falls Drive | 4 | The bike land needs to be more then a stripe of paint given how heavy traffic is when 205 gets clogged   |

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|                        |   | There are maybe 3 houses that need to be required to install a sidewalk. Bike lanes and additional infrastructure will be unused. Recreational bicyclists will continue to use the superior car/mixed use lanes like they have continued to do in the commercial district. Narrow bicycle lanes are unusable vs. the width of a car lane.  |
| Willamette Falls Drive | 1 | Connecting 3 houses worth of sidewalks does not require a state grant and ripping up the roadbed to 'redesign' the road. The road is fantastic as it is.   |
| Willamette Falls Drive | 4 | Considering the school is being built there it makes sense. Just don't toll anyone along here.   |
| Willamette Falls Drive | 1 | With the horrid condition of the streets and sidewalks, where such sidewalks even exist, I can't believe that new projects are even being considered.  |
| Willamette Falls Drive | 5 | There are very little sidewalks in this community this will complete the project down in West Linn and help bring the community all together   |
| Willamette Falls Drive | 5 | It is so incredibly dangerous to bike on willamette falls drive. But so many people do it anyway   |
| Willamette Falls Drive | 5 | It's time we increased the amount of access in West Linn to alternative transportation.  |
| Willamette Falls Drive | 1 | This has been planned for years but money is moved to other project. The tolling project has not been looked at and the effect it will have on the city of West linn. Until that is done I will vote against every bond.   |
| Willamette Falls Drive | 5 | So many bikers on this stretch and no room for them currently.   |
| Willamette Falls Drive | 5 | This provides a safe connection in a high traffic, current gap of bike lanes, in one of the very few flat areas of West Linn   |
| Willamette Falls Drive | 5 | This road is the overflow from I-205 when I-205 has a lot of traffic or an accident. Lots and lots of cars exit I-205 at Stafford and then make their way through Willamette Falls Drive to get to the bridge into Oregon City. We really need improved bike and pedestrian access through here to make it safer. The road is not that big, but it gets tons of traffic that it really is not designed to handle. Please help make it safer for bikes and pedestrians! |
| Willamette Falls Drive | 4 | Makes walking more safer with having sidewalks rather than just walking on the road shoulder.  |
| Willamette Falls Drive | 5 | In the 20 years I have lived in West Linn the traffic has increased greatly on Willamette Falls drive. The bike,   |
| Willamette Falls Drive | 1 | It is absolutely ridiculous to spend \$4M on less than half a mile of street. The city of West Linn needs to stop creating new projects needing funding and spend tax payers' money responsibly.   |
| Willamette Falls Drive | 5 | West Linn has a steep, un-bikeable mountain running through the middle of it. The project would allow our family to safely bike to the other part of West Linn, and allow easy access to the Oregon City Bridge and downtown Oregon City.  |
| Willamette Falls Drive | 5 | Safety   |
| Willamette Falls Drive | 2 | i was in support until i saw the costs , are you going to gold plate the path . come on just over lay it and out some new stripping .  |
| Willamette Falls Drive | 5 | This will create a safe pedestrian and bike route along a busy primary route connecting neighborhoods to the downtown core of shopping and restaurants.  |
| Willamette Falls Drive | 5 | The project will go from downtown Willamette to Falls Bridge Park. This is a popular route for youth   |
| Willamette Falls Drive | 5 | Improved bike and pedestrian access on Willamette Falls Drive in West Linn will help residents and students at the new middle school safely maneuver a busy highway that connects a more rural area to the center of historic Willamette.  |
| Willamette Falls Drive | 5 | It's a safety issue. I see lots of bicyclists on this stretch of road trying to share the road with motorists.   |
| Willamette Falls Drive | 5 | This project would increase safety and multi-modal transportation opportunities in West Linn. Our community has very little access to safe pedestrian and bicycle paths.   |
| Willamette Falls Drive | 4 | Willamette Falls Drive is in need of substantial improvements for pedestrian and cyclist safety.   |
| Willamette Falls Drive | 5 | This road is utilized more and more ! Please encourage some alternative paths and safety measures. This is a vital highway   |
| Willamette Falls Drive | 5 | this trail would be one we can use from our house to safely get to and from the surrounding area. right now, it is a very dangerous route  |
| Willamette Falls Drive | 5 | Need more safe bike lanes  |
| Willamette Falls Drive | 5 | Willamette Falls Dr Hwy 43 has become a main route for a multitude of people and their vehicles. No public transportation to speak of nor is there a safe and marked area for foot or bike traffic. And the people who dare to ride bikes are taking their life's on their hands, literally!   |
| Willamette Falls Drive | 5 | This will really have a huge impact on the walkability and safety of our community   |
| Willamette Falls Drive | 3 | The conceptual design will never qualify for federal funding...I like the idea of developing a design here that gets something more realistic in the hopper for a future improvement because this is an important multimodal connection.   |
| Willamette Falls Drive | 1 | I'm just not optimistic about how close the current concept is to reality.   |
| Willamette Falls Drive | 1 | Boondoggle   |
| Willamette Falls Drive | 4 | Would love to have a safe walking path heading into historic west linn   |
| Willamette Falls Drive | 2 | This could be a great main street with lower speed limits and this project.  |
| Willamette Falls Drive | 5 | It would help people be able to enjoy Oregon which being in nature has proven to help peoples mental health.   |



| Select a project from the list   | How supportive are you of this project? | What would you like decision makers to know about this project?   | Translation   |
|--|---|---|---|
| Council Creek Trail  | 5                                       | El nuevo sendero proporcionaría innumerables beneficios a la comunidad del oeste. TVHwy es una calle espantosa y muy traficada, pero es la mejor conexión entre las tres ciudades. El impacto económico que el sendero provocaría es indiscutible, ya que sería una vía de recreación, transporte, ejercicio y desarrollo turístico.  | The new path would provide innumerable benefits to the westside community. TVHwy is a frightful street with lots of traffic, but it is the best connection between the three cities. The economic impact that the path would cause is indisputable, since it would be a way of recreation, transport, exercise and tourist development.           |
| Sandy River Greenway   | 5                                       | Un lugar cerca de donde vive la comunidad Latinx el tiempo en familia y lugares locales para que las familias hagamos actividades familiares y comunales ayuda a disminuir el crimen y que los jóvenes se metan en problemas  | A place near where the Latinx community lives. Family time and local places so that families do family and communal activities helps to reduce crime and keeps young people from getting into trouble   |
| Sandy River Greenway   | 5                                       | Ami en lo personal no me afecta ni a mi familia estamos en cantados con este proyecto esperamos que se lleve a cabo   | Personally it does not affect me or my family. We are delighted with this project, we hope it will take place   |
| Sandy River Greenway   | 5                                       | Nos beneficiará de gran manera ya que como madre de adolescentes se necesitan lugares como estos para pasar tiempo en familia sin necesidad de viajar lejos de casa y muchas familias a veces no tienen la manera de hacer viajes largos debido a su situación económica. Sería una manera segura para ir a nuestros empleos ya sea caminando o en bicicleta.   | 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  |
| Sandy River Greenway   | 5                                       | Our neighborhood doesn't have sidewalks what makes it dangerous to walk or bike. We have speeding cars, a school close to 148th and I have seen kids running to our front yard in order to avoid been hit by a speeding car. In fact our front yard was destroyed by one car that was chased by a police patrol. Our mailbox, planters, fruit trees, our neighbor fence were swiped. If people were walking or biking there they would be killed. | It would be a safe way to go to our jobs either walking or by bicycle, (Comment is already in English).   |
| 148th Avenue North Portland Greenway - Kelley Point Park to the North Slough | 5                                       | Necesitamos más lugares restaurados en esta zona, que sean recreativos, verdes y NO INDUSTRIALES calles restauradas, banquetas y más áreas verdes que involucren a jóvenes en sus ideas y luego lleven a cabo acciones con niños y jóvenes opinen   | 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.   |
| North Portland Greenway - St. Johns Prairie to Cathedral Park                | 5                                       | More parks and recreation for kids and family's   | Comment already in English  |
| Sandy River Greenway   | 5                                       | Una gran área para salir en familia y salir con la mascota, así como modo de ejercicios para los niños  | A large area to go out with family and go out with the pet, as well as a way of exercising for children   |
| Sandy River Greenway   | 5                                       | Creo que es un proyecto beneficiario a nuestros jóvenes. Vivir una vida sana lejos de adicciones y depresión  | I think it is a beneficiary project for our youth to lead a healthy life, free of addictions and depression   |
| S Troutdale Road   | 4                                       | Que es un buen proyecto para que nuestros hijos y toda la familia, tengan un lugar adecuado para caminar y distraerse.  | That it's a good project for our children and the whole family to have an adequate place to walk and distract themselves.   |
| Sandy River Greenway   | 5                                       | No afectaría al contrario sería muy beneficioso para mi familia   | It would not affect us. On the contrary, it would be very beneficial for my family  |
| Sandy River Greenway   | 3                                       | Que apoyen este proyecto ya que es un buen lugar para distracción a los niños jóvenes y adultos. Un lugar sano donde todos podemos tener y hacer actividades buenas para nuestra salud.   | I hope you support this project since it is a good place for leisure for children, youth, and adults. A healthy place where we can all have or do good activities for our health.   |
| Sandy River Greenway   | 5                                       | No creo que nos afectará al contrario nos beneficiaría a los jóvenes y comunidad  | I do not think it will affect us. On the contrary, it would benefit the youth and the community   |
| Sandy River Greenway   | 3                                       | Traer mas gente a la comunidad y que nuestro hijo tengan un mejor ambiente  | Bring more people to the community and that our child would have a better atmosphere  |
| Sandy River Greenway   | 5                                       | Actividades en Familia Hacer ejercicio  | Family activities. Exercise   |
| Sandy River Greenway   | 5                                       | Me ayudaría a mi y a mi familia a tener un lugar más cerca para pasear en bicicleta y pasando tiempo agradable  | It would help me and my family to have a closer place to walk by bicycle and spend pleasant time  |
| Sandy River Greenway   | 5                                       | Este proyecto no afectaría si no todo lo contrario nos beneficiaría. Sería un lugar para ir de paseo con la familia, un lugar donde nuestros hijos pudieran disfrutar jugar con sus amiguitos. Un lugar donde pueda uno llevar a la familia y amistades que nos visitan de otro estado. Muchas Gracias por pedir la opinión de la comunidad.  | This project would not affect us. On the contrary, it would benefit us. It would be a place to go for a walk with the family, a place where our children could enjoy playing with their friends. A place where one can bring family and friends who visit us from another state. Thank you very much for asking for the opinion of the community. |
| Sandy River Greenway   | 5                                       | Nocreo que afecte yo creo que es muy positivo para nuestros hijos y la comunidad disfrutaríamos de diferentes actividades   | I don't think it will affect. I think it is very positive for our children and the community would enjoy different activities   |
| Sandy River Greenway   | 5                                       | Más lugares para salir a caminar con los niños.   | More places to go out with children.  |
| Sandy River Greenway   | 5                                       | No afectara servirá para que los jóvenes y niños disfruten de actividades al aire libre en vez de pasar viendo televisión o juegos  | It will not affect. It will be good for young people and children to enjoy outdoor activities instead of watching television or games   |
| Sandy River Greenway   | 5                                       | Será de gran beneficio para la comunidad  | It will be of great benefit to the community  |
| Sandy River Greenway   | 5                                       | Sería algo muy bueno para la comunidad y el medio ambiente, atraería más visitantes a pasear y apoyarían a los pequeños negocios !!!  | It would be very good for the community and the environment, it would attract more visitors and support small businesses !!!  |
| S Troutdale Road   | 5                                       | Sería muy bueno para las familias porque sería un lugar para disfrutar y pasar ratos agradables.  | It would be very good for families because it would be a place to enjoy and spend pleasant times.   |

|                        |   |   |   |
|------------------------|---|---|---|
| Westside Trail Bridge  | 5 |   |   |
|                        |   | Me parece muy bien que estén pensando en las personas que caminan o van en bicicleta, tener espacios seguros para peatones. Mas están reduciendo los carriles y esto afecta a que haiga mucho más tráfico, y congestionamiento, en horas de más tránsito. | It seems very good that they are thinking about the people who walk or ride bicycles, have safe spaces for pedestrians. But they are reducing lanes and this affects things, creating much more traffic, and congestion, in rush hours. |
| 148th Avenue           | 3 |   |   |
|                        |   | Que realmente inviertan los fondos de una buena forma con materiales de calidad para que no tengan que estar haciendo reparaciones a mediano plazo. Tambien que tomen en cuenta otras vías que están en pésimas condiciones que deben ser reparadas.      | That they really invest the funds in a good way with quality materials so that they do not have to be making medium -term repairs. Also that they take into account other routes that are in bad conditions that must be repaired.      |
| NE Sandy Boulevard     | 5 |   |   |
|                        |   | Me parece muy importante considerando la importancia para las personas que caminan, andan en bici o van y vinan de/a transporte público. Otorga accesibilidad, seguridad y conexión que es muy necesaria. Gracias.  | It seems very important to me considering the importance for the people who walk, go by bike or go and come from/public transport. It grants accessibility, safety and connection that is very necessary. Thanks.                       |
| Westside Trail Bridge  | 5 |   |   |
| Gresham-Fairview Trail | 5 | Me ayudaría a llegar más rápido a mi trabajo  | It would help me get to my work faster  |



Metro

# **Developing funding recommendations for 2025-2027 Regional Funding: RFFA + Trails Bond**

Presentation to TPAC

July 14, 2022

# Purpose

- Discuss sources of available information and funding examples
- Provide input used in developing draft recommendation(s) for discussion in August TPAC meeting

# Schedule

- TPAC, JPACT discussions: July, August
- Staff recommendations for RFFA and Trails Bond projects: August
- TPAC recommendation, JPACT approval of RFFA projects: September
- Council adoption: October

# Process for selecting projects

**RFFA:**



**Bond:**



# Risk Assessment Overview

## Evaluation based on:

- Risks associated with inadequate scope, schedule, budget, or collaboration
- Risks associated with inherent project complexities

## Evaluation considers:

- Different funding types (RFFA vs Trails Bond)
- Project development phases: completed vs requesting funding
  - Projects requesting planning funds not penalized for not being far in project development: evaluation criteria applied is specific to project funding stage
  - Projects requesting construction funds are expected to have more detailed understanding of risks and cost estimate
- Likelihood of presence of archeological resources

# Public comment report

- Online, multi-lingual survey: May 20 – June 21
- Widely distributed through a variety of channels
- Over 1,600 responses, including letters, email, etc.
- Summarized by number of responses (avg. 75), level of support per project (avg. 4.47)
- Includes detail by project, zip code, other demographics



# Information to be used

- Outcomes Evaluation
- Risk Assessment
- Public Comment
- Coord. Comm. Prioritization
- RFFA process objectives
- Previous RFFA award
- Additional considerations

# Funding package examples for discussion and refinement

1. Illustrations of different methods for developing a starting point for funding packages
2. Provide a policy-based rationale for a funding decision
3. Not balanced to available funding
4. Additional information is not yet factored into these examples, but will be used in recommendation(s)

# 1 & 2: Overall outcomes

- Projects sorted by averages of all criteria areas
- #1 shows several projects in both funding sources
- #2 moves four projects into specific sources
- Takes a balanced approach to using project ratings

# 3. Construction

- Focus on getting projects completed
- Funds construction projects first, then PD projects as funding permits
- Achieves ultimate goal of improving the system

## 4. Project development

- Focus on creating a pipeline of projects for future funding opportunities
- Funds PD projects first, then construction projects as funding permits
- Serves as hedge against construction cost uncertainty

# 5. Specific outcomes

- Focuses on prioritizing specific regional priorities
- Example looks at Equity + Safety
- Other approaches are possible

# Discussion

1. Is the process and information clear and understood?
2. What input do you have on the staff-developed examples?  
Are there additional approaches to be considered?
3. Regarding the projects requesting consideration for either funding source, do you have input on which source would be more appropriate for specific projects?
4. Is there input you need from JPACT or Council to help inform your recommendation?

# Discussion

**[oregonmetro.gov/RFFA](https://oregonmetro.gov/RFFA)**

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