



## Minor Betterment Program Comments on Top 20 Candidates

Candidate	Comment
0023 Bany Rd	<p>By constructing a pedestrian path on Bany Rd (170th to 179th), my students will be safer on their walk to and from school each day. Please strongly consider this betterment project for the safety of the 490 students who attend Errol Hassell School. (from principal of Errol Hassell School on Bany Rd)</p> <p>Errol Hassel Elementary school basically shuts down Bany road for half an hour twice a day with all the bad parent behavior. This might encourage parents to let more children walk. (#4 priority from county SRTS coordinator)</p> <p>Though the posted speed is 25, it's rarely obeyed. Putting this in could save at least one bus stop and alleviate drop-off/pick-up traffic for Errol Hassell, blocks away. This needs to be done.</p> <p>High priority. Also, given the alignment of the existing sidewalks, the street should be widened for the entire length and bike lanes included with filling the sidewalk gaps.</p>
0054 Leahy Rd	<p>Could work in conjunction with the \$411K Safe Routes to School Grant. (from county SRTS coordinator)</p> <p>Elderbrook to Barnes: Our community uses the new art school sidewalk and the catlin sidewalk on the west &amp; south sides of SW Leahy, but are missing key pieces west of the Art school sidewalk and on the south side after the catlin sidewalk and before the West TV path across from Elderbrook. This area helps Catlin Gable students living in the area, community access to Transit at Barnes and walking to retail at Barnes/Miller. &gt; Not mentioned is this area is the shoulder that exists on the west side of SW 90th. It's in disrepair, uneven, and narrow in places. It hooks to the new 2012 SRTS Grant project that will benefit the school/park and would benefit the majority of the area living west of SW 90th. This shoulder area was a reason our first</p>

ODOT SRTS grant was denied. It would help West TV Elementary (300 enrolled) & active in the SRTS program for 5 years, Catlin Gable students living in the area, community access to Trimet bus #50 and is heavily used daily. There is no shoulder on the east side of 90th. (from citizen who works with Beaverton School District SRTS grants)

I am very much in favor of project 0054- Leahy road, but would like to see the sidewalks/road improvements continue past Elderbrook place- just 1-2 more blocks to include the elementary school located at 8800 SW Leahy Road. We have a very active school community and citizens have done their own improvements on 88th to make it safer for kids to walk to school. It would be even better (though no longer a "minor" improvement) if Leahy road could be improved/updated it's entire length through the neighborhood. After it turns at 90th, it becomes nearly impossible for pedestrians to walk safely; and incredibly difficult pushing a stroller (as the side of the road is so uneven and pitched.) Perhaps that could be added for another year?

I am thrilled to see you are considering safety improvements to Leahy Road (project 0054-Leahy Rd.). My three children have attended West TV and have ridden the school bus the 4 or 5 blocks to school because of the traffic on Leahy Road and the lack of sidewalks. Until this year they were all picked up on 84th Avenue in front of our home. Now, my 3rd grader is suppose to cross Leahy and catch the bus on the shoulder of Leahy. There are no sidewalks on that side of the road, and I am concerned about his safety due to the cars that whip around the corner coming from the West and the cars that fly down the hill coming from the East. The side walk that does exist at the end of 84th on the South side was built with red dye to make it more visible. However, it still has many black tire tracks from cars that cut the corner to tightly. I am not referring to tire marks on the curb, but tire marks in the middle of the sidewalk! My response to the bus change has been to walk him to school each morning & walk to meet him after school. This is because after the sidewalk ends in front of the Catlin Gable property he is stuck walking on the shoulder of the road where drivers are just coming out of the school zone and accelerating to meet the 35 MPH traffic sign, only to immediately come to a recommended 15 MPH traffic sign due to the sharp curve in the road. I appreciate the extra exercise I have been getting, but he and I would both be safer on a sidewalk. I was stunned today at how many children walked to school with their parents due to the "National Walk to School Day." Many I didn't even know lived in the neighborhood. Just imagine how many would walk on a regular basis if they had a safe way to do so! Thank you for your consideration of this project. It is long overdue considering its proximity to West TV.

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<p>0060 Scholls Ferry Rd</p>	<p>This is definitely NOT a hair-brained idea and has long been identified as an important pedestrian need. It will connect a large residential area to shopping and transit on B-H Highway and will allow people a safe area to walk where none currently exists. It's common to see people trying to navigate the street edge with small children after they get off buses. The project must meet the standards of the ADA, too. It also appears to be the only project on the list in all of CPO3.</p> <p>Low priority. Would rather see the implementation of the Scholls Ferry Road Conceptual Plan from June 2009 to address issues within this area.</p> <p>To the naysayers - Have you ever tried walking here? Especially at night?</p>

<p>0132 Jenkins Rd</p>	<p>I fail to see how REMOVING the pedestrian activated crosswalk signals is an improvement. Even with them there it is hard as a pedestrian (runner, actually) to get across the street. As there is NOT a sidewalk on the south side of Jenkins, I do have to cross the street to proceed.</p> <p>This is a slow way to address this pinch point on Jenkins, but an improvement over current conditions. A better solution is to widen that narrow stretch of Jenkins and improve the crossing at 158th at the same time.</p>
<p>0146 Barnes Rd</p>	<p>Responding to the two ped projects, one on Leahy and one on Barnes west of Cedar Hills Blvd, I'd advise spending the money on Leahy - it is loaded with people coming and going from the schools. Barnes will be taken care of with future development, but Leahy won't.</p> <p>High priority segment. Bike facilities are marginal and ped facilities non-existent. Barnes is important connector here for bikes.</p> <p>Another "step" in the right direction!</p>
<p>0161 174th Av</p>	<p>This will take Bethany Elementary school to zero buses. (#2 priority from county SRTS coordinator)</p> <p>Bethany Elementary (490 enrolled + 40 Staff) is 3 years active in the SRTS program 38% walk and bike daily, but also high car traffic due to missing path connections. They need safe off road ped path connections from Santiam on the westside and Parkway on the eastside to hook to existing sidewalks and allow travel to the staffed school crossing. The area from the Bethany School entrance to the north has sidewalks on both sides of 174th with the exception being the property on the west side of 174th where 174th splits at Laidlaw. This triangle is the only area bused to school and therefore no safe crossing for those living in the triangle made by 174th, Laidlaw, and west union. (from citizen who works with Beaverton School District SRTS grants)</p> <p>SW 174<sup>th</sup> (from TV Hwy to Erwin)) is patchwork of sidewalks and ditches. It is a main neighborhood street for several new housing development that are directly off of SW 174<sup>th</sup>. Also SW 174<sup>th</sup> has several Beaverton School District elementary and middle school bus stops. Last year the elementary school kids wait on a section of SW 174<sup>th</sup> that has no sidewalk for the bus. It is a street that is also used for residents to walk to the Trimet bus stop at SW 174<sup>th</sup> and TV Highway as well.</p>

	<p>I would propose there be sidewalks put in all the way down to Bronson. There are no sidewalks but there is lots of traffic, lots more construction. Putting in sidewalks would help decrease automobile use. Right now, it is plain unsafe to walk along 174th. Street is narrow and no room for cyclists or walkers. It would help encourage walking, and be safer for children to use for all those housing developments adjacent. How will the project benefit the community?: LESS CARS! More walkers. Maybe kids will get healthier from walking (!), so medicare costs 50 years down the road for them won't have to be so high. See, the whole economy benefits!</p> <p>Sidewalks on 174th would be FANTASTIC!!! For residents who live North of Bethany Elementary we do not have access to the bus stop on 174<sup>th</sup> toward Bronson. I have taken the bus with my three small children and not having sidewalk access the entire way to the bus stop keeps me from using the bus system regularly as I am concerned about safety in the areas with no sidewalks not to mention the convenience. With a stroller the non sidewalk areas were difficult to get across (and that was on nice sunny days not a winter rainy day). With access to that bus stop the entire public transportation system (busses <i>and</i> trains) is more available as getting to Sunset Transit center for a transfer is fairly easy on route 89.</p> <p>Pedestrians on foot and bicycles need to have a safer alternative to travel on 174th. There isn't even much of a shoulder for them to tread on. The fact that this conjoins with the entrance to Bethany Elementary makes the improvements critical.</p> <p>Should be an important Safe-Routes-to-School project.</p>
0175 Cornell Rd	<p>Cornell Rd is one of the main arterials that provides a moderate to good link to points east and west along it. These improvements, no matter how minor will help a lot.</p>
0177 197th Av	<p>Great candidate for the transit commuters in this neighborhood. (from county SRTS coordinator)</p> <p>This is an important bicycling connector. Please include either on-road bike lanes or bike facilities on shared bikeped path.</p> <p>Let's keep the bikes in the street, but improve this pedestrian connector. With MAX on the northern section and the dense neighborhood to the south, safety and confidence in being able to walk</p>

	without fear of auto traffic is a goal.
0180 123rd and 124th Av	<p>This works well if Walker Rd and Fairfield St are upgraded. (#9 priority from county SRTS coordinator)</p> <p>I am writing to express my strong support for the minor betterment projects providing sidewalks along SW 124th (project 0180) and SW Fairfield (project 0212). While our house is being renovated, we have been staying at an apartment on Center Street and I have been amazed at the volume of pedestrian traffic, particularly walking along SW 124th between Center Street and Fairfield and also walking along Fairfield between Cedar Hills Blvd and 124th. This is a busy pedestrian thoroughfare and especially now with it getting darker earlier I worry about the safety of those pedestrians - who are often laden with groceries and walking with young children. Even if the full projects extending to Walker Rd cannot be completed with the budget available, I would strongly encourage the committee to prioritize sidewalks on the two sections mentioned above.</p> <p>Connectivity, connectivity, connectivity. We can move more people out of cars by offering other ways to move with out telling them they should and meeting stubborn resistance.</p>
0194 Rock Creek Bl	<p>Westview High School (2,629) and Rock Creek elementary (513) could both benefit from this access from a fully sidewalked rock creek community to 185th sidewalks. The elementary school has property access from the west (via Astoria) and north (via NW 174th) onto their property. Those living at the apt complex could avoid 185th via lower traffic streets by walking west to access the school/playground/ rock creek golf, &amp; greenspaces. (from citizen who works with Beaverton School District SRTS grants)</p> <p>High priority. It's just amazing that these facilities were allowed to be built in the first place without ped access.</p> <p>I travel this area by bicycle pretty regularly and often see pedestrians cautiously walk on the edge of the street.</p>
0212 Fairfield St	<p>If Walker Road is upgraded for walking this feeds right into it and would help William Walker Elementary school walkers. (#7 priority from county SRTS coordinator)</p> <p>I am writing to express my strong support for the minor betterment</p>

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<p>0222 Walker Rd</p>	<p>This is an excellent candidate for getting people to the Cedar Hills Blvd. business and commerce district. (#6 priority from county SRTS coordinator)</p> <p>I have worked at Barnes Elementary on Walker Road for the last five years. I'm contacting you to voice my support for MBP candidate projects #0240 (along Walker Rd) and #0222 (also along Walker Rd). We have well over 700 students and a correlative number of parents and staff who pour into our school. The proposed improvements are very much needed.</p> <p>Creating a bicycle/pedestrian path on the north side of Walker would connect to existing sidewalks to the east and west and it would connect to the bike path at Wynnwood.</p>
<p>0228 Saltzman Rd</p>	<p>Connects the new neighborhoods to the north. (#8 priority from county SRTS coordinator)</p> <p>That is a narrow &amp; dangerous stretch of road and I don't believe there is a need to walk there. BSD buses all those north of Laidlaw to Findley ES. A road side shoulder path would not feel safe with current sight distance, curves, speed and drop offs. The road does need to be widened/straightened to allow bus use. Thanks for trimming. (from citizen who works with Beaverton School District SRTS grants)</p> <p><a href="#">Important to fill in these ped access gaps.</a></p> <p><a href="#">This area is being traveled more and more often by pedestrians and cyclists as the area around it fills with families and businesses. This is a good idea</a></p>

<p>0230 170th Av</p>	<p>This is the only way the students to the south of Beaver Acres Elementary can get to school. There are 832 students at this school, by looking at the school attendance boundary, this would mean over 400 children potentially walk this route. (#1 priority from county SRTS coordinator)</p> <p>Beaver Acres Elementary; This low income school is in an island area with few connecting community paths or sidewalks in the surrounding area that makes walking limited. They only have 5% of 832 students who walk or bike. (from citizen who works with Beaverton School District SRTS grants)</p> <p>The proximity to two schools, a Max station and dense housing, combined with traffic on 170th going 35-45 MPH, makes this an important project.</p> <p>Yes! please do this !!</p> <p>High priority. Connections to schools and nature trail.</p> <p>I agree with the other comments.</p>
<p>0237 McDaniel Rd</p>	<p>The immediate focus would be better served to make a 854' connection of the sidewalk at Bonny Slope Elementary east to the sidewalk at Blackhawk Dr. (#10 priority from county SRTS coordinator)</p> <p>Bonny Slope Elementary would greatly benefit from the connection and widening of Saltzman with a bike lane. What is key though are a few missing pieces of sidewalk from the school (north side of McDaniel) to the east to hook the school to the sidewalk at Blackhawk. This would ease traffic and a pent up desire to walk. This school is 4 years into SRTS program. Only 7% walk and bike, but on walk to school day 314 or 62% of the school walked- the majority from the east and north of the school, with Wash Co Sheriff escort down the middle of McDaniel. (from citizen who works with Beaverton School District SRTS grants)</p> <p>Over the years that I have been involved in the Cedar Mill community, I have received numerous comments from my readers, many of them unaware of the Minor Betterments program, about the need for a sidewalk on McDaniel from Ironwood to Bonny Slope School. People ask what they can do to help. I always advise them to work with BSD and Ruth, and lately have been urging them to comment for this selection process. This sidewalk will serve a large group of school kids, as well as many neighbors who want to get exercise for</p>

themselves and their pets, along a stretch of road with curves and poor sight distances. I urge the committee to consider the McDaniel sidewalk project for the next round of Minor Betterments! Thanks for all your efforts in improving ped/bike access and for helping us to Connect Our Neighborhoods! (from editor of Cedar Mill News)

Would it be possible to include the section of 111th avenue between McDaniel and Rainmont as part of the McDaniel Road project? This stretch of road gets heavy traffic from both directions on McDaniel Road and would provide access to Lost Park which most folks have to drive to because pedestrian travel is so dangerous. (from chair of URMDAC)

I strongly believe that this project should be at or near the top of the priority list for projects within CPO1. I am a member of the Connecting Neighborhoods subcommittee of CPO1. At a meeting this summer, this project was given very high priority by the subcommittee members. Among many benefits to the community, this project would greatly improve walkability between Bonny Slope School and surrounding neighborhoods. This past Wednesday Bonny Slope held its very successful Walk and Bike to School Day. As in past years, students had to be escorted by sheriff's deputies because of the extreme danger of walking along McDaniel Road, which has few sidewalks, and is flanked by narrow shoulders and drainage ditches.



Anyone who walks, bikes, runs or kids who walk to the schools in the Bonny Slope area will be safer. Sidewalks would provide a much safer travel area for pedestrians. Cars often cut the corners and enter into the side of the road that is already narrow and provides little or no buffer from traffic.

	<p>Sidewalks would certainly reduce risk to elementary kids walking to school</p> <p>This section has piecemeal bike/ped facilities yet is designated a bike route. Good to fill-in these gaps especially around schools.</p>
<p>0238 Cornell Rd</p>	<p>(#5 priority from county SRTS coordinator)</p> <p>it would be great to see a consistent bike lane up Cornell. I fear for the many folks that I see use that road on bike and foot. I don't think that this is the only missing piece. (from citizen who works with Beaverton School District SRTS grants)</p> <p>MBP 0238 would widen the road and add bike lanes on Cornell Rd between 107th Avenue and 110th Ave. As a member of the Cedar Mill Elementary School Safety Committee, I encourage this road improvement. The committee meets monthly to review safety concerns, and Cornell Rd. generates its share of them. Cedar Mill School sits on Cornell Rd. We have seen traffic increase in front of our school with the opening of new housing developments in the area, making walking or riding a bicycle on the stretch of pavement between 107th Ave. and 110th Ave. hazerdous. We simply cannot encourage some areas along Cornell Rd. as a safe route to school. Thank you for considering the safety of our students when making a decision about which projects to undertake.</p> <p>This project will significantly improve bicycle and pedestrian access and safety along this portion of Cornell Rd. I travel this section most frequently by bike. My hope this project will improve pedestrian access to the several nearby businesses.</p>
<p>0239 Walker Rd</p>	<p>568 students go to William Walker Elementary school. Walker road bisects the school attendance boundary for this school, which keeps 280 potential walkers from walking. Also, this is a good route to the commercial and business district on Cedar Hills Blvd. (#3 priority from county SRTS coordinator)</p> <p>This might help access to William Walker school (568 enrolled) - currently a 100% bus school with many living very close. We have walkers dangerously crossing Cedar Hills Blvd from Mayfield to reach the THPRD property &amp; walk to the rear entrance of the school. This new path (?) encourage them cross at the walker/cedar hills crosswalk and walk to the school more safely. I hope a signal and xwalk is planned at the THPRD entrance in the future. The district will not allow</p>

	<p>crossing Walker Rd from the south at the Lynnfield curve. It's narrow, has damage from cars leaving the road on both sides. This area needs work or the folks living across the street will never be allowed to walk unless something is done in this entrance to Lynnfield and the lack of safe feeling ped path on the south of walker. Any path east of Mayfield on north side would not be used by William Walker - that area east is bused to Ridgewood. (from citizen who works with Beaverton School District SRTS grants)</p> <p>Sidewalk? I'd like it better if it was bicycle accessible; the whole stretch of SW Walker from Cedar Hills to Canyon is awful unless one is in a car. But it is an improvement, so, yes, please.</p> <p>High priority but please include plans for expanding Walker with bike lanes from 217 to SW Cedar Hills.</p> <p>This is another area that needs as much help as it can get. Current design discourages all but motor vehicle use and there are beautiful homes and neighborhoods on either side that make walking enjoyable.</p>
<p>0240 Walker Rd</p>	<p>At Barnes Elementary: This low income school is lacking safe path access. Walking is currently discouraged due to missing connections to existing nearby sidewalks on all sides, so almost all are bused. (Parents do not like street shoulders without curbs on high traffic streets) A safe pedestrian crossing would benefit the school and church access to their parking lot east of the school. This high traffic street has 3 active school entrances for cars and all School buses. Just west of the school on the south side of Walker Rd is missing a couple lots of sidewalk connecting to Murray. Enrollment is 778 students + 55 staff. (from citizen who works with Beaverton School District SRTS grants)</p> <p>I have worked at Barnes Elementary on Walker Road for the last five years. I'm contacting you to voice my support for MBP candidate projects #0240 (along Walker Rd) and #0222 (also along Walker Rd). We have well over 700 students and a correlative number of parents and staff who pour into our school. The proposed improvements are very much needed.</p> <p>I don't think a crosswalk with a signal is necessary here. The school provides crossing guards and the county provides sheriff deputies for the churches on Sunday.</p> <p>I'd like to comment on the proposed crosswalk/school crossing on</p>

Walker Road, near Holy Trinity School and Barnes Elementary School. I wholeheartedly support a crosswalk and believe that one is long overdue. I have seen students walking to Barnes along the shoulder on Walker Road when I drive to school in the morning, heading east on Walker from the intersection at Murray. This is a huge safety concern since many cars make a left off of Walker onto Parkway. As they are waiting to turn left, the traffic behind them usually illegally passes them on the right in the shoulder. Also, I have been among teachers who have had to step out into Walker Road to stop traffic in order to allow our students to cross Walker Road. Without a continuous sidewalk on the south side of Walker heading west to Murray, it has been viewed as safer to get the kids onto the north side of Walker when taking them out for our 4th grade running club or on field trips to Commonwealth Park. The days of taxpayer-supported crossing guards are long gone. Even if there were crossing guards, wouldn't they need a marked cross-walk? When I taught at Findley, we did have a crossing guard duty - and that was at an intersection with a traffic light! I have seen kindergartners, 1st graders, and 5th graders running across Walker at the crosswalk/traffic light at Murray. I have witnessed the kids heed the walk sign as I've waited to turn left onto Murray at that intersection. Even with a walk sign I feel there is danger for them since the walk sign is timed so short for a wide intersection and the short legs of 5, 6, 7, 8, 9, 10, and 11-year-olds. Please consider carefully the safety of our young citizens as you deliberate a crosswalk and sidewalks. Sidewalks along dangerous Washington County roads are in short supply, as was evidenced about a year ago with the death of a teenager on 119th, near my neighborhood. These are senseless deaths. I don't want our kids at Barnes to be at any greater risk along Walker Road than is necessary. (from teacher at Barnes Elementary)

I teach at Barnes Elementary. My son attends the school as well. We live off of Butner and Huntington in the Cedar Hills neighborhood. We enjoy riding our bikes to school, but it is extremely difficult to cross Walker during the morning rush hour. I have had to stop traffic myself while my son crosses behind me. I would like to ride more frequently but I am intimidated by crossing the road. We often have to wait for 10 minutes to get a break in traffic. Many of our grade level teams walk to Commonwealth Lake Park for field trips. This has been an especially appealing destination since our funding for busses has been cut. Entire grade levels of 100-150 kids will cross at one time. In the past we have called the police department to assist with crossing, but a crosswalk would be a fantastic aid. I believe that someone commented on the website that we already have a crossing guard. This is not true. If a crossing guard was seen, it may have been someone from the neighboring church. Thank you for considering this project!

	<p>I am a teacher at Barnes Elementary on Walker Road in Beaverton, OR. Walker road is a very dangerous and busy street, especially between Murray and Cedar Hills Blvd. We could really use a crosswalk for our school. We have close to 800 students and we need to keep them safe. Walker road in front of our school is extremely busy with many cars, bikers, runners and walkers all using the very tight road space, with not much road shoulder. Please help keep our children safe and build a crosswalk for our school. Thank you for your consideration,</p> <p>OH YES PLEASE! Crossing Walker between Murray and Cedar Hills, again, as one not in a car, is chancy. Signalized? Safe for children?</p> <p>I disagree with the previous comment. Improving pedestrian access reduces vehicular traffic on Walker which, in turn, increases safety.</p>
<p>0249 Barnes Rd</p>	<p>There are relatively few bicycle commuting routes over the hill into Portland. One of the better ones includes this section of Barnes road. Heading east, you can reach the start of the section via either Barnes or though the Leahy neighborhood, then follow Barnes (not Burnside) to Skyline, take Skyline to Fairview, and take Fairview down towards Washington Park and Portland. The bad sections of the route are the short section of Skyline (outside of Washington County), and this section of Barnes. This section of Barnes is busy with fast traffic and has sections of nearly no shoulder. In many places all that would apparently be needed to improve the situation is to pave a gravel shoulder, so addressing the problem seems like low hanging fruit to me. I am certain that the proposed improvements would see a lot of use and would definitely improve safety for bicyclists.</p>
<p>0251 Miller Rd</p>	<p>This area does need a bike lane and safe walking access on one side minimum- I hear that comment constantly in CP01 meetings, but I do fear if not completed to Cornell by Multnomah, someone will be hurt/killed. The car speeds and lack of sight distance on Miller at the retail entrances on Miller are frightening. Please send sheriff to slow those folks down. (from citizen who works with Beaverton School District SRTS grants)</p> <p>This is a more car centric project because of the terrain and current traffic patterns. If the road is widened enough to accommodate cars and bikes side by side, then I'd say widen it, other wise move it to the bottom of the list.</p>