



# Minor Betterment Program Comments on Top 20 Candidates

Candidate	Comment
<p>197 090th Av</p>	<p><a href="#">See attached neighborhood petition and documentation of support</a></p> <p>As new residents, we have noticed the unsafe conditions in front of our house. There is an incredible amount of pedestrian traffic (especially children walking to school) and the speed of the cars along the road is alarming. The sidewalk is a fantastic idea and much needed.</p> <p>Heavily traveled; School bus/Tri met stops. 2 schools WestTV &amp; Catlin Gable; 2 parks WestTV &amp; Mitchell Park via Stark Ct. Needs consistent width, leveling and safety markings at edge of road. Thank you!</p> <p>I would prioritize this one over the other Leahy project due to highest useage &amp; bus stops.</p> <p>This is a dangerous area due to the inconsistency. Some areas it is very safe and I'd let my kids walk it, others are an absolute hazard. This is a big connector to Mitchell Park for a kid and a big connector to trimet. Please consider this one!</p> <p>A pedestrian path would provide a safe walk route to West TV school for many students. In addition it would provide a safe walk path for Cedar Park students to their bus stop.</p> <p>I live on SW 90th Ave and think this would be a fantastic contribution to our neighborhood. I walk everyday with my toddler and dog, and I would feel much safer if their were a sidewalk along the road. Thank you for considering this improvement.</p> <p>County SRTS Coordinator #3 priority: #0197 90th Ave Ped Path. This will dove tail well with the 2013 SRTS improvements on Leahy between 88th and 90th, near West Tualatin View El.</p> <p>I'm, writing to lend my full support to providing safe walking access on 90th avenue. This opens up the neighborhood for safe foot and bike traffic along an ideal route. This helps transportation to and from West TV Elementary, it helps with biking to get to and from work, and it opens up the route for exercise. Time to time I speak with people in</p>

the neighborhood at an event. Whenever the topic of safe walking access on 90th comes up all I hear is adamant support for such a project. I would be happy to have my tax dollars directed toward completion of this project. Thanks much....

I am supporting the proposal to build a pathway on NW 90th between Taylor Street and Oak Street. This path is used frequently by students heading to/from West Tualatin View Elementary, as well as area residents who walk and jog in the neighborhood. It is very dangerous walking along the side of the road – cars come very close to pedestrians, and it's very challenging for those walking their dogs. It is dangerous for the kids. Please build a safe pathway for the area's residents – thank you!

Please put in a sidewalk on 90th as the area has few sidewalks and it is a major path for pedestrians in the area and for kids to get to school. I am a parent of 3 in the area and I will not allow my kids to walk on that road since there are no sidewalks. As a result, they get driven to school when they do live close enough to walk. This improvement is much needed in our neighborhood, even more so than a walkway on Leahy near OCAC since there is safe space on the side of the road already. Please fix 90th!! Thank you!

Improvements to 90th Ave. 90th needs to be improved so children, adults and residents along the street have safer options.

- Currently kids crossing the road must make a mad dash across the street in order to catch their school bus. The lack of wide standing areas to safely assess the oncoming traffic makes this area a huge safety concern. Kids are not able to walk safely along 90th to get to an optimal crossing area because the "shoulder" of the road varies so much and can change from somewhat wide enough to "be prepared to jump in the ditch" if the vehicle coming down the road is not willing to give the pedestrian a wide berth or is not able to because of oncoming traffic.
- I walk at 6am along 90th. This is generally a quiet time of the morning to walk and avoid most traffic. Even so I must zig zag across 90th to constantly position myself in the safest, widest shoulder of the road. Often I must walk up someone's driveway to give oncoming traffic a safety zone. Some of the areas that seem to have a wide shoulder also have uneven paving that should be leveled out for optimum pedestrian safety.
- Residents on 90th have very few options for safe guest parking. Guests generally park their cars half in the ditches and somewhat across the line. Drivers must be extra aware during evening drives to give these cars more leeway.

Please give this road extra consideration when you are preparing your recommendations for road improvements. Luckily there has not been a fatality or serious injury thanks to the safe driving of area residents but this will change as traffic increases in our area.

Not only is this an unsafe walkway as it is, when the schools use their snow routes, the kids have to walk this stretch to get to school. It is a highly used walkway and is really just a shoulder of the road. It has high use already, but I'm sure will see much higher use if it is made safer. Thanks for considering my comments.

This is a comment in support of this project. Safe route to school from Leahy to Taylor along the west side of 90th

I am writing to support MBP Candidate number 197 - 90th avenue. I live in this area (Peterkort Woods) and, with my dog, walk that street frequently. It is currently difficult and dangerous to walk on this stretch of 90th ave. so the walking path would be greatly appreciated and frequently used. Thank you for your consideration.

I would like to lend my support to the following MBP Candidates:  
197- 90th Ave  
054- Leahy Rd.

As a 6 year resident and homeowner at 595 SW Elderbrook Pl., I can personally attest to the need for these potential upgrades. As it stands currently, each of these sections of road only have periodic sections of sidewalk for pedestrian use. In the sections that are not upgraded, local residents are forced to walk on the edge of a busy roadway with limited visibility to automobile traffic. In addition, these potential betterment candidates would serve as a significant improvement for those parents and children who walk to West TV Elementary. All too often, my daughter and I have to make a "mad dash" across Leahy Rd. on our way to school, dodging the morning commuters who are connecting to Barnes Rd. The same routine holds true in the afternoon and for plenty of other families that find it more convenient to walk as opposed to driving. Again, I would like to express my full support for these projects and benefits that will be experienced within the neighborhood.

This corner is extremely dangerous for pedestrians and children trying to ride their bikes to school. This area should have had sidewalks a long time ago and is past due! I have 2 children and we have had near misses with cars on this street many times. Please consider this and make these changes happen soon!

Please enhance 90th street to ensure the safety of our most vulnerable of citizens. Students walking to Catlin Gabel, West TV and the Arts Center, plus senior residents walking their pets seem to be exposed by the narrow walking path on 90th and Taylor street. I live off of 84th and Leahy Road and the sidewalks enhanced two years ago, allowed my sons to walk to school safely away from the road traffic. Since I drive on 90th and Taylor street on my way to work, I can say it's heavily travelled by pedestrians and school children waiting on

the road for their bus to stop. Thank you in advance for considering our input and support.

[Re 90th] I support building a sidewalk along NW Stark in Portland. My children use this road to get to the elementary school and it is unsafe as the side of the road where they walk sits below the street. I completely support this overdue improvement.

Our family lives near SW 90th Avenue and use SW 90th Avenue regularly to bring children to school and home from school. This road has a sloping shoulder on the west side of the road which is used by young children walking to school and by neighbors who are getting around by foot. It would be a great improvement for the safety of our community members if there were a raised sidewalk the length of this road. This road acts as a main thoroughfare through our neighborhood and is important for foot traffic as well as cars. We have been reluctant to let our children walk or ride their bikes to school because of safety concerns about their use of this road. They would need adult supervision at all times to be able to go to school safely this way. There is no alternate route which would avoid this stretch of road.

Please make it a priority to make this part of our city safe for bikers, runners, walkers, and children. Our neighborhood should be an environment which encourages people to have an active and healthy lifestyle and to engage with their community out of doors!

I would like to support the pedestrian path on 90th Ave. Having lived in this community for 42 years I've seen the growth and improvement in many areas. The proposed pedestrian path would allow both children and adults to travel safely. That is paramount! I hope you will put this project on the top of your list.

I would like to throw my support behind the 090th ave minor betterment project. As 90th is part of the feeder network through this neighbourhood, it tends to have relatively fast traffic. Especially now that things are getting dark and wet again, there are some dangerous interfaces between pedestrians and cars on this road. As it stands, I have seen several pedestrians using either the bike lane or literally walking in the road in some sections. The most concerning are children walking to and from the neighbourhood school. This connector would allow many more children to walk to and from school completely on sidewalks, as the north end of this connector links into several already established sidewalks. Thanks for your consideration,

This stretch of Leahy is very dangerous. The current area to walk has inconsistent widths and isn't level making it difficult and unsafe. With the amount of families, parks and schools in the neighborhood this is a much needed improvement.

There are many people who walk, run and bicycle along this route. This is a high traffic area for the local elementary school. This road is narrow with very little shoulder room for walking, making this section of road dangerous.

This is a higher speed street in a residential neighborhood which is also one of the main roads to an elementary school. My daughter is unable to ride her bike or walk to school due to this hazardous path.

This is a busy road without sidewalks that is the only route to school and bus stops for many children. It has blind corners obscured by foliage that puts walkers, joggers and moms with strollers at risk.

I a parent of students at West TV elem school and 90th/Leahy is right smack in the middle of the kids walk to school. The road is dangerous for my kids and myself (I am a runner). Please make this a more pedestrian friendly route.

My son attends West TV Elementary and we would walk to school more often, but this particular stretch can be dicey. You have to actually walk on the road at times along 90th. We would love to see this road improved!

As a West TV parent and a runner, improving this section of road would make a big difference in my safety and my confidence in sending my children to school on bike or by foot.

This is a road with high usage by cars, bikes, and pedestrians. In particular, the road and it's very slight walkway are used by Elementary School Children. Because of this, improving this walkway/sidewalk should take priority.

I cannot believe parents currently allow children to walk this horrible section of road along this Collector but they do. And cars park along here forcing walkers sometimes further out in the street. I have seen so many close calls.

The primitive path now along this road is in very poor condition--part is dirt/mud, most is narrow, uneven & bumpy, making it so one cannot safely ride a bike or push a stroller without great difficulty and peril.

I had a close call along this path when I hit a bump and my child flew out of the stroller onto the ground--luckily onto the side of the road & not in front of the cars in the road. Most bikers and strollers walk the busy road for this very reason.

Improvement are long overdue as this heavily traveled pedestrian area represents an extraordinary life safety hazard, especially to school children of West TV.

This section of the road is unsafe for pedestrian travel and especially for children to walk on to and from school. A pedestrian path would GREATLY improve safety for the area!

This is a crucial path through the neighborhood, and is used, despite its high traffic and lack of safety, by many elementary school children on their way to and from West TV - please consider adding a safe walking path before somebody gets hurt.

This is a long overdue and needed improvement. This stretch of road is such a danger to me as a neighborhood runner and for the kids that are walking to school. As a driver I have to be so diligent as I approach those on the road.

This is a very dangerous section of the road, a walking path or sidewalk would benefit everyone who lives or drives in this neighborhood.

This is a high traffic area, with schools, bus stops and parks. More housing projects are being developed. Families in our neighborhood use this route everyday. Please help us put in side walks.

Running, walking, or guiding a stroller along this section of road is unnecessarily difficult. Kids travel this path to get to/from school. Creating a safer, more level path should be a community priority.

My children now attend West TV. We would like to have a safe walking path to school. There really is no shoulder on this road and young children, parents and strollers have a very hard time walking in this area.

Please make this safer for all the kids walking to West TV Elementary school.

Thank you for making this project a priority. My kids use this stretch of the road for their school commute by bike or by foot. I use this stretch on my bike to the MAX for work. It is dangerous, for kids AND adults. Thank you!

This is a high traffic area (cars, bikes and pedestrians) which deserves immediate improvement. The daily school traffic alone justifies the need for a much safer pedestrian route. Please make this a priority.

We walk and bike this route regularly and it badly needs improvement. The route feeds not only the school (WTVE) but also light rail (Sunset TC) so is a very high priority in diversifying away from all-car transportation in our neighborhood.

Definitely needs a pedestrian path; also actual crosswalks; cars regularly exceed speed limit; shoulder is slanted and incentivizes ped's to walk closer to traffic; also suggest radar signs to advise drivers of their speed;

I live amongst many young families with school aged kids who would enjoy walking more if it were made safer by adding more pathways and sidewalks. Please connect our neighborhood with more paths.

I've had some close encounters with cars while pushing my 3 month old in her stroller and walking my dog here, and I won't go this route anymore. This section is especially nerveracking with the curves and hills.

Leahy is used all hours by local residents, school children and commuters. Car, bike and foot traffic share the road with no division of purpose or function. It is not safe. Leahy divides the community, where a walking path could bring it together.

I go out of my way to avoid walking this stretch of 90th because it so unsafe. This walking path is so needed with all of the kids that walk this segment of roadway to and from to West TV Elementary school.

I whole heartedly agree there is way too many children,dogs,cats,bikes etc.usinig a strip of ground that accidently became a waikway.We need a sidewalk on 90th

A sidewalk is desperately needed on this stretch of road. There is no safe passage for the many pedestrians that use this road everyday. Please help!!

The surface on the west side is especially uneven, thus unsafe for walking and biking. In addition it is narrow and the intersection itself is way below a safe standard for pedestrians

We need more paths to safeguard our children and other pedestrians.

More kids would walk or bike to school in this neighborhood if this street were a bit safer.

Many children walk or bike to school along this street, as well as adults going to work or exercising. To have a pedestrian path would ensure a more secure and safe route for many. At present, the area lacks good alternative routes. Thank you!

Would really like to see the Leahy and 90th projects merged...or at least make a left turn on Leahy towards the school.

The highest need for improvement is from Taylor to 90th/Stark

	<p>intersection. The stretch between Oak and Stark is very dangerous to cross to the existing sidewalk and is not a safe place for a pedestrian crossing without a change to traffic pattern.</p> <p>This is one of the MOST important projects in Washington County. VERY unsafe current conditions along 90th, needs leveling and a sidewalk badly- due to high traffic - cars, bus and pedestrian. Thank you</p> <p>I am the mother of two 3rd graders at West Tualatin View Elementary School. We try to walk to school most days. Please fund the road improvement #197/90th so that my children have a safe path to school.</p> <p>Hello, may I express my concern regarding the additional cost of building a three-foot high retaining wall along my property that will support the pathway while also taking into consideration the drain to prevent rain water damage to my front-yard and house foundations. My address is 305 SW 90Th Avenue at Morrison Street. Are you aware that an underground creek is present at this location and may eventually cause the path to slip down the slope? If the County must spoil our rural neighborhood with concrete and steel, then do it RIGHT! Thank you for your time,</p> <p>In addition to the elementary school, a sidewalk on Leahy would benefit the high school kids walking to the bus stop on Stark just east of Leahy. Several walk down Leahy now and, especially on dark mornings, it's dangerous.</p> <p>I help plan the Walk to School events every year and so many kids are enthusiastic about walking/biking to school but it's hard to encourage them to do so when there aren't safe routes for them. Please fix this!</p> <p>very close to WTV school so good side walk very important for kids to walk to school, also very difficult to bicycle on this section of Leahy since no shoulder or sidewalk</p> <p>I would love to see a pedestrian path on 90th - so much safer for kids to walk to/from school and for families to walk to/from Mitchell Park.</p> <p>It is a well traveled route with cars that move way too fast, making it unsafe for pedestrians. Our children deserve a safe place to walk.</p> <p>I use this street frequently as both pedestrian &amp; motorist and I often feel unsafe in either role. I worry about cars as a pedestrian &amp; often feel I can't safely give pedestrians enough space while I am driving. A path would make the street safer.</p>
168	See attached CPO 3 document dated 4/19/12 which states:

092nd Av	<p>There is a project on the list to “widen 92nd” and another to construct a signal at Garden Home/92nd. Neither of these projects would likely be supported by the community because both would likely create more problems than they would solve, would be extremely expensive, and would harm homes...Both projects should be deleted from the lists.</p> <p>I agree with your proposal EXCEPT please plan the timing of the project to NOT occur when BES is constructing the Fanno Pump Station. Because, access to Scholls Ferry Rd near SW 86th will be stop and go due to the number of trucking accessing 86th. Scholls Ferry has only two lanes. The alternate driving route will be using Garden Home Road turning left onto Oleson to access the Raleigh Hills area. If you do the projects at the same time it will be a nightmare. Bad enough we have to live through construction of another pump station. At the very least, please help us assess our alternative route.</p> <p>A great project - lots of non-car traffic in this area. CPO3 is often overlooked.</p> <p>I live in the garden home neighborhood. Our neighborhood association sent us a list of the betterment projects, and I...do agree that a path on 92 would be nice (betterment 168).</p> <p>This would be a great connector to the Fanno Creek Trail, and improve foot and bike traffic for residents along 92nd and the Whitford neighborhood. Thank you for considering this project!</p> <p>It would be great to have a pedestrian path along 92nd; however, traffic is dense, heavy and fast. I propose a pedestrian crosswalk at Rambler Ln. to safely connect the homes west of 92nd.</p> <p>Unless there is a plan to widen and add pedestrian access to the 1204 bridge, this otherwise great idea will increase the danger at what is already a very hazardous choke point.</p> <p>The pedestrian path on 92nd is critical for safe walking. Make this a high priority, the amount of traffic makes it unsafe to walk in the street and there is nowhere to walk on the road edge.</p> <p>Yes, please do anything you can to make the road safer for pedestrians and bikers. This area has grown in population and needs modern walkways.</p> <p>(phone call from homeowner in the Garden Home/92nd area) While not specifically opposing the project, he is of the opinion that there is not much value in it and the money could be better spent elsewhere. His observation is that there isn't much foot traffic on 92nd.</p>
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<p>180 123rd Av</p>	<p>See attached letter of support from Homes Association of Cedar Hills</p> <p>SW 123rd connects the northern part of the neighborhood down to the transit center via 124th and also provides connection in the direction of Cedar Hills Park and shopping.</p> <p>This is a residential street. Why does it need a pedestrian path? If they want a sidewalk, they should pay for one.</p> <p>What is a pedestrian pathway? Do you mean a sidewalk? The curve at (west side) 123rd and Fairfield would likely be safer if there was a sidewalk. If a pedestrian pathway means it is just a painted line on the street, then don't waste the money.</p> <p>County SRTS Coordinator #9 priority: #0180 123rd Ave. Ped. Path Fairfield to Walker. Dove tails with 2 URMD projects to the south and west. Also ties in with a 2013 Minor Betterment project.</p> <p>(from Homes Association of Cedar Hills) The consensus of the Board is in favor of MB #180 to construct sidewalks on the west side of 123 from fairfield to walker.</p> <p>This street seems wide enough for its frequent pedestrian use without adding sidewalks, which the HOA normally requires homeowners to maintain. Who would maintain these? And why not all the way down to Center Street, if at all?</p> <p>123rd is used as a bypass for cars avoiding cedar hills. There is considerable car/ped traffic &amp; no st lights. I live on W123rd &amp; would feel so much safer on a sidewalk, esp. at night. I absolutely value my safety over a 1/decade maintenance cost.</p> <p>A pedestrian walkway or sidewalk is very much needed. 123rd is wide, but has a lot of vehicle traffic as well as pedestrian use. Streetlights would be excellent, but a pedestrian path is a step in the right direction and will improve safety.</p> <p>This is a good street for pedestrian path, BUT it should extend to Center Street; and Fairfield between Cedar Hills Blvd and 124th St, where there is the most foot traffic.</p> <p>I'm for sidewalks on arteries, but they should be the homeowners responsibility on residential streets. If they want them, they can add them. If the county adds them, who maintains them? Do the homeowners have to maintain a sidewalk they didn't want?</p>
<p>161 174th Av</p>	<p>This will take Bethany Elementary school to zero buses. (#2 priority from county SRTS coordinator)</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)

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.

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!

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 *and* trains) is more available as getting to Sunset Transit center for a transfer is fairly easy on route 89.

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.

Should be an important Safe-Routes-to-School project.

Many times while driving I see people walking along the edge of 174th and Bronson and traffic is pretty narrow and there is no room on the shoulder because of the ditches. I hope that the county will act with some haste in adding a sidewalk here to join existing sidewalks. It will improve the safety of the road.

You would not need to add sidewalk all the way to Laidlaw. The priority initially should be a sidewalk from bronson to where the sidewalk begins just south of Parkview. this is a small stretch but no shoulder makes it very dangerous

....I think that adding a sidewalk from Bronson to I believe the street is Sandpine, just south of Parkview would give you the most impact while limiting the amount of money spent.

I think this is a much needed improvement. Traffic to and from Bethany Elementary is unsafe in this area and a foot path is needed. I believe the path should start at Bronson and continue to the intersection of Laidlaw/174th.

Fiscal & practical, they want missing paths on good existing 174th paths filled. Esp Santiam to Carl Ct/school (both sides) & 174th @ NW County to Anastasia for Bethany School walking.

I think that, in general, sidewalk projects near schools should be a priority to enable neighborhood kids to walk to their school.

County SRTS Coordinator #2 priority: #0161 174th Ave. Bronson to Laidlaw. Great for Bethany El. Hopefully this will take them to zero busses, especially if the north end is completed. This will also help the Westview H.S. walkers.

(phone call) In favor of project, road is narrow, vegetation encroaches, no place to walk.

I agree there should be a sidewalk from Bronson as it is not currently safe, but it should at least go to Bethany Elementary if not further. Stopping at Sandpine would not be good as there is terrible visibility for crossing.

I agree with the last comment that the sidewalk should extend at a minimuj to Bethany Elementary crosswalk....a Pedestrian crosswalk should also be considered for Parkview/174 intersection...

This will be useful only if a safe pedestrian/bike crossing is created at

	<p>Parkview. The sight lines there are very poor and traffic speeds are high.</p> <p>Make sure you plan this out knowing what THPRD will be building in Waterhouse Trail east of here. I imagine no overlap, but be informed. The 2-lane bridge north of Bronson is crazy narrow with much overgrowth.</p>
261 185th Av	<p>County SRTS Coordinator #8 priority: #0261 185th Ave Broad Oak to Farmington Rd. Will help the walkers for Aloha High and Mountain View M.S. A small project.</p>
146 Barnes Rd	<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. 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>I understand that you are waiting until someone develops the open field so they have to pay for the sidewalk, but this is a critical pathway for people trying to get from the apartments below up to the shopping center or max station. Every day I drive on Barnes road and see pedestrians trying to walk in the field next to Barnes because there is no sidewalk. The field is muddy and slippery. I saw an individual literally slip in the mud into the turn lane when trying to come down the slope off the field.</p> <p>Peterkort &amp; Choban should pay for this</p> <p>seems like this should come with development of the corner lot, paid for by the developer.</p> <p>I agree, Petercourt should pay for this, not the taxpayers.</p> <p>My neighborhood would benefit from the improvements of #146/Barnes and #238 Cornell Rd. Both of these projects would improve the ability of people to access grocery stores, libraries, banks and other services in the Cedar Mill area.</p> <p>A sidewalk here is a definite necessity. There already is a dirt path and pedestrians often walk along the shoulder of the road or in the bike lane.</p>
030 Bronson Rd	<p>Many times while driving I see people walking along the edge of 174th and Bronson and traffic is pretty narrow and there is no room on the shoulder because of the ditches. I hope that the county will act with</p>

	<p>some haste in adding a sidewalk here to join existing sidewalks. It will improve the safety of the road.</p> <p>Apartment have been buildt along Bronson and people walk along the shoulder of Bronson going to the mall where the 7-11 and Pizza Hut /Pizza Caboose is located...also this is a path that some could use to go to Westview High School.</p> <p>I bike this stretch and see people walking on the gravel shoulder all the time. It would seem an easy task to pave the shoulder.</p> <p>This appears to be an easy fix with much to gain. Much benefit to those in the apartments nearby and to high school students. This would also allow connection to incoming Waterhouse trail.</p>
<p>033 Butner Rd</p>	<p>See attached letter of support from Homes Association of Cedar Hills</p> <p>SW Butner Rd is narrow curving and busy raised speed limit road that sees both high levels of pedestrian and vehicle activity. It is a school bus route and provides a link from the neighborhood to both the Sunset Transit Center and the shopping area on Barnes and Cedar Hills Blvd.</p> <p>Safety on Butner Road is an issue. I have personally seen school children by vehicle traffic and have seen many near misses as drivers either do not see pedestrians and cut too close, or swing wide into oncoming traffic rounding a corner. Some sections of Butner Road already have pedestrian paths separated from the road in people's front yards. Extending this network of trails such that there is a safe and continuous path for pedestrians separate from the road would hugely improve the safety of this busy road.</p> <p>This would be a great bicycle route connecting Sunset TC and the Nike Campus. Currently there's no "safe" route as Butner and Park lack bike lanes and Cedar Hills to Walker is very busy with a lot of people making unsafe left turns.</p> <p>We have lived on SW Butner Road for seven years. During all this time, we have been hoping a pedestrian walkway would be put in because it is so unsafe, especially for children, to walk on SW Butner between Cedar Hills and Murray Blvds. We so hope you will approve this particular betterment project so that our neighbor-children and our grandchildren, when they visit us, will be able to walk safely on SW Butner Road.</p> <p>[phone] Resident along Butner Road supports MB#033, noting the road is narrow and there is no where to walk.</p> <p>This proposal allows safe access to Foothill Park and Commonwealth</p>

Lake park off of Butner from North of Huntington Ave. It simply is NOT safe to walk or bike along Butner! You have this homeowners support!

This proposal is needed desperately. There is no safe route for pedestrians, they often have to cut through private property, and covering some of the drainage ditch would help to avoid some of the winter flooding of yards. You have my full support!

Will u compensate owners for property/landscape seized for sidewalk? I will lose half of my lot. The run-off ditches & drains frequently overflow in rainy seasons-Any water mitigation plans? Sounds OK, but not sure the ROI benefits all v. park users?

I walk along this road daily as do kids catching their school bus, pedestrians going to catch the Tri-met bus and Max riders. This would provide a safer path along a narrow road. I am on the south side of the street and I fully support it.

I have a friend who is a home owner here and we walk her dog all the time and it is not safe at all. A sidewalk would encourage more people to walk and those that do to stay in the neighborhood. Great idea.

This would be a big safety benefit for those residents and home owners in the area. Currently walking along Butner is like taking like into your own hands with traffic often whizzing by making walking on Butner not only unpleasant, also unsafe.

I would prefer to see pedestrians safely on the sidewalk vs. walking along the side of the road where you might hit them.

fyi- Map shows improvements to Walker Rd- plan does not. Butner is old, narrow, overgrown & unsafe in many places. Bus tops, businesses fast cars & walkers trying to get to parks & neighbors don't mix well. Please fix gaps.

This area of Butner has historically been an unsafe place to walk. School bus stops must be close together due to walking conditions. A sidewalk would allow stops to be placed further apart. This would reduce traffic backup in the AM & PM.

As both a property owner and frequent pedestrian of this stretch of Butner Road, I can attest to the large-scale safety hazard that the lack of a pedestrian walkway on this stretch of road presents daily. Not only to the school children who wait for the bus on the thoroughfare during the morning, but all manner of pedestrians, bicyclists, school bus drivers, and vehicle operators who daily traverse it. Were it not for the vigilance of the drivers on this stretch of road, the route would be perilous.

	<p>For those who have not seen it, Butner road is narrow and increasingly relied upon by all manner of commuters (pedestrians, cyclists, and motorists) during rush hours. During these peak times, it is commonplace to see cars nearly miss a head on collision with each other as they make a noble attempt to give way for pedestrians (a majority of which are school children) who literally have no choice but to walk along the 12 inch border of the existing roadway allotted to them. Alternative routes for this pedestrian trail are far enough away to that they are not viable options, and, as we mentioned before, pedestrian traffic on this stretch of road continues to increase. While the sidewalk project proposed to remedy this dangerous situation is the most expensive on the list, and can hardly be considered minor, the money spent will likely spare a tragedy involving the dangerous mix of vehicles and school children which is present every day of the school year. If the goal of these projects is to increase the safety of the community, this project has perhaps the greatest potential to do just that. In a sense, it is long overdue. We, your neighbors along this deceptively dangerous stretch of Butner road, appreciate the committee's attention to this matter.</p> <p>County SRTS Coordinator #6 priority: #0033 Butner Rd. Ped. Path S. side Cedar hills Blvd. to Murray Blvd. Great for the parks in the neighbor hood. Will help the Cedar Park M.S. walkers on the east end.</p> <p>This sidewalk addition is very much needed. I hate to drive along this stretch of Butner Road ... and I would never walk along it in its present condition.</p> <p>(see attached letters from Trom-Weiss Family, St. Andrew Lutheran Church Children &amp; Youth Ministry Coordinator, and St. Andrew Lutheran Church Congregation Council)</p>
<p>137 Butner Rd</p>	<p>I would like to throw my support in for the sidewalk initiative. Many people, particularly school kids walk along the road and it would be great to have a sidewalk.</p> <p>Due to poor walking conditions, school bus stops must be placed close together. With this improvement, students can safely walk further to bus stops. This will reduce the number of stops and traffic congestion caused by frequent stops.</p> <p>County SRTS Coordinator #5 priority: #0137 Butner rd Walker to Downing Ped. Path. Great for Meadow Park M.S. due to a large employer here with numerous employees zipping all over to beat the traffic. Small project.</p>
<p>175 Cornell Rd</p>	<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>

	<p>Wasn't this already scheduled to be done? I thought we talked about it last year. It's cheap and easy - improved visibility is a great thing. Just do it!</p> <p>I drive this part of Cornell several times a month and believe the real problem here is the hill in the road east of 206th. Lowering the grade of Cornell Road by several feet would be a better long-term solution.</p> <p>This doesn't seem important. Why is sight distance that important at a signalized intersection? Movements are governed more by the signal than by the presence, therefore, the ability to see traffic. Is it feasible to simply replace existing tall plantings with short, ground cover? It would be cheaper.</p>
<p>238 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. hazardous. 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>My neighborhood would benefit from the improvements of #146/Barnes and #238 Cornell Rd. Both of these projects would improve the ability of people to access grocery stores, libraries, banks and other services in the Cedar Mill area.</p> <p>I recommend against this project. There are no bike lanes on either end of these three blocks. If there is anything worse than bike lanes, it is intermittent bike lanes. They force cyclists to continually change lanes.</p>

<p>212 Fairfield St</p>	<p>See attached letter of support from Homes Association of Cedar Hills</p> <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 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>SW Fairfield is the east-west connector that ties these two streets [123rd-124th] to the Cedar Hills shopping complex and shops along Cedar Hills Blvd.</p> <p>This is a residential street. Why does it need a pedestrian path? If they want a sidewalk, they should pay for one.</p> <p>[phone call] Resident who lives near 119th and Fairfield does not support this project, does not want more foot traffic and does not want to encourage more people and more garbage along her street. Also felt that the public comment period was not long enough.</p> <p>I live on Fairfield near 119th, and I have a seven year old daughter. We are very concerned about her safety on the street, given that there are no sidewalks, and we would really appreciate sidewalks.</p> <p>I live on Fairfield between 119th and 121st. With two young children a sidewalk would really improve safety and walk-ability!</p> <p>This is a very good idea and long overdue. However, BY FAR the most dire need is on Fairfield between Cedar Hills Blvd and 124th St. 90% of Fairfield pedestrian and automobile traffic is between Cedar Hills and 124th.</p> <p>Yes! Please do this!! Let us know if there is something we can do to help. We are willing to move some of our plants and other such things.</p>
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I have lived on Fairfield Street for about 15 years. I think the Fairfield Street pedestrian betterment is a very good idea and long overdue. However, the most dire need is on Fairfield between Cedar Hills Blvd and 124<sup>th</sup> St. 90% of Fairfield pedestrian and automobile traffic is between Cedar Hills and 124<sup>th</sup>. Is that not in Washington County jurisdiction? If not, does the city of Beaverton have plans to improve Fairfield between Cedar Hills Blvd and 124<sup>th</sup> St? Please let me know if you want more information from a long time resident!

I would not support it, it should end at 124th, Walker is not a pedestrian friendly street so does not draw foot traffic. Use the money to make all the intersections 4 way stops. (Fairfield resident)

(from Homes Association of Cedar Hills) The consensus of the Board regarding MB#212 is unsure why Washington County feels its necessary as the pedestrian traffic on Fairfield from 123rd/124 east to 119 is minimal.

I oppose the sidewalk on this stretch of Fairfield St. We do not have a high volume of pedestrian traffic here. 124th to Cedar Hills Blvd and Center street on 124 to Fairfield st. We already have drainage issues and with a sidewalk it mat be worse along with the liability the homeowners will have with the sidewalks. When the sidewalks degrade will maintain them? We need more stop signs and sped bumps before sidewalks here. Also it is only the south side residents that will be losing yard space and accepting liability. Please do not put side walks on this part of Fairfield

Thank you for the opportunity to comment on Betterment Project #212. We have been homeowners on SW Fairfield Street for almost 12 years. We have walked, biked and driven here and have actively sought to improve neighborhood safety.

While we are in favor of the efforts of pedestrian safety and the LUT Betterment program, we are AGAINST project #212 in its current form. This would only add a sidewalk on the south side of Fairfield Street from 124th-119th Avenues. This project does not appear to take into consideration the lack of actual pedestrian traffic on that particular section of Fairfield, nor does it address the surface water and overall drainage issues experienced by a number of households in that area. Thus, this project will actually serve to increase problems for affected homeowners.

It would be best to see sidewalks throughout the entire Cedar Hills neighborhood—all streets, all sides. That would benefit all people living in and walking through the neighborhood. However, if there are insufficient funds for such an extensive capital improvement, then please focus monies on the high pedestrian traffic areas; routes most used by residents who depend upon public transportation and walking; and school bus stops.

The scope of #212 is not a good use of limited funds. The money

would be better spent by addressing several smaller traffic and safety issues throughout the neighborhood:

a) Installing stop signs and/or traffic calming devices throughout the neighborhood, especially where there are school bus stops and busy intersections.

b) Pedestrian west-side access to/from Center Street Park via Denfield would benefit from clearly marked crossings, and “No Parking” sections right around that access point. Large numbers of people now utilize that park and that access, especially during the summer. A fair number of these people come from the apartments on the south side of the park as well as the Lynnfield neighborhood and are trying to get access to bus lines and grocery shopping.

c) The much greater vehicular and pedestrian traffic on 123rd/124th would benefit from sidewalks on BOTH sides of that street—not just one side of the street—and they should run all the way up to Walker Road.

d) Improve intersection visibility and provide refuge areas for pedestrians along all north/south streets that intersect with Walker Road.

If the LUT committee eventually opts to install sidewalks along Fairfield from 124th-119th, additional factors should be included in the project:

a) Sidewalks should be on both sides of the street.

b) Utilize better existing technology (i.e., improved gutters and permeable pavers) to help mitigate water issues.

Again, thank you for the opportunity to comment on this project.

I live on Fairfield. This project is not the best use of funds & would benefit only a few. Money is better spent on several other traffic & safety issues (stop signs, speed bumps, intersection visibility) that would benefit areas with more pedestrians.

I question the decision to place sidewalks on one side of Fairfield St. The most dangerous streets are 121st (in front of the park) and 123/124th from Walker to Center streets. These also have the most foot traffic. Please reconsider.

This is unnecessary. Why not do this from CHB east to 124 then south to Center? There isn't enough foot traffic from 119th to 124 to justify this. Who pays for it? And who pays for future maintenance?

Putting a sidewalk from SW 119th/SW Fairfield to SW SW 121st is ridiculous. Putting a sidewalk in front of my house and taking half of my front yard isn't an option!! Will it lower my property taxes? How about property value?

I'm responding to a postcard I recently received from the Department of Land Use & Transportation Operations and Maintenance concerning a proposed pedestrian path for Sw Fairfield St. from 119th

	<p>Ave to 124th Ave.</p> <p>I strongly disagree with spending our limited resources on the portion of SW Fairfield St between 119th Ave and 124th Ave for a sidewalk because there is very little pedestrian traffic on this portion of SW Fairfield. I have lived at 12060 SW Fairfield St for 35 years and have not see much increase in people walking in this area of SW Fairfield St.</p> <p>I do think there is a need for a pedestrian path west from Sw Fairfield St to Cedar Hills Ave and from Center Street to SW Fairfield Ave. Since the traffic signal was installed on Cedar Hills Blvd.and Fairfied Ave there has been a tremendous increase in both foot and automobile traffic when people cut through our neighborhood to get from Cedar Hills Blvd. to Center Street and vice versa.</p> <p>I would like to comment on the proposed pedestrian path on Fairfield from 119th to 123/124th. There are only a small number of people that walk down this part of Fairfield. It starts and stops inside the neighborhood. No real start/stop destination. The vast majority of the foot traffic is from Cedar Hills Blvd east on Fairfield to 124th and then south on 124th to Center Street and the other way around. These are people cutting through the neighborhood, not primarily people that live in the neighborhood. They are mostly people that live in the apartments along Center street.</p> <p>I want to vote against candidate 0212 and only see this as an intrusion into a neighborhood that already has too many people using the neighborhood as a pass through and leaving their trash along the side of the road as they pass by. What little money the county has can be better spent somewhere else.</p> <p>If you must make changes in our neighborhood, the route from Cedar Hills Blvd east on Fairfield to 124th and then south on 124th to Center Street would serve far more pedestrians. Again, these are mostly people cutting through the neighborhood not the people that live in the neighborhood.</p> <p>Thanks for your consideration,</p> <p>I'm for sidewalks on arteries, but they should be the homeowners responsibility on residential streets. If they want them, they can add them. If the county adds them, who maintains them? Do the homeowners have to maintain a sidewalk they didn't want?</p>
<p>269 Garden Home Rd</p>	<p>I agree with your proposal EXCEPT please plan the timing of the project to NOT occur when BES is constructing the Fanno Pump Station. Because, access to Scholls Ferry Rd near SW 86th will be stop and go due to the number of trucking accessing 86th. Scholls Ferry has only two lanes. The alternate driving route will be using Garden Home Road turning left onto Oleson to access the Raleigh Hills area. If you do the projects at the same time it will be a nightmare. Bad enough we have to live through construction of another pump station. At the very least, please help us assess our</p>

	<p>alternative route.</p> <p>The description says replacement of 6 curbs, but shows only the NW corner by the rec center. The only curb cut that needs replacement due to a dangerous, inaccessible situation is the NW corner. Limit the project to that corner with high priority.</p>
<p>147 Grahams Ferry Rd</p>	<p>Attached letter from IBACH CIO dated 7/15/12</p> <p>Attached letter from Brian M. Tomcak dated 7/13/12</p> <p>Attached letter from Nick Duyn dated 7/15/12</p> <p>Attached letter from City of Tualatin Mayor dated 7/15/12</p> <p>Being close to Tualatin HS, plus neighborhoods full of pedestrians, this is an vital project. Additionally, it's important to have some geographic fairness; this area is often overlooked.</p> <p>Is this really going all the way north to lbach? I thought our jurisdiction ends on the NE property line of the church.</p> <p>This is an important safety need in Tualatin. Many residents in our recent TSP workgroups listed this as one of the critical projects to complete.</p> <p>I support the project to extend the sidewalk along Grahams Ferry. It was one of the first things I noticed when we moved here about a year ago. I tow my daughter in a bike trailer during the summer and I have chosen to avoid this stretch as Just to stay on the sidewalk I need to cross the street on two occasions. I just go around near lbach park and through a neighborhood. With the amount of bicyclists and runners I see in this area I would agree that completing the sidewalks through Grahams Ferry would be safer.</p> <p>This is the street I live on. Every day I watch dozens of people (kids and adults) and dogs walk along this very dangerous street. Because there's a gap in the sidewalk, people have to either cross the road twice or walk in the street or ditch on a blind hill with a blind curve. This is at the same point where there's a car crash about once a year. It's also about 1/2 mile from both Tualatin High School and Byrom Elementary School. For my neighbors to the south it is impossible to get from their home to Tualatin HS without crossing Grahams Ferry Rd. (in the middle of the road, not at intersections) 3 times or walking in the ditch or on the road. Fixing this very dangerous situation isn't going to make this stretch of road safe for all users but it will at least protect the most vulnerable ones. Please make this a high priority for Washington County.</p>

I'd like to voice my support for the improvement of the sidewalks and guard rails on Grahams Ferry Rd. As a senior at TUHS student whose main method of commuting each morning is by walking, I have come to appreciate well maintained, safe sidewalks. Sadly, the sidewalks on Grahams is incomplete, and quite often hazardous. Please take my voice, as well as the countless other students who use the sidewalks each day, into your consideration when you make a decision.

I am a resident of Tualatin (since '97) and have been a resident of Washington County since moving here in 1989. I would like to voice my support of MBP candidate 147 on Grahams Ferry Road just outside of Tualatin. This is a primary path for many high school students walking to Tualatin High School from the local residential area and is adjacent to an already blind hill and curve in Grahams Ferry Road. It is also an area of transition from a 45 mph to a 35 mph zone, putting pedestrians walking on the shoulder in even greater risk. I should note the transition to 35 mph starts south of this stretch, but many vehicles are still transitioning in this area. I ask that Washington County fund the improvements for candidate 147 in the coming cycle and make this section safer for the local residents and students who take this path daily.

Please complete the sidewalks along Grahams Ferry Road in Tualatin...lots of children and young adults in the community have to walk extra distances to school or take a chance along this dangerous section of road. With the completion of the sidewalks it would open walking to school safely to a lot of families. I know in my house I do not want even my teenager walking to the high school on Grahams Ferry; having to jump out into the road when the sidewalk ends or cross the street multiple times to stay on sidewalks is not safe.

Yes I often ride bikes or run with my kids and this section of road is scary due to a lack of consistent sidewalks. Please improve!

This project should receive the highest of priorities. Direct route for parents / students of Byrom Elementary and Tualatin High School. A highly traveled area like this needs to be safe for pedestrians (and drivers). Thank you

As a neighbor to Grahams Ferry, I feel strongly that sidewalks should be added from the developed sections to the south through the Boones Ferry Rd. intersection. There are gaps and dangerous areas where crossing the busy street or walking in the "gutter" or gravel is dangerous.

I just wanted to express my support for sidewalks on Grahams Ferry Road. It is time we consider accommodating ways to get around besides cars and the road as it is now is only fit for motorized transportation. I have biked on this road and it is very dangerous. People speed along.

If there was a way to bike on Grahams Ferry you could connect all the way to Wilsonville by taking Grahams Ferry to Ridder Road. Distance-wise it is close and easy but at this time the road is just too dangerous to do anything but drive.

I would like to express my interest in seeing sidewalk improvements on Grahams Ferry Road in Tualatin. It seems as though there is a high volume of pedestrians using that area without a safe sidewalk to use. I think by adding a sidewalk that this would be a huge safety improvement as well as an increase in the quality of life in the area. I appreciate that you're considering it.

We live near Grahams Ferry Rd and although we walk the neighborhood, we avoid that road. It is unsafe without sidewalks and there are a lot of people still using it. Everyone in the neighborhood with kids goes toward Ibach Park at sometime and there are a lot of people who live on or near Grahams Ferry Rd. I don't even like to drive on Grahams Ferry since the walkers make me nervous. Please consider making this road safe for all in the neighborhood. Thanks.

I live at 9412 SW Arikara Drive in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated by the county as Candidate 0147.

This stretch of GFR currently has both incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR. Importantly, many young pedestrians use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school.

In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

I live at 10282 SW Whitebark Lane in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

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I understand that sidewalk improvements along Grahams Ferry Road in Tualatin are under consideration. This is a very pressing concern for myself and my family. This section of Grahams Ferry only has sidewalk on one side of the road and it alternates which side of the road the sidewalk is on right at a blind curve at the top of a hill. This is a very dangerous section for pedestrians and as a resident in the area it definitely impacts myself and my family. My 5 year old son attends Sunrise Montessori school on Grahams Ferry just 1/2 mile from our house, yet we feel forced to drive him to and from school every day (putting another car on the road traversing this curve) instead of walking him to school as we do not want to risk the necessary street crossing that is required in order to just remain on a sidewalk down Grahams Ferry. I also am an avid runner and while I do run along this section of Grahams Ferry, I am forced to either stay on a side with no sidewalk and risk falling in a drainage ditch or to also cross at this dangerous blind curve. As a result I make sure to not run near dawn or dusk when visibility is low, however that does not stop many of our neighbors who we see taking this risk daily. Please consider this sidewalk improvement as your highest priority. The lives of Washington County pedestrians are at stake. Thank you.

I live at 23007 SW 104th Ter. in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

This stretch of GFR currently has both incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR. Importantly, many young pedestrians use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan,

and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school. In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

We are all just so excited for the possibility! The road links so many families to two schools and without a continuous sidewalk it is so dangerous to cross the road back and forth along the road.

I am writing in support of the selection of Graham's Ferry Road for Minor Betterment Program funds for sidewalk and guardrail improvements. The road lies in an area of Tualatin that experienced rapid growth in the years before the recession, yet is still constructed like a rural road in many places. This area of the city is near what is still largely a rural area between Wilsonville and Tualatin. Grahams Ferry Road's path through this transitional area, as well as the rural feel of the road, likely contribute to the excessive driving speeds I have witnessed on the suburban portion of the street. The area proposed for improvement is near schools, churches and residential neighborhoods--areas with significant pedestrian activity currently but the potential for even more if this safety improvement is constructed. Completing pedestrian connections is vital in a time when reliance on the automobile is harming both the environment and human health. Finally, it is worth noting that Tualatin has a comprehensive sidewalk system, and the improvement of Graham's Ferry Road will fill a defined gap, allowing users to connect to existing sidewalk infrastructure--in other words, this would not be a sidewalk to nowhere! I urge you to fund this important transportation link.

Please make completion of the sidewalks on Graham's Ferry Road a priority. The sidewalks are \*almost\* there, but the lack of a complete sidewalk forces anyone who would walk from the surrounding neighborhoods to the two schools on BoonesFerry Road into the street on a very dangerous curve. We have lived in the neighborhood for 5 years and the only reason that our children do not walk or ride to school is the lack of contiguous sidewalks up to BoonesFerry. Yes, it is possible to get to the BoonesFerry/Graham'sFerry intersection by going through the neighborhood, down to Ibach, and then back up to the intersection. However, this adds \*5\* street crossings to the trip, and none of the roads has a bike lane. On a busy morning, it is still a less than optimal path. All for lack of 50ft of sidewalk.

The city plan to widen Graham's Ferry to 3 lanes and add bike lanes would be great, but even just completing the existing sidewalks would be a huge benefit. The bike lanes could come later. Please enable the community by at least completing the sidewalks!

(also from same person as above)

I live at 22972 SW 106th Ave in Tualatin. I am writing to you in support

of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

This stretch of GFR currently has both incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR. Importantly, many young pedestrians would like to use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school. Many of the children in the adjacent neighborhoods are not able to walk or bike to school because of the un-safe roadway between their homes and the Schools. I would dearly love for my three boys to ride their bikes to school, but we have not allowed them to do so, due to the un-safe nature of the roadway. In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

I live on Helenius Street in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

This stretch of GFR currently has both incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR. Importantly, many young pedestrians use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school. In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

I live at 10316 SW Whitebark Ln. in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along

both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

This stretch of GFR currently has both incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR. Importantly, many young pedestrians use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school. In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

(2nd email from same address, different sender)

I live at 10316 SW Whitebark Ln. in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

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I live off of Grahams Ferry road and we heard that the city is considering adding sidewalks to Graham's Ferry. This would mean no more crossing and then re-crossing across that busy street with my kids on their bikes or in their wagon. I know everyone in my neighborhood would love for this to happen . Please consider this area for the addition for the sidewalks. Thank you for your support

Attached letter from IBACH CIO dated 10/20/12

My property borders Graham's Ferry Road in the impacted area and I support this project so long as it doesn't impact my existing tax burden.

I live at 22999 SW 104th Terrace in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

This stretch of GFR currently has both incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR. Importantly, many young pedestrians, including my daughter, use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school.

In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

I live at 10279 SW Sitka Ct. in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

This stretch of GFR currently has both incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR. Importantly, many young pedestrians use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school.

In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

I live just off Grahams Ferry Road in Sitka Ct and we get a large amount of foot traffic in our neighborhood. We do have sideways part

way along the road, however, there are numerous locations where pedestrians must cross the busy road to continue on the sidewalk. In our specific area there are corners and hills which make this a fairly dangerous proposition if both parties are not paying attention (the pedestrian and the driver) and could greatly benefit by the completion of the sidewalks. I strongly suggest that the request be approved for this additional funding to complete this project and help safeguard the well being of pedestrians on Grahams Ferry. Thank you!

I fully support the funding of the funding of the Candidate Project 0147. My house will directly benefit from this project as currently without a guard rail it is in danger of an out of control car veering into my yard and endangering my family. Thank you,

I fully support CANDIDATE PROJECT 0147. I have three children who currently (and will in the near future) walk to and from Tualatin H.S. The completion of the sidewalk would be a huge blessing for us. Thank you!

I live at 22445 SW Chilkat Terrace in Tualatin. I am writing to you in support of the City of Tualatin's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road ("GFR") from SW Ibach Road to SW Luster Court. This project has been designated Candidate 0147 by the County.

This stretch of GFR currently has incomplete sidewalks on both sides, requiring pedestrian users to either cross the road for continuous travel, or to navigate extremely difficult terrain alongside the unimproved shoulders of GFR.

Importantly, many young pedestrians use this section GFR to walk to and from Tualatin High School and Byrom Elementary School or the bus stops serving those institutions. By funding the City's application, the County would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school.

In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.

I am a 19-year resident of Tualatin who strongly supports the City's application to the Washington County Minor Betterments Program for the construction of sidewalks along both sides of Grahams Ferry Road from Ibach to Luster Court, known as Candidate 0147 by the County. An avid walker, I have to cross Graham's Ferry Road more than once along my route to walk safely on sidewalks. Many students walk to school along GFR and completing this stretch would be furthering Policies 8 and 14 of the County's 2020 Transportation Plan, and

	<p>specifically implementing Strategy 8.6 - identifying and reducing barriers and hazards to children walking and bicycling to school. In addition, pedestrians and bicyclists of all ages would be well-served if the County, acting in furtherance of the same policies noted above, extended sidewalk completion and shoulder improvements along GFR from Luster Court south to Helenius Road.</p> <p>I am in full support of the funding for the Candidate Project 0147. My house and neighbors will directly benefit from this project as currently without a guard rail we are in serious danger of a vehicle veering into our property. This has occurred on multiple occasions in the past (once fatally) and will again without this improvement.</p> <p>I fully support CANDIDATE PROJECT 0147. I have three children who currently walk to and from Tualatin H.S. The completion of the sidewalk would be a huge blessing for us. Plus there are major safety issues on that street for bikers and walkers.</p> <p>I live at 10775 SW Willow St. Tualatin, for the past 11 years, and am highly aware of this high risk stretch due to several fatal accidents that have occurred since living here. I am writing to you in support of the City of Tualatin's application to Washington County's Minor Betterments Program for the construction of sidewalk on this major collector road where cars travel over the designated speed of 35 mph to speeds of 45+ at all times.</p> <p>This stretch of GFR with incomplete sidewalks on both sides, is used by students going to Tualatin High School and Byrom Elementary where they must navigate extremely difficult terrain alongside the unimproved shoulders. I myself, as an officer of Tualatin's Citizen Involvement Organization, known as Ibach CIO have tried to walk this stretch several times to pass out fliers to our neighbors and felt extremely unsafe in doing so.</p> <p>Completing the gaps in the sidewalk would add a tremendous amount of protection and make drivers aware they are not on a rural highway, improve the safety concerns, and resolve the lack of connectivity throughout these county roads.</p> <p>(phone call) Resident in cul de sac near Grahams Ferry, kids can't walk to school because no sidewalks, too dangerous, sidewalks long overdue. Supports project.</p> <p>(phone call) Resident close to Ibach, house backs up to Grahams Ferry, supports project, dangerous for bikes and peds, as well as motorists.</p>
132 Jenkins Rd	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

	<p>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>This doesn't seem worth the expense. Removal of a crosswalk is detrimental to pedestrians. The beneficiaries would be vehicular traffic, but there would be probably very little improvement. With no sidewalks leading up to the SW corner, probably very few pedestrians cross on that side of 153rd. However, someday there may be development, sidewalks, and new destinations that would make it desirable to have that crosswalk. You should leave it in place.</p> <p>Why would the county remove crosswalks here? If Nike doesn't want us to cross here, then they should pay for the changes.</p>
<p>229 Laidlaw Rd</p>	<p>Construction of a pathway on the north side of NW Laidlaw Road will provide a safe route to Stoller Middle School, a safe walking route to the town center in Bethany and a safe route to the nearest Tri-Met bus service on Bethany Blvd.</p> <p>This road definitely needs widening. Hardly any space for people to walk (the road is narrow even for bigger cars/vans)</p> <p>A bike lane is probably more important than a sidewalk in priority, as there seem to be more bicycles using the road than pedestrians. All of the dangers mentioned by others regarding trying to share the road with bicyclists are definitely true.</p> <p>This stretch of road has no shoulder for pedestrians when vehicles approach. The traffic volume on Laidlaw has increased significantly over the past several years and will continue to increase with the development of the North Bethany area.</p> <p>Laidlaw was constructed as a local/rural road in this area but is being used as a collector for traffic between Bethany and Portland and the Sunset highway.</p> <p>The portion of this shoulder at the un-named creek has no space to stand when vehicles approach.</p> <p>There are a lot of people, including kids, that walk and bike along this portion of Laidlaw Rd, and with not even a shoulder it is very dangerous. A sidewalk would be very beneficial and would connect communities to school and each other.</p> <p>Agree w/others- unsafe road - too narrow, curved + too fast drivers.</p>

Needs comprehensive improvements not just a patch of sidewalk. Need to connect communities safely to both Stoller & JacobW. schools/parks.

Yes this section is very dangerous for pedestrians and bikers. The curved road, thick vegetation and lack of enough street lights all lead to unsafe road conditions. Plus this section is right next to school making it unsafe for children.

Too bad it needs to be on the north side of the road. That will result in cutting those huge Doug Firs. It also seems there is more room for a sidewalk on the south side, but I guess the school and development is on the north side.

project #0229 could help address a long-standing sight distance issue at 137th and Laidlaw if the path is installed on the north side of the road. (from county traffic engineering associate)

County SRTS Coordinator #4 priority: #0229 Laidlaw Rd Ped Path. Great connection for all of the new housing to the east of Stoller M.S.

Thank you for your attention to this dangerous stretch of road. I would agree with your assessment and the need for a sidewalk so students can reach stoller safely. Without this improvement the road is impassable for pedestrians.

I wanted to provide comments for the betterment program near 229-Laidlaw Road and 228-Saltzman Road. This stretch of road is treacherous to walk or bike through and is the only viable access for residents to Cornell Road and Bethany Village. A bike path and walking path are greatly need for this highly populated area. In addition, an elevated walking path would make even more sense, as cars speed through these sections at high speed ignoring speed restrictions. I am for both areas receiving these betterment programs.

A SAFE walking/bike path is needed. Protection from traffic on this narrow road is essential.

I think bike/sidewalks are necessary as people use this ride all the time for both and is very dangerous in it's current state.

This road NEEDS an overhaul with a bike lane AND sidewalk. There is no way for ANYONE to walk/bike safely around this dangerous/narrow curve. Cannot go jogging, walk/bike to Village.

Another very dangerous stretch of road. No shoulder, minimal lane width and steep storm water culverts just off the road surface. Have seen a lot of close calls here between pedestrians and cars. Lanes need to be widened and path constructed.

i've seen middle schoolers waling on the road. It is so dangerous to watch the students passing by cars. When rainy season comes, the vision will get worse for drivers.

Either create a sidewalk or close the road for joggers or drastically reduce maximum speed, because too many joggers just run on this narrow road here trusting cars zooming by at 35+ miles an hour won't hit them. Nearly suicidal, that's what it is.

A pedestrian and bike lane would help tremendously! Please make it happen.

A pedestrian path or sidewalk is essential! Please make this happen. Thank you.

This piece of road is very dangeous for both cars and pedestrian. The road needs to be widened.

Pedestrian path would open up walking to Bethany shopping area for residents living on the east side .. Walking on this is very dangerous. Please prioritize

This stretch of road is very dangerous for walking for adults and utterly impassable for young children. This pathway would be very well utilized by the eastbound subdivisions walking towards Stoller or Jacob Wismer or even Bethany Villiage.

Adding a sidewalk or path would make this road walkable and safe for those people living to the East and wanting to walk to Bethany and more importantly to Stoller or Jacob Wismer.

Thanks for considering making this stretch of road safer for pedestrians and bicyclists! There seems to be room along the side of this road and would greatly improve walkability and safety for all!

This section is dangerous in a car! The road is too narrow, oncoming cars veer over the center line, there is no shoulder, and the ditches are very deep. PLEASE widen the road and make it safer, THEN add a much needed pedestrian path.

This road is too narrow, curvy and cars drive very fast. They constantly go over the line to avoid someone. There should be a pedestrian lane with the school so close. It is unsafe in a heavily pedestrian area with the continued growth of Bethany.

this road is planned to be straightened and widened with sidewalks on both sides. If a path is built in the meantime, it would be less expensive on the south side to avoid a bridge across the creek.

	<p>This road needs to be straightened and widened. I'm surprised that a pedestrian or bicyclist hasn't been hit here. The corners are sharp and blind.</p> <p>This is #1! Laidlaw &amp; Saltzman are the elephants in the room, and it is getting worse with more homes getting built to Arbor Heights (and even more in planning phase). This is a major connector from Bethany community to Cedar Hills and Portland.</p> <p>A sidewalk in this area would be really great as this is a dangerous curve for both motorist and pedestrains.</p>
<p>054 Leahy Rd</p>	<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 ODOT SRTS grant was denied. It would help West TV Elementary (300 enrolled) &amp; 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)</p> <p>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?</p> <p>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</p>

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.

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?

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.

Continuation of sidewalk from Catlin Gable's property to West Tualatin View School would provide a safe route for our children to walk to school along Leahy.

This route is very dangerous for kids walking to school so it would be very beneficial to the safety of the community to have sidewalks along this route. Some sections along this route without existing sidewalks are very uneven layers of disintegrating asphalt which are not only trip

hazards for pedestrians and hazards for bicycles but also as it slopes steeply away from the roadway, a car can very easily be "pulled" into the walkway if their wheels drift too far to the right.

It would provide a safe route for our children to walk to school along Leahy.

[phone call] Resident along Leahy noted there is an existing sidewalk not identified in candidate packet online. Concerned that vegetation serving as privacy screen on his property frontage would need to be removed. Expressed concerns about road not being inside right-of-way, pathway or sidewalk would further encroach into his property. Said he would email maps, photos, and comments. [See Attachments to Comments MB054 Leahy]

[phone call] Instead of starting at Barnes, suggests starting at 84th and continuing west. [Sidewalk exists from Barnes to just west of 83rd.] Concerned about having to cross over to other side where sidewalk ends.

Leahy Road between Barnes and 84th is a busy connector street. It would be better to start on 84th and Barnes go north on 84th and then west on Leahy.

Yes, priority is Leahy path from Barnes to SW 84th xing add & improve. Leahy needs sm piece 2 hook catlin sidewalk to west tv sidewalk on south/west side 2 complete safe route.

This project could be narrowed in scope to the second picture area. I walk this regularly with my kids and feel safe except for that one section. It's not ideal for walking, but there are better projects. Briar lane section is dangerous.

County SRTS Coordinator #7 priority: #0054 Leahy Rd. Ped. Path. Goes well with the 2013 SRTS grant improvements at West Tualatin View El.

I would like to lend my support to the following MBP Candidates:  
197- 90th Ave  
054- Leahy Rd.

As a 6 year resident and homeowner at 595 SW Elderbrook Pl., I can personally attest to the need for these potential upgrades. As it stands currently, each of these sections of road only have periodic sections of sidewalk for pedestrian use. In the sections that are not upgraded, local residents are forced to walk on the edge of a busy roadway with limited visibility to automobile traffic. In addition, these potential betterment candidates would serve as a significant improvement for those parents and children who walk to West TV Elementary. All too often, my daughter and I have to make a "mad dash" across Leahy

	<p>Rd. on our way to school, dodging the morning commuters who are connecting to Barnes Rd. The same routine holds true in the afternoon and for plenty of other families that find it more convenient to walk as opposed to driving. Again, I would like to express my full support for these projects and benefits that will be experienced within the neighborhood.</p> <p>This is a growing neighborhood with more subdivisions. Families with young children are moving in. Walking to West TV school or OCAC should be encourage. Please put in side walks for our family safety.</p> <p>Since the bus service (#50) is non-existent during most of the day, a path would help access the MAX and decrease the need for more cars.</p> <p>I have little grandchildren and want safe paths for them to use.</p> <p>I am the mother of two 3rd graders at West Tualatin View Elementary School. We try to walk to school most days. The other side of the school would benefit from funding project #54/Leahy. This would encourage and enable the students to have a safe path to school.</p> <p>This is a neighborhood with many families of younger children and elderly people. A pedestrian path would be critical.</p> <p>I am most worried about the section of Leahy between SW 84th and the "back" entrance to OCAC. There is NO shoulder there at all for about one block on the south side of Leahy.</p>
<p>237 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</p>

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 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.

Sidewalks would certainly reduce risk to elementary kids walking to school

This section has piecemeal bike/ped facilities yet is designated a bike route. Good to fill-in these gaps especially around schools.

The Vintage Neighborhood is landlocked. There is a nearby park & school (Bonnie Slope Park and Bonnie Slope Elementary School)-yet it is not safe to walk on McDaniel Road to access these community areas. In light of the 2 recent pedestrian deaths in the Bonnie Slope neighborhoods (which could have been prevented with SIDEWALKS) it is critical to consider this request. Thank you!

The Children enrolled in Bonny Slope Elementary school will have a safe walking path to school. This project can save BSD on Transportation costs. Currently families who live less than a mile from school can not walk due to lack of sidewalks! The community will be able to have a safe pedestrian path along Mcdaniel and allow them to safely catch bus or bike to work. etc

Benefit the community by providing safe pedestrian access to Bonny Slope Elementary, bus stops, while linking the various neighborhoods off McDaniel. Safe pedestrian passage is essential on this busy stretch full of blind bends.

There are no sidewalks along McDaniel between Thompson and 119th -- it is extremely dangerous to run or walk along. Safer streets -- our kids could walk to school and we could walk to the tri-met bus stop without risking our lives.

Pedestrian traffic is dangerous without the sidewalk.

There are hundreds of homes throughout this area that cannot walk between neighborhoods, to parks, to schools, etc. I live in the Vintage neighborhood and we are landlocked and unable to walk to Bonny Slope Elementary school where our kids go, to Mill Pond Park and stores, Cedar Mill library, or church.

Hello, we are residents of The Vintage neighborhood and are contacting you to express our support for sidewalks on McDaniel Road (Minor Betterment Program candidates list, candidate #237). Thank you!

After discussions at the May [2011] CPO 1 and Connecting Neighborhoods Sub-committee meetings we find that the property owners along the proposed sidewalk route were not involved in anyway in making this proposal and in fact strongly oppose this project for the following reasons:

1. There currently exist a 4'-6" wide asphalt walking surface the full

length of the Southside of NW McDaniel Road 860+ feet long (this walking surface is of new construction and was put in place when NW McDaniel Road was widened at a great expense to the County and Tax Payers. The walking area is striped and connects to existing sidewalks and crosswalk at Bonnie Slope School)

2. The distance between the Bonnie Slope School and Blackhawk Drive is 860 feet, 440 feet of the distance currently has County standard sidewalks installed on the South side of McDaniel Road by developers, the remaining 420 feet of sidewalk is scheduled to be installed when developed (the the remaining properties have gone through the County Planning and Design process which include sidewalks and appropriate drainage)

3. It appears that the Proposed sidewalk project is sponsored by someone other than the Neighborhood and property owners who observe daily the SAFE use of the current sidewalks concrete and asphalt.

4. It is recommended that the County post signage on McDaniel Road to encourage pedestrians to use the existing walking areas on the Southside of the street and install crosswalks at appropriate locations.

Would like to know if anything is decided about Bonny Slope school area, McDaniel Rd between 119th and 111th. We really need a simple path/sidewalk.

This is a much-needed safety improvement that will connect both established neighborhoods and new development with their school.

Construction of sidewalk along the north side of NW McDaniel Rd from NW 116th Ter. To NW Ridge Rd. will provide safety to pedestrian and Tri-met bus riders who will be able to walk on a contiguous sidewalk along all NW McDaniel Rd. bus stops and the Bonny Slope elementary school. It will also enhance the ability of neighbors to take walks around the area.

I just saw the Minor Betterment Program proposal for improvements to McDaniel Road suggesting widening the shoulders and constructing bike lanes. Just knowing that such considerations are being proposed is a wonderful feeling. As a resident of the Vintage Neighborhood off McDaniel and Appellate Way, I have felt for many years that McDaniel has become too dangerous with no safe travel for bikes or pedestrians, giving neighborhoods such as ours a certain land-locked quality. I implore you, as you consider your options, to please continue the sidewalks up McDaniel as you have done for 119th.

During the construction of a road widening would be a brilliant time to add the sidewalks and it would open up a huge safety feature for the Bonny Slope elementary school. Thank you for your consideration. I look forward to watching the progress of this project.

I see you are considering a bike lane. More importantly, I would love to

see a sidewalk on this road so kids had a safe route to school.

I recently heard about this betterment program for McDaniel Rd. and I am very excited. I live in the Vintage neighborhood on NW Supreme Ct. off NW Appellate Way and our neighborhood has always felt like an island. It is not safe walking on McDaniel and with so many families in the area and the Bonny Slope School so close by, it makes a lot of sense to have a safe pedestrian option. Frequently while walking pedestrians have to choose between a ditch and walking the white line too closely to the cars. It's scary for both the pedestrians and the drivers. We would prefer to have the new sidewalks that are currently being installed on NW 119<sup>th</sup> to simply continue on the north side of McDaniel all the way to Thompson Rd. The students of Bonny Slope would have a safe, healthy option for getting to school and there would be dramatically less traffic congestion near the school. Thank you so much for considering McDaniel for safer pedestrian access!

I am writing to give my opinion on which candidate should be chosen for the Minor Betterment project. We live in the Vintage Neighborhood and pretty much can only leave our neighborhood by car. Therefore I would put 237 - McDaniel Rd at the top of the list. There are no sidewalks on McDaniel in our area and it makes it unsafe to walk outside of the neighborhood. Sidewalks all along McDaniel would be so beneficial for many reasons. One of these would be walking to Bony Slope School. We also could leave our neighborhood and not be as concerned about getting hit by a car. People drive too fast along this road as it is and a sidewalk would make pedestrians that much safer.

My family and I recently received a postcard regarding the betterment program for safe pedestrian access on McDaniel Road. We are very excited about this project! We live in the Vintage neighborhood on NW Supreme Court off NW Appellate Way and our neighborhood has always felt like an island. It is not safe walking, running or riding bikes on McDaniel Road. With so many families in the area and Bonny Slope Elementary School so close by, it is critical to have safe pedestrian access. Ideally, the new sidewalks that are currently being installed on NW 119th would simply continue on the north side of McDaniel all the way to Thompson Road. Neighborhood pedestrians would have a safe way to exit their neighborhoods and the students of Bonny Slope Elementary would have a safe, healthy option for getting to school. The latter would dramatically decrease traffic congestion near the school. Thank you for considering McDaniel for safer pedestrian access!

This looks like a very good idea and needed project. How would it be paid for? LID? Assessment of adjacent homeowners?

[Response: Minor Betterment Program projects are funded by Road Fund which receives revenue from gas taxes, license and registration

fees, and truck weight mile fees. There are no assessments or fees on adjacent property owners to fund these projects.]

Hi, it was brought to my attention that McDaniel road might finally get sidewalks (even if its only the north side) and I wanted to write in my support. I live in the Vintage neighborhood and we are trapped because there is no way to safely walk to Bonny slope elementary where our kids go to school, to the cedar mill library where we go once a week, to bales thrift way, or anywhere else because McDaniel is such an unsafe road to walk, run, or bike along. Sidewalks would be such a great thing to have for everyone in our neighborhood and all other surrounding neighborhoods and it would be wonderful to get them before an accident happens. We would hate to see it take an accidental but preventable death (like 118th) before we get sidewalks. Please consider putting in sidewalks on McDaniel road as it would make a huge difference to my family, our neighborhood, and our community. Thank you!

I am writing to express my support for sidewalks along McDaniel Rd. I live in the Vintage neighborhood and we are land locked. There is no safe pedestrian path outside of our neighborhood. I am an avid runner and mother of three. I would love to see sidewalks to ensure a safe path for our active community.

I wholeheartedly support a project for the construction of a sidewalk on McDaniel Road. I live in a very small neighborhood just off McDaniel. Walking along McDaniel for exercise, to get to Bonny Slope school, to walk to Mill Pond park etc, is a very scary prospect. The area along the side of the road is extremely narrow and in many places virtually non-existent. It is only a matter of time before someone is injured or killed while walking here. Many new homes have recently been constructed along or just off of McDaniel , increasing the number of drivers on this road making walking even more treacherous. Thank you for considering this project.

I'm a resident of The Vintage, a Washington Country neighborhood off McDaniel. We're small and friendly, and we care about our kids, runners, walkers, elderly and the bicycle riders as well as the drivers of cars, busses, and trucks. Everybody's trying to be careful not to hit somebody, but with no sidewalks and very little, if any, shoulder on this stretch of McDaniel, it's really dangerous. We've had lots of close calls and our kids aren't allowed out on McDaniel at all. This really isolates us. First it was Tri-Met. They put in a bus route, but the nearest stop is either up on Thompson or way down McDaniel. I took the bus once, and it was so dangerous to walk along McDaniel, in the dusk, to my home on Supreme Ct, that I never did it again. A bus stop on our corner would be so much appreciated, but that's another conversation for another group of people. The new sidewalk from Cornell, up 119th is fantastic. I walked it the other day and felt safe

and happy. Please extend this sidewalk the rest of the way up from Bonny Slope School to Thompson. It would make us less isolated, much safer, and let lots of our kids walk to Bonney Slope school, eliminating some of the traffic and it's good for the environment. Just Do it! Thanks so much,

I recently heard about this betterment program for McDaniel Rd. and I am very excited. I live in the Vintage neighborhood on NW Supreme Ct. off NW Appellate Way and our neighborhood has always felt like an island. It is not safe walking on McDaniel and with so many families in the area and the Bonny Slope Elementary School so close by, it makes a lot of sense to have a safe pedestrian option. Frequently while walking pedestrians have to choose between a ditch and walking the white line too closely to the cars. It's scary for both the pedestrians and the drivers. We would prefer to have the new sidewalks that are currently being installed on NW 119th to simply continue on the north side of McDaniel all the way to Thompson Rd. The students of Bonny Slope would have a safe, healthy option for getting to school and there would be dramatically less traffic congestion near the school. Thank you so much for considering McDaniel for safer pedestrian access!

I live on Appellate Way and am very much in support of this betterment program for McDaniel Rd. There are many pedestrians and bike riders that use this street for transportation around our neighborhood. This program would significantly improve the safety for all those using McDaniel for walking or biking. Thanks for your consideration on this project.

I spoke to a gathering of metro leaders about safety problems around McDaniel Road roughly 10 years ago. Since then, traffic has gotten heavier, and there's still no safe place to walk dogs, walk kids to school or get to the bus stop at the east end of McDaniel. Please add safety measures, including a sidewalk.

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I recently heard about this betterment program for McDaniel Rd. and I am very excited. I have lived in this area for 13 years and it has never been safe to walk outside my neighborhood. It is not safe walking on McDaniel and with so many families in the area and the Bonny Slope School so close by, it makes a lot of sense to have a safe pedestrian option. Frequently while walking pedestrians have to choose between a ditch and walking the white line too closely to the cars. It's scary for both the pedestrians and the drivers. We would prefer to have the new sidewalks that are currently being installed on NW 119th to simply continue on the north side of McDaniel all the way to Thompson Rd. The students of Bonny Slope would have a safe, healthy option for getting to school and there would be dramatically less traffic congestion near the school. Thank you so much for considering McDaniel for safer pedestrian access!

Bonny SI started SRTS 2009. Over 350 walk McDaniel once yearly. Community has high desire to walk to school & playgrounds. Only a short distance separates existing sidewalks. Thank you

I think that, in general, sidewalk projects near schools should be a priority to enable neighborhood kids to walk to their school.

I would love for Washington County to consider sidewalks and bike lanes along McDaniel Rd through Bonny Slope Elementary. We live in the Vintage neighborhood (Appellate Court) on the north end of this stretch and have two daughters that either attend or will attend Bonny Slope. There is no way for them to walk to school even though we are less than .25 miles away. This means Beaverton schools must run bus service to our neighborhood, costing the district money better served on teachers. Furthermore, I see people walking or jogging along the side of the road in this stretch, risking their lives as drivers drive by. There is very little edge in this stretch of road. I sincerely hope the committee will choose McDaniel Rd for one of the improvements, completing the sidewalks that would then run all the way up 113th, past Bonny Slope Elementary, and to the Multnomah County line. Thanks for your consideration.

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healthy option for getting to school and there would be dramatically less traffic congestion near the school. Thank you so much for considering McDaniel for safer pedestrian access!

I'm writing regarding betterment program Candidate 0237 for McDaniel Rd. I live in the Iron Ridge Park development off of McDaniel Road (and Arnott Lane), and would love to be able to access more of the surrounding neighborhoods and parks safely. Right now, McDaniel Road feels too dangerous to walk on, other than the blocks immediately adjacent to Bonny Slope Elementary. My family and neighborhood would greatly benefit from a safe pedestrian option. I frequently see pedestrians walking too closely to cars in this area, which is scary for both them and the drivers. A sidewalk on McDaniel would also contribute to dramatically less traffic congestion near the elementary school. Thank you for considering this great improvement to McDaniel Rd,

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I support this project and would ask that sidewalks line McDaniel all the way from 119th to Thompson Road! (from principal, bonny Slope Elementary School)

The demand of a sidewalk along the north side of McDaniel is severely needed. A small sample size from 7:45-8:15 am Monday to Friday would show the number of children/parents walking to school in need of such a sidewalk. Not to mention the foot traffic once school is out. I strongly feel it is a numbers game of unfavorable measure. There will be an accident, it is just a matter of when. I certainly hope that our voices are heard and resolution is made.

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I am writing in strong support of putting sidewalks along McDaniel from 119th to Thompson. I live in the Vintage neighborhood off 119th and our neighborhood feels so isolated due to the lack of safe pedestrian options going anywhere from our neighborhood. Cars travel quickly along McDaniel and it is extremely dangerous to walk or run along the road. As a parent, I do not let my child walk out of the neighborhood due to the unsafe walking conditions. As a runner, I have frequently jumped into the ditch to avoid being sideswiped by cars traveling quickly, particularly in the early morning. Please, please put in sidewalks along McDaniel -- this would have tremendous benefits for neighborhoods all along 119th.

Hi, we live in 2534 NW Arnott LN, which is a cross street to McDaniel. I often see people jogging, walking, or walking their dogs on McDaniel and it seems very unsafe with the hills and turns. I think a sidewalk would be a great safety improvement and it would allow more people to safely walk to Bonnie Slope Elementary school. It would also connect to the new sidewalk on 119th. We support candidate 0237.

This neighborhood has become increasingly dangerous for walker with all the building and school. Daily many kids walk where there are paths--not just on Walk to School Day

The lack of sidewalks, bikelanes, or paths through neighborhoods, along with curves and high traffic, makes walking or biking impossible to school, the playground/sports practice, or connecting with friends.

I recently heard about this betterment program for McDaniel Rd. and I am very excited. I live in the Vintage neighborhood on NW Appellate Way and our neighborhood has always felt like an island. It is not safe walking on McDaniel and with so many families in the area and the Bonny Slope School so close by, it makes a lot of sense to have a safe pedestrian option. Frequently while walking pedestrians have to choose between a ditch and walking the white line too closely to the cars. It's scary for both the pedestrians and the drivers. We would prefer to have the new sidewalks that are currently being installed on NW 119th to simply continue on the north side of McDaniel all the way to Thompson Rd. The students of Bonny Slope would have a safe, healthy option for getting to school and there would be dramatically less traffic congestion near the school. Thank you so much for considering McDaniel for safer pedestrian access!

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I have lived on this road since 2002 and my address is 10975 NW McDaniel. I grew up back east and am shocked at how Washington County has allowed my once peaceful, quiet and wonderful neighborhood to turn into a series of overpriced track homes

	<p>connected by sidewalks. The large sequoia trees next to my property were chopped down to put in an ugly water retention for the 20+ homes that went in next door in place of the fields of grass. I have repeatedly asked for speed bumps to slow down the speed at which people travel due to this excess of cars from these homes that are spaced 5 feet from another....But instead they stuck an ugly bus stop at the foot of my property and an ugly drain pipe . So now you plan on encroaching on my property further for sidewalks that no one uses??? I have NO interest in this!! If you do plan on taking my property be ready to replace my entire garage and landscape. If my large trees die because you have killed the roots in the process, you should be ready replace those too. I will not stand for the terrible job you people did on 119th, by putting fences up to block the eyesore of the road being so close to homes so you could put in sidewalks. Put in some speed bumps so we can pull out of our driveways instead of sidewalks!!!</p> <p>I'm writing regarding betterment program Candidate 0237 for McDaniel Rd. I live in the Bonny Slope area off of McDaniel Road (and Arnott Lane), and would love to be able to access more of the surrounding neighborhoods and parks safely. Right now, McDaniel Road feels too dangerous to walk on, other than blocks immediately adjacent to Bonny Slope Elementary. My family and neighborhood would greatly benefit from a safe pedestrian option. I frequently see runners and pedestrians walking too closely to cars in this area, which is scary for both them and the drivers. A sidewalk on McDaniel would also contribute to reducing traffic congestion near the elementary school and provide a safe route for more children to walk to school. Thank you for considering this great improvement to McDaniel Rd.</p> <p>This would be a great connection to the new sidewalk along 119th. You could safely walk all the way from Cornell to Thompson.</p> <p>I support a Ped. path on Mc Daniel to 119th, why not complete the sidewalk on southside of Mc Daniel to connect M.B. candidates 111th Ave and 244 Rainmount Rd to provide a side walk system all the way to Cornell Rd."</p>
<p>255 Murray BI</p>	<p>The "multi-use path" is not configured correctly for active transportation uses to transition on and off it a reasonable manner. I know about the last (failed) attempt to get something done correctly with the Sisters of St Mary about 20-years ago and their pro-bono Portland Attorneys. I think it is time to try again. From a physics point of view, putting in a bike lane in the pointless (narrow) grass parkway strip (no trees now) and making a curb-tight sidewalk should be a snap – that is, easy to do.</p> <p>This would be a significant improvement to eliminate confusion between drivers, pedestrians, and cyclists at the transitions of TV Hwy and Farmington Rd.</p>

	<p>This should be a high priority, since there have been bicyclist fatalities here. Since Murray is a main N-S connector, having safe facilities the entire length is very important.</p> <p>This improvement makes sense, and should substantially increase cycling safety in this busy corridor. High priority!</p> <p>It's a bad idea to have a bike lane where there are a lot of right turning motorists. This invites right hook collisions.</p>
<p>228 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>Important to fill in these ped access gaps.</p> <p>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</p> <p>A safe walking route from north of NW Laidlaw Road to bus service, to commercial areas and to Findley Elementary School is needed. There is currently no (zero) walking route available to the residents of this area to the services to the south.</p> <p>Saltzman rd approach to (west of)Laidlaw needs sidewalk, widening or some other provision for pedestrian and bicycle safety. The current roadway narrows at a creek crossing such that safety for vehicles alone is questionable. Improved pedestrian, cyclist and motorist safety. Will allow my children and their friends to walk or bicycle along this roadway to visit each other</p> <p>a path would not make this safe, it would just encourage people to put their lives at risk. The solution is to re-route Saltzman.</p> <p>Widening the road in addition to ped path will make much better sense.</p> <p>Must widen the road near the two curves here so that cars coming from the opposite direction are visible; Re-routing Saltzman from Laidlaw is a good suggestion</p>

	<p>Even for cars driving on this road it does not feel safe, having a walk and bike path needs to be also considered strongly!</p> <p>This is the only reasonable land link between the west-union side and the laidlaw/trails above banister creek. Peds and cycles use it a lot and it is dangerous. A sidewalk can help a lot.</p> <p>Honestly, I don't know what would be the solution. Since we moved to where we are, we never felt safe using this road. It is the main route to highway and other places. Cars speed on this narrow road, frequently crossing the double yellow line.</p> <p>This road is not safe at all. Lines are too narrow and curvy. In my opinion, this road must be included in the Betterment plan.</p> <p>The road is too narrow and curvy. It must be widened, or, reroute.</p> <p>This road is very narrow and dangerous when used by a school bus or truck.</p> <p>Please do the needful in widening the road and adding a pedestrian walkway.</p> <p>Crash waiting to happen. Please widen the road! Very dangerous at night particularly.</p> <p>This needs to be fixed ASAP. Side walk on both sides and a wider road is very very necessary. Please fix it!</p> <p>This is a dangerous road. Narrow already and then bikes and peds. This is especially dangerous at night.</p> <p>This is almost a total blind turn and always concerns me when there is oncoming traffic. Even worse for walkers/bikers.</p> <p>This is a very dangerous curve. It should be widened and a sidewalk added. If you live north of this area, it isn't possible to get south by walking or parking. It would be nice if it was accessible by foot and without driving.</p> <p>The road here is far too dangerous even for cars. It needs to be widened or re-routed.</p> <p>This is surely a dangerous curve. Please make the side walk</p> <p>As a bike rider who frequently uses this road, it would be nice to see the road widened to include a bike lane on the west side in addition to the ped path. Thank you!</p>
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A sidewalk would be great! It is too dangerous for both cars and pedestrians if someone is walking on the street. It would be even better if the road could be widened. It's a nail-biter every time I drive it.

this road needs a sidewalk AND to be widened. it is heavily used and i have witnessed two accidents where cars have sideswiped each other.

This road is on a steep slope with dense bushes. It is narrow and the visibility of the oncoming traffic is bad. Every time I drive through there, I am very nervous.

The sight distance at the upper curve is limited and there is inadequate room for two cars and a pedestrian or bicycle.

The limited sight distance and narrowness of the road leave inadequate reaction time when vehicles and bicycles/pedestrians pass.

I agree w/majority- too narrow, too curved-NOT safe to just add a ped path. Needs total overhaul. Do NOT add ped path without road widening, trimming, straightening.

I agree that re-routing or widening Saltzman is a long term goal, but I think a first good step is to add a sidewalk. When Area 93 (Bonny Slope) gets developed, the traffic will only get worse.

This is a dangerous curve, with poor visibility. The road needs to be widened and the blind curve eliminated before adding a sidewalk

County SRTS Coordinator #10 priority: #0228 Saltzman Rd Ped. Path. People already walk here with drivers who take this road too fast.

Hello, I understand that improvements on Saltzman Rd between Bayonne and Laidlaw are under consideration. I travel this road daily and it is quite dangerous especially so close to an elementary school. There is no room for pedestrians and I regularly see cyclists on this hill trying to navigate between cars on a windy hill. I highly recommend prioritizing this improvement!

I wanted to provide comments for the betterment program near 229-Laidlaw Road and 228-Saltzman Road. This stretch of road is treacherous to walk or bike through and is the only viable access for residents to Cornell Road and Bethany Village. A bike path and walking path are greatly need for this highly populated area. In addition, an elevated walking path would make even more sense, as cars speed through these sections at high speed ignoring speed restrictions. I am for both areas receiving these betterment programs.

Please, please, please, put a sidewalk on Saltzman. It is so dangerous. I travel this road multiple times a day (sometimes 8 times a day) and there are so many bikers and runners and no place for them to go when a car is driving by. We are so lucky there has not been an accident on that road. I would really appreciate it as a driver to have sidewalks.

A pedestrian path needs to be protected from the road but is greatly needed.

This is a very dangerous section of road. Any improvement, sidewalk and/or widening would be appreciated.

My husband bikes here and adding a bike lane would be wonderful as there is nowhere to run on the blind curves as there is not shoulder at all. Sidewalks would be great to allow children to walk to school from the neighborhoods north of here.

This area needs to be widened and have a bike lane and sidewalk added. Residents cannot jog, walk or bike out or to schools/cafe, etc @ Saltzman/Thompson.

Scary curve. I sometimes run here but am afraid to walk my son to school due to the poor pathways

This is a very dangerous road but heavily used every day. I did see a car accident on an early winter morning. It needs to be widened and sidewalk needs to be added.

Very dangerous "S" curve. Matter of time before a pedestrian or jogger will be hit by a car. No shoulder, tight curves and slopped. Need a path off the roadway.

People speed like crazy down the hill to the intersection. Because of the speed 40 which increases the speed to 50 they speed like crazy. They don't reduce the speed on the curves. Strict reduced speed and driver speeding should be made.

The road needs to be widen, because some drivers can't keep in the lane and often drive over the double yellow line, especially at the turning spot.

This Saltzman road section is a very dangerous stretch of road. It is curvy, narrow, and very steep. It is difficult for 2 cars to drive by since it's so narrow. It also gets lots of traffic and has an elementary school nearby.

If this road is not widened (or a separate bike/pedestrian lane is

added) it better be closed for bicycles and pedestrians because it is only a matter of time till someone gets hit.

My daughter takes the bus to Stoller. She claims they almost get in an accident every day on this stretch. It is impossible to stay in your lane in a bus. I ran this stretch a few times and never will again.

Please advance this project. There is no pedestrian access on this stretch of Saltzman Rd. Kids can't walk to school.

This is a very dangerous stretch especially for pedestrians. There is no way for pedestrians to avoid walking on the roadway. I have had several near misses with cars and pedestrians this past summer. Please prioritize this project. Thanx.

Definitely needs to be #1 priority. Very narrow road with no bike lanes. Skidded twice last winter.

Road widening is definitely necessary along with pedestrian and bike path addition. This is a major bus route too and everytime a bus runs this road, traffic both ways need to slow down significantly.

This stretch is sooo dangerous! It DEFINITELY needs a sidewalk or some sort of pedestrian path!! If you walk this stretch or run this, you are risking getting hurt.

This road is very veru dangeous. I almost had several accidents here because the road is too narrow. There is no way for kids in Bannister High community to bike or walk to Findley school

The road needs to be widened and/or straightened. This is a very narrow, dangerous road with a sharp curve which makes it difficult to see oncoming traffic. If a walkway is added, I would be scared to use it.

This road is very dangerous due to sharp curves poor visibility specially Oct-Mar. Walkway is a great idea but even more important is road widening and straighten it somewhat to improve visibility. Just walkway would be too dangerous for pedestrians

It would be more beneficial to widen the road. It is very narrow & dangerous and most people veer over the line. A bicycle or pedestrian on the street stops traffic because of the narrowness and the blind corner.

This section absolutely needs a sidewalk. I have seen people and kids walking/biking and cars almost getting into accidents trying to avoid them. Please prioritize

I have run this section of road and find it quite hazardous. I refuse to take my jogging stroller on it as it is too dangerous- which will be a problem next year when I take my older child to Findley and would prefer to walk instead of drive.

This section of road is very hazardous to pedestrians. Please add a walkway in the interest of public safety!

This section of the road is unsafe. If room can be made for a safe sidewalk - great. Otherwise the road should be re-routed. Cars have zero visibility of pedestrians or bikes because of corners and have to cross the center line to go around.

Adding pedestrain path would make this route much safer and greener. It would allow kids to walk/bike to Findley and beyond. I feel bad we cannot participate "walk to school day" since this short section of Saltzman is too dangerous.

Our son attends Findley and we would love to have safer walking and running routes around our neighborhood. We live in Bauer Highlands and would greatly appreciate a way to walk or run over to Laidlaw. Thank you.

Saltzman road needs to widened and then a pedestrian path added. My kids attend Findley and this would be really great to have.

Please make this section of road a priority! Consideration should be made minimally for a bike/pedestrian lane but the road could really use realignment and widening. Consider ways to create a safety barrier if making a path!

Widening that stretch of Saltzman is absolutely crucial especially now, that the ground is broken for the new Subdivision behind Arbor Heights.. The existing little Road won't be able to keep up with all the traffic.

This road is far too narrow and dangerous to add a pedestrian path without FIRST fixing the road. If the road were safer, a pedestrian path would be terrific,though.

Please make this road improvement a priority. This is a very dangerous section of road with no bike lane / pedestrian path and would be greatly served with a safe pedestrian access.

This is a dangerous stretch of road as it is barely wide enough for 2 vehicles. It is used frequently by bicyclist which only add to the risk.

This is #1! Laidlaw & Saltzman are the elephants in the room, and it is getting worse with more homes getting built to Arbor Heights (and

	<p>even more in planning phase). This is a major connector from Bethany community to Cedar Hills and Portland.</p> <p>This stretch of road includes two blind corners not wide enough for two vehicles, let alone pedestrians or bikes. With several accidents here this is an obvious safety risk.</p> <p>Either widen or re-route would work. This is a dangerous stretch.</p>
<p>060 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>This road has NO safe pedestrians access. A past resident lost a 12 year old son in a pedestrian accident. Cars and trucks travel at high speeds here. Please approve this to protect the people who walk here every day.</p>
<p>222 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 Wynwood.</p>
<p>236 Walker Rd</p>	<p>Traffic Engineering supports the inclusion of the follow project into the Minor Betterment program. This project will facilitate congestion reduction and increased health benefits by increasing the number of children who have access to appropriate facilities to walk and bike to</p>

	<p>school. This project is within the walk routes for the school. This candidate benefits Barnes Elementary. [submitted by county SRTS coordinator]</p> <p>Wasn't there an existing minor betterment project from last year to add a path in this section? I thought it was accepted.</p> <p>This Elementary school has very limited sidewalk access. This is a small but key piece for those who cross Walker at Murry &amp; walk to school.</p> <p>I think that, in general, sidewalk projects near schools should be a priority to enable neighborhood kids to walk to their school.</p> <p>County SRTS Coordinator #1 priority: #0236 Walker Rd. Barnes El. to Furlong Way. Walkers do use this area even though it is in rough shape. Small project with potentially big results.</p>
<p>General comments</p>	<p>One of your safety criteria for ranking bicycle projects is misleading. For number 2, separation of modes, you say in the safety column that you want to reduce the number of conflicts. That is laudable, but in the evaluation criteria, you say that separation of bikes and motor vehicles will reduce conflicts. Yes, it will, but only if you achieve complete separation, and none of your proposed projects would do that.</p> <p>Planners and engineers, and even some bicyclists often claim that bike lanes separate bikes from motor vehicles. That is false. Motorists drive in bike lanes frequently, and sometimes suddenly. They turn across the bike lane or they emerge from a driveway or side street. The kind of separation that you have proposed actually increases these conflicts. Therefore, the bike lane projects should be given 0 points, or even negative points in the separation of modes factor. Most of the sidewalk projects are much more worth spending money on. Build lots of sidewalks.</p>