



Department of
Land Use & Transportation

Minor Betterment Program Comments

on candidates for construction
in 2015-2016

Top Candidates (quick link to comments):

[253 – 74th Av](#)
[270 – 87th Av](#)
[200 – 95th Av](#)
[292 – 107th Av](#)
[245a – 113th Av](#)

[176 – 173rd Av](#)
[161a – 174th Av](#)
[210 – Barnes Rd](#)
[034 – Clarion St](#)
[223a – Kaiser Rd](#)

[350 – Rock Creek Bl](#)
[213a – Saltzman Rd](#)
[141 – Science Park Dr](#)

Candidate (link to candidate packet)	Comment
253 – 74th Av	<p>Construct short pedestrian link connection on SW 74th Avenue between SW Stewart and SW Mayo connecting many neighborhoods to shopping and transit on Garden Home Road. This has been long requested.</p> <p>I want to endorse the small pedestrian/bike connection on SW 74th between SW Stewart and SW Mayo. I have suggested this on several occasions earlier -- it is an important ped/bike connection which avoids walking along busy 80th Ave.</p> <p>Pave a pedestrian and bike connection between the Garden Home and Metzger neighborhoods along SW 74th, specifically south of Addie Lane, to connect across the old Oregon Electric Railway right-of-way. It appears the gradient is too steep for the county to require that the street be constructed as part of recent housing development, but an ADA-accessible asphalt pathway could be constructed (with a switchback) up the hill to make the connection. This would open up access to transit and neighborhood commercial on Garden Home Road to many people. The project has been endorsed by CPO3 as recently as 2006. [priority #2 from 4/19/12 CPO3 motion to request project funding]</p> <p>Here you say bike ped, other places only ped. Be clearer on your intent/expectations of the type of user. If you discriminate in presentation, some will use it to discriminate against other users.</p> <p>Excellent choice for a bona fide path!</p> <p>This improves the pathway and makes it safer for the individual, especially during the wet season.</p> <p>I agree that a pathway here would be extremely helpful, especially for children and seniors living south of this path who want to walk the most direct route to the 45 bus stop or to the grocery store.</p> <p>In a densely populated area without sidewalks and many unconnected streets this project provides another and possibly safer way for community members to reach the store, library</p>

	<p>and other serves at the nearby intersection.</p> <p>Of course I wish to vote for the two minor betterment projects in my CPO. In each #253 and #270, especially since each fix a clunky access area for all of our outdoor walking citizens. Each are highly traveled areas. [from CPO3 Chair]</p> <p>MBP Candidate 253 would vastly improve the public right-of-way Candidate 253 at SW 74th Avenue. This trail connects SW 74th Ave to SW Addie Lane. Garden Home has become gentrified with cookie-cutter homes, flooding on nearby creeks, and roads like SW Garden Home Road that lacks sidewalks and real bike lanes. This MBP project would also benefit the nearby Ashcreek neighborhood for Southwest Portland, too. People need to know that this path is public right-of-way. A clean path would allow people to "see" that they are allowed to enjoy a more walkable Garden Home.</p>
<p><u>270 – 87th Av</u></p>	<p>Pave a pedestrian/bike connection (5' wide) within the SW Crystal Street right-of-way between SW 84th/Wareham circle to Garden Home Park (approximately 100' east of the paved street), and from the dead end of Crystal St. west to SW 87th (approximately 150'). These two small connections would greatly increase the connectivity within a large urban area to Garden Home Park, and then through the park to transit on SW Oleson Rd. There is presently a dirt path worn through blackberry bushes, but it is not ADA accessible and is too narrow to be used by parents with baby strollers or kids on bikes. [priority #3 from 4/19/12 CPO3 motion to request project funding]</p> <p>This is a good candidate for connectivity in the GH area.</p> <p>When we use this path now, we feel like we are trespassing on private property.</p> <p>This would be a great improvement to connect our area of the neighborhood to Garden Home Park. Also will minimize walking on busy Garden Home Road which has a minimum walking path.</p> <p>Of course I wish to vote for the two minor betterment projects in my CPO. In each #253 and #270, especially since each fix a clunky access area for all of our outdoor walking citizens. Each are highly traveled areas. [from CPO3 Chair]</p> <p>I've reconsidered my original position for the trail and have to come to the conclusion that I object this project from moving forward. My concerns are twofold, one: I have concern for the crew that would be installing the trail in the landscape required making the trail wider than necessary. Two: I feel this would increase the foot traffic making the area far too congested for what it can currently handle. I have concerns for the security of my house and the two houses next to the trail as access to and from the streets would be easier at night inviting unwanted traffic and people.</p> <p>MBP Candidate 270 would vastly improve the public right-of-way for the trail that connects SW Crystal Street to SW 87th Ave. SW Garden Home Road now has historic levels of traffic due to driving behaviors and people trying to get around the construction of the Fanno Creek bridge on SW Oleson Road. Garden Home has become a gentrified neighborhood with cookie-cutter homes, McMansions, and yet many streets lack clean, safe, and paths that help those with disabilities. Candidate 270 would help people to get more easily to the Fanno Creek Trail, bus service, exercise, and school. There are a lot of weeds in this path today and it is difficult to notice the path in the darker months of the year. Some people might think it is actually private property when it is actually not. Thank you for overhauling SW 92nd Ave.</p>

	<p>I am contacting Washington County in regard to the proposed pedestrian path which is being considered. My husband and I purchased our property [on] SW 87 Avenue in 1987. We were advised that there would only be a small path bordering the southern edge of our property. Over the years, we have contended with people trespassing onto our property by way of the path, with some of the more memorable instances involving people with a gas can to burn some "items," using our property as a dump, or building "forts." We had taken a flat piece of land and converted it into a sanctuary for birds. When my husband passed away 15 years ago after a 9 year struggle fighting cancer, I chose to continue improving the property as a tribute to my husband's life. We both always loved the sound of rivers and the ocean, so I included a large pond that welcomes birds, dragonflies, and frogs. I draw so much serenity from the solitude. This fall, I have renewed the health of my pond and its natural landscape. More native shrubs and trees will be planted, and I have installed a rain garden along the south side of my house. The rain gutters drain into the garden so there is a more natural water diversion that compliments the natural slope of the property. This has been a significant investment, one that is made with the loving memory of my husband. I will be proposing my property for a Backyard Wildlife Habitat designation. Please consider my dedication to my home and how precious all the plants, birds, and other animals are, and how they all have found my property to be an oasis to them.</p>
<p><u>200 – 95th Av</u></p>	<p>I would like to add SW 95th Ave from SW West Haven Dr. north to SW Morrison St. It is a paper road. I would like an asphalt path with 2 bollards at each end (total 8). The school kids and some adults use it now It has wood chips on it but gets muddy in the winter.</p> <p>An important connector in this neighborhood. Spendy but worth it.</p> <p>This would be a great pedestrian improvement to our neighborhood.</p> <p>I would support this only with a future view to extending a pedestrian/bike path to Barnes Rd and from there to the Transit Center. Otherwise, no.</p> <p>There's a nice natural wood chip trail already there, it just needs fresh wood chips. The cost of one truck load of wood chips per year versus spending \$167,000 of taxpayers money for 1,500 sq. ft. of asphalt doesn't make sense.</p> <p>I walk this trail daily thru out the year and the wood chips are totally fine. It just needs a water diversion on the north at Taylor during the high rain season.</p> <p>Don't open it up and pave it. People love this trail because it is woodsy and natural. Just fix the natural spring/water issue on the north end and keep it a wood chip trail.</p> <p>I walk this path often. It gets VERY mucky. Please ONLY put in a 4-5 foot paved path and make it clear to cars that it is for pedestrians only. This is much needed!</p> <p>We walk this path often and feel like the natural wood chips in place are perfectly sufficient. It would be much cheaper to spread a fresh load of wood chips annually than spending over \$160K on asphalt, and would maintain the woodsy, natural environment. That \$ should be spent elsewhere.</p> <p>our property borders the pathway. I am saying no to this proposal. Spring at end of bike/pathway problem. Status quo is great. Too much cutting of natural area!</p> <p>Attached is a petition for the Minor Betterment Candidate #200 - 95th Ave. The neighbors</p>

	<p>in the area would like to have the trail between Taylor and Salmon St. to remain a natural woodchip trail and be maintained by the neighborhood. Thank you for your consideration and allowing us to comment on this matter. [See petition at end of this document.]</p>
<p>292 – 107th Av</p>	<p>Resident wants a fence installed along the sidewalk on 107th near Kennedy at the stream crossing to address the hazard of falling off the sidewalk into the stream area.</p> <p>I certainly would not want to fall down that slope. Nor would I want to be held financially liable.</p> <p>This project is a solution looking for a problem. I have lived in the area for 13 years. No accidental falls. Lots of kids play in the creek area, lots of dog walkers avail themselves of the greenway the creek provides. Urban dwellers seek a connection to nature. This project places an unnecessary barrier between residents and a pretty urban stream. It does not fit into the character of the neighborhood and has absolutely no relation to AM Kennedy Park.</p>
<p>245a – 113th Av</p>	<p>Add sidewalk (west side preferred) to 113th from Rainmont to Anderson [submitted 7/13/11 by CPO 1 Connecting Neighborhoods Subcommittee]</p> <p>Walking on 113th in this area is inherently unsafe. Extra sidewalks would greatly improve safety in this area.</p> <p>Getting side walks on 113th is a good idea. The street is narrow steep and used more and more by cars, bicycles and walkers. The lack of complete sidewalks makes it a major safety problem. Much of the road has sidewalks on both sides but there are sections with none on either side forcing you to walk into traffic. This is tricky timing as cars are going slow up hill and up to 45mph on the down hill side. Sidewalks would definitely improve safety and would be used.</p> <p>The absence of a sidewalk segment on this increasingly busy street makes for particularly dangerous walking in the neighborhood. There is but a ditch and muddy path currently, both very close to the road and traffic. NW 113th Avenue is a important corridor to growing development in Washington County. This two lane road is narrow and the section above near Lost Park Dr currently has no sidewalk and forces pedestrians to dodge fast moving traffic for more than 100ft. The surrounding neighborhood has many walkers, moving between Lost Park, Jordan Park, and Jackie Husen Park, among other destinations. In our 13 years here, the traffic has grown considerably on 113th, and this section has grown more perilous for us pedestrians. Our community would benefit immensely from the security and safety of adding this pathway connection, allowing us safe access up and down our neighborhood.</p> <p>The parks this connector would serve are beloved by the neighbors and businesses nearby. Good candidate to move forward.</p> <p>This is very unsafe for pedestrians now. A path would be wonderful!</p> <p>We are in dire need of improved sidewalks on much of NW 113th. Please consider the safety of the many walkers, runners (including Sunset HS track teams) and drivers who use this corridor.</p> <p>This is a major safety issue and should be at or near the very top of the list. I support this improvement entirely.</p>

I walk loop weekly. Dirt path is steep, slippery, often covered w/thorns. Street route is extremely dangerous to walk due to lack of pedestrian refuge exits from street. Its an unsafe situation for drivers & pedestrians.

The addition of a sidewalk to this stretch of NW 113th is critically needed. The death of Cassidy Ringwald on the very similar NW 119th proved how badly sidewalks are needed.

This is a much needed improvement. This is a very busy road with only a narrow dirt path.

I can't express how much I support this proposal. Traffic has increased due to construction in the area, & people speed up & down this hill, not paying attention to pedestrians walking & running this hill. It is very unsafe.

It is not safe to let our kids walk down 113th to the bus stops. 113th is narrow with no room for pedestrians or bicycles. The improvement would enable more people to use bikes or public transport.

It would be so nice to have this sidewalk connected. I love the walk, but the road is so unsafe I have stopped walking that way! I hope we can get it fixed!

Filling in this gap on 113t is desperately needed. Now it can be very unsafe especially when pedestrians are force to walk on the roadway when there is inclement weather. Drivers frequently speed in this downhill lane makes it especially dangerous.

Great to see this on the list. It's been needed for a long, long time. Ideally you could pave all the way to Rainmont, and put in a warning sign to SLOW DOWN at the top of 113th.

This should be a high-priority project. It is unsafe for our kids to travel along 113th and we avoid that route because of it. Ideally, there would be a continuous sidewalk from Anderson to Damascus, but I'll settle for any improvements.

I am a mom and often go for walks often with kids in a stroller. Crossing the two ends of Lost Park on 113th with a stroller is SCARY! I have started avoiding this. A sidewalk there is really needed.

This project addresses a serious problem area, and should absolutely be done. But, as described in the details, it is only a small step in the right direction. I am confused about the scope of the project. The title says from Anderson to Rainmont, but the details show only from Valros to Damascus, which is only a small piece of the problem. Why not at least go from Anderson to Damascus, or better yet fill all the gaps from Anderson to Rainmont?

This is a MUCH needed improvement for our neighborhood. I have been a resident here for nearly 36 yrs. Traffic on 113th & Lost Park has increased alarmingly. I would suggest that the path be paved on the east side of 113th, connecting upper and lower halves of Lost Park Dr. without the need to cross busy 113th which is a parent's nightmare as cars come speeding down that hill at 45 mph+. The pathway already travels north and south along the east side as well.

My family walks along 113th frequently and the disconnected foot pat causes a serious danger given the high traffic and need to cross streets at different points. My son needs this foot path as he many times walks to/from school when we are working during the day and I makes us concerned that he will be safe given the broken foot path situation.

	<p>We have so many people who enjoy walking our neighborhood. This section between the two Lost Park roads is very unsafe for pedestrians. Cars come driving down 113th well over the posted 35 m/h speed limit. There was an accident at the lower intersection just last week because of speeding. When kids get off the school bus at 113th/Damascus/Lost Park Dr. I worry about their safety. This sidewalk would be a huge asset to the enjoyment of all of us who live in this area.</p> <p>I walk up and down 113th all of the time having to walk on the road when there are no side walks, having to switch sides of the road to find some sidewalks. This is a very narrow and highly travelled road. It is critical to get a connected walking path (and ideally some bike lanes) before someone is killed.</p> <p>We desperately need connected sidewalks on 113th. It is dangerous to walk on the road with the cars as the lanes are so narrow with ditches on either side. Ideally, we could make room for bicycles to travel safely too.</p> <p>We need a continuous walkway all the way from Cornell to McDaniel along 113th. Agree with all the comments about safety. We also need cross walk markings and amber lights at both N and S LostPark loop intersections to 113th so walking across 113th from the west side neighborhoods is safe.</p> <p>The side walk is not complete on either side of the street. To go up 113th you are walking on a narrow road with cars going downhill very fast. This project would make it safer. A sidewalk on both sides would be even better.</p>
<p><u>176 – 173rd Av</u></p>	<p>Will complete the ped access on the east side of the road for kids at Elmonica School. [suggested by county engineering division 5/12/10]</p> <p>Please add a sidewalk on 173rd Ave. between Artesian and 171st Ave. The current walking access is muddy and uneven and is utilized by children (lone) and families to and from school. This sidewalk serves a school zone and having it completed enhances the safety of many children and families as they walk to and from school. Many MANY drivers speed through the school zone despite the signs and AM/PM cross guards, so having a designated sidewalk would be an added safety measure to the children.</p> <p>Strongly in support of sidewalk on 173rd. [phone call on 9/18/13]</p> <p>This is a 'significant' project in the MB scheme of things and, while beneficial to local residents and the school, others on the list serve a greater need.</p> <p>The kids go to school nine months of the year. A safe walking space seems like a good idea. 173rd can be quite busy.</p> <p>The NE corner of Lisa & 173rd Ave is a huge deep puddle in the winter and the children have to walk on 173 to avoid it. There is also a vertical curve just north of this intersection which blocks the drivers view until they crest the hill.</p>
<p><u>161a – 174th Av</u></p>	<p>Widen road, install ped improvements [suggested by county engineering division 5/12/10]</p> <p>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</p>

use for all those housing developments adjacent. 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!

Phone call in support of candidate [12/1/11]

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.

Complete the gap in sidewalks between NW Bronson Rd & NW Sandpines Lane on the East side of 174th. This is a very narrow and dangerous corridor to walk in, with very little shoulder area, and no shoulder area in some parts. Provide a safe route to walk from the bus stop up NW 174th to the remaining part of the sidewalk. Provide a way for mom's to walk their children in strollers safely through this pass. Right now, it's not possible with a stroller, much too dangerous.

The immediate concern is pedestrian access along 174th between Bronson and Carl Ct. with the need especially strong between Bronson and Sandpines Ln. Additionally, there is a culvert with a guard rail at 174th & Bronson that forces pedestrians to walk in the roadway to access the bus stops on 174th.

This will take Bethany Elementary school to zero buses. (#2 priority from county SRTS coordinator in 2011)

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 174th (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 174th. Also SW 174th has several Beaverton School District elementary and middle school bus stops. Last year the elementary school kids wait on a section of SW 174th 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 174th 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 174th 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 in 2012: #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 Parkview. The sight

	<p>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> <p>This is a well used pathway already. The improvements will make it safer.</p> <p>This path seems truly needed. There is no sidewalk on either side of the road.</p> <p>Serves the school so high on my list. Would serve even more students if you put in a controlled crosswalk (i.e. traffic light) at Parkview, and that would also serve the neighborhood bikeway on Parkview.</p> <p>Project should also include a pedestrian signal of some kind at Parkway. This is a major bicycle route and it is very hard to cross 174th at Parkway due to limited sight distance in both directions.</p> <p>This is a no brainer! How about a paved path instead of mud! Obviously, this is a well-used pathway. Let's fix it!</p>
<p><u>210 – Barnes Rd</u></p>	<p>The attached aerial shows Barnes Rd between Saltzman Rd and 118th Ave. The circled area is a grass crete section of the median which allows for emergency vehicle access. Unfortunately, motorists are using it to turn left into and out of this minor driveway for the apartments on the south side of the road. This has a low-profile mountable curb, which I could cross in my car. [from Traffic Engineering]</p> <p>The problem of this "emergency only" access being used as a full access by apartment residence would be another reason we don't wish to use drop curbs on emergency accesses. Signing is not the recommended solution. This needs to be reconstructed to the full 6 - inch high Vertical curb emergency mountable per Road Standards Drg. #2020. [from Engineering Services]</p> <p>Making this impassable to all but emergency vehicles reduces the 'salmon effect' (riding/driving in opposing traffic lanes) by apartment residents and potential crashes.</p> <p>I drive this section of Barnes regularly and have had a number of close calls in this area.</p>
<p><u>034 – Clarion St</u></p>	<p>Good pathway candidate. Homeowners do not want this to be a thru street. [2006]</p> <p>This area is notoriously underserved. Pedestrian activity is very high and this will provide safe and convenient access to schools and shopping destination in the area.</p>
<p><u>223a – Kaiser Rd</u></p>	<p>Pedestrian pathway or sidewalk needed between 4192 to 4234 NW Kaiser Road. Completion of this final missing section of sidewalk will provide a complete pedestrian connection on the 143rd/Kaiser/Kaiser roadway between NW Cornell Road to NW Springville Road. Will provide safe access to Kaiser Ridge Powerline Park. Will provide a safe route to school for children attending Stoller Middle School.</p> <p>A pedestrian path is needed to fill a very short gap in the sidewalk south of NW Purvis Drive and north of the driveway to the home at 3850 NW Kaiser Road. Filling this sidewalk gap will provide the final links for a complete sidewalk along 143rd/Kaiser/Kaiser from Cornell to Springville Road. Will provide safer routes to schools, shopping, transit and parks for many</p>

	<p>area residents.</p> <p>Sidewalk gaps--one north of Purvis and the other south of Purvis. THPRD is planning a new park and playground off of Kaiser Rd. Children and families need to be able to walk safely to this new facility.</p> <p>Having once lived in that area for 15 years, I am familiar with the pedestrian 'unfriendliness' of this area. The growth has outstripped the facilities available, exposing some to the dark, road edges, steep drainage ditches and other hazards.</p> <p>In my opinion, Kaiser road embodies everything that was wrong with the County planning process in the past. Fix the ped and bike gaps along this road from the vicinity of this project all the way north to Springville, for the benefit of the thousands of people that now call this area home! Especially as you plan for N. Bethany. Really!</p> <p>[phone call] Caller thinks the missing piece as already been filled in. If not, then she supports this candidate "to improve safety of children walking in this area."</p> <p>Happily, this was fixed the week before the dedication of Hansen Ridge Park. However, this road has other problems such as a lack of bike lanes and open drainage ditches. I drive this road every day as it is a major route for those living in the northern part of Bethany.</p>
<p>350 – Rock Creek Bl</p>	<p>Sidewalk southside of Rock Creek Blvd from 185th to Rock Creek Apt entrance. [from bike/ped coordinator]</p> <p>While this project bumps toward the top of the budget limit the committee set, this will provide a much needed improvement to a connecting point already used by the public. Make it wide enough to accommodate pedalcyclists as well as pedestrians.</p> <p>I suggest you put the length of the path in your pop out details tab.</p> <p>If there is a sidewalk on the north side, I think this is a lower priority than some of the other projects. There is also clearly an option to walk along Rock Creek Circle (where the apts are) and easily avoid the traffic.</p> <p>Great idea to have a sidewalk there! Pedestrians are now using the bike lane and cyclists have to exit the lane into the car-lane occasionally. Having a sidewalk should both help and keep pedestrians / cyclists safe.</p> <p>This side abuts the apartment complex and there are several driveways that pedestrians navigate. The bus stop on 185th is heavily utilized on the same block. There is also a school bus stop on this side with kids at the edge of the street waiting. It makes sense to fill in this gap all along Rock Creek Blvd. even to the Rock Creek Park and Rock Creek Trail ultimately. I walk on the street and pass many bikes in their route. Rock Creek Trail system sees over 150k visitors per year.</p> <p>This is an important walking route for two schools, a church, and a bus stop. We need to fix it!</p> <p>Project 350 on Rock Creek Blvd. is a good idea, but the section linking the intersection of Rock Creek Blvd. to Malheur along the north side of Rock Creek Blvd. is far more important to the neighborhood and a safety issue [MB#061}. The street along Rock Creek Blvd. in</p>

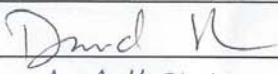


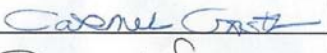
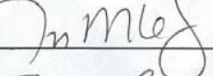
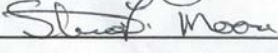


	<p>project 350 already has a sidewalk on the north side, which is used heavily. I've not seen people walk along the non-sidewalk side in the 20 plus years I've lived in the neighborhood.</p>
<p>213a – Saltzman Rd</p>	<p>Provide sidewalk. Would make it possible to use sidewalk all the way from NW Thompson to Cornell Rd. Currently it is very dangerous near Creekview RD because there is no sidewalks or bike lanes .. and this is within 4 blocks of an elementary school !!</p> <p>This is another worthy project to encourage pedestrian activity by providing better access to points in and around these neighborhoods.</p> <p>Until "phase 2" of the saltzman widening goes forward, this is much-needed. Lots of folks walk and bike along here and it is dangerous and inconvenient to traverse the gaps.</p> <p>I walk this route nearly every day. There are many times that opposing pedestrian/jogger traffic must move into the street to pass. This is not safe. This is a worthwhile project on a busy road.</p> <p>Definitely needed. This would provide better pedestrian access to the shopping/business center at Saltzman and Thompson. Expanding the project to continue the bike lane on Saltzman Road all the way to Thompson would be even better.</p> <p>We definitely need this. We walk this daily and it's very dangerous. My daughter has to walk this route for her BSD snow route, which is crazy when it's snowing, icy, and no sidewalks. Extending it up to Laidlaw would be even better. Kids walk this way to Stoller when they miss the bus because it's the most direct route. It's an accident waiting to happen.</p> <p>This is definitely needed. Think ahead to when Area 93 develops. There will be more people walking. This is especially important for kids walking to Finley and Stoller.</p> <p>The addition of paths/ sidewalks here would help improve safety tremendously. This is an active community, and too many times we have encountered walkers and joggers on the roadway in these sections, due to lack of safe pathways.</p> <p>A point to add to my previous comment: There is no continuation of the sidewalk on the west side of Saltzman north of this, so folks use this side of the street more heavily for activity. Therefore, while the west side has a bit more pathway/ sidewalk - a continuous path on this side is still very important.</p> <p>Please complete this sidewalk along Saltzman Rd. It is important in that it will encourage pedestrian activity, and provide safety for those who navigate this route. thank you</p>
<p>141 – Science Park Dr</p>	<p>Both sides of the road around 14250 NW Science Park Drive – gap of about 100 ft or so. It seems like this would be relatively easy to fix, especially the south side.</p> <p>This is a popular pedestrian walking area to the many businesses along Science Park Dr. I would place this at the bottom of the priorities list.</p> <p>Why put it at the bottom when it is definitely a well-used but partially unsafe path already? This would definitely be a good idea.</p> <p>My only concern is why is WA Co doing this instead of Beaverton. Didn't they annex this street?</p>

Washington County Minor Betterment Candidate 200 - 95th Avenue (2015-2016)

Proposed: Construct about 300 feet of 5-foot-wide paved pathway to connect 95th Avenue from Salmon to Taylor. This will provide pedestrian and bike access to West Haven Drive.

Estimated cost: \$167,000 assuming some drainage improvements may be required and adequate right-of-way exists.

We the undersigned, would like the 95th Ave. trail (Candidate 200) between Taylor and Salmon St. to remain a natural woodchip trail and be maintained by the neighborhood. We would also like it to be removed from the Minor Betterment list of candidates for the future.

Print Name	Signature	Address	Date
David Ptak		9705 SW Spring Crest Dr.	9/15/14
Elizabeth Ptak		9705 SW Spring Crest Drive, Portland, OR 97225	9/23/14
Patrice Gaston		9690 SW Spring Crest Dr. 97225	9/29/14
Carmen Gaston		9690 S.W. Spring Crest Dr OR 97225	9/29/14
Julie LeGassick		8933 SW Leahy Rd 97225	10/14/14
STEVEN L. MOORE		9495 SW TAYLOR ST 97225	10/14/14
Michelle Kime		9530 SW Taylor St. PDX, 97225	10/14/14
GREG KIME		" " "	10/14/14

Washington County Minor Betterment Candidate 200 - 95th Avenue (2015-2016)

Proposed: Construct about 300 feet of 5-foot-wide paved pathway to connect 95th Avenue from Salmon to Taylor. This will provide pedestrian and bike access to West Haven Drive.

Estimated cost: \$167,000 assuming some drainage improvements may be required and adequate right-of-way exists.

We the undersigned, would like the 95th Ave. trail (Candidate 200) between Taylor and Salmon St. to remain a natural woodchip trail and be maintained by the neighborhood. We would also like it to be removed from the Minor Betterment list of candidates for the future.

Print Name	Signature	Address	Date
Doug E. Warden	Doug E. Warden		
Doug E. WARDEN	Doug E. Warden	9689 SW WESTHAVEN DR	9-8-14
Annette R. HALVERSON	Annette R. Halverson	725 SW 95 th AVE 97225	9-8-14
Glenn L. HALVERSON	Glenn L. Halverson	725 SW. 95 th AVE 97225	9-8-14
Nicholas J. MORCA	Nicholas J. Morca	9074 SW WEST HAVEN DR 97225	9-9-14
DAVID SCHROEDER	David Schroeder	9487 SW WESTHAVEN DR 97225	9/10/14
Boyle Warden	Boyle Warden	9689 S.W. WESTHAVEN Drive 97225	10/11/14

Washington County Minor Betterment Candidate 200 - 95th Avenue (2015-2016)

Proposed: Construct about 300 feet of 5-foot-wide paved pathway to connect 95th Avenue from Salmon to Taylor. This will provide pedestrian and bike access to West Haven Drive.

Estimated cost: \$167,000 assuming some drainage improvements may be required and adequate right-of-way exists.

We the undersigned, would like the 95th Ave. trail (Candidate 200) between Taylor and Salmon St. to remain a natural woodchip trail and be maintained by the neighborhood. We would also like it to be removed from the Minor Betterment list of candidates for the future.

Print Name	Signature	Address	Date
Cheryl Goodell	<i>Cheryl Goodell</i>	9822 SW Brookside Dr.	9/12/14
CORA J. SCHROTZBERGER	<i>Cora J. Schrotzberger</i>	620 SW 95 th AVE, PORTLAND	9-12-14
Brandon Loh	<i>Brandon Loh</i>	9753 SW Taylor St	9-13-14
Susan Marsh	<i>Susan Marsh</i>	670 SW 95 th Ave.	9/13/14
*KATHERINE WADHAMS	<i>Katherine Wadhams</i>	9877 SW Taylor St	9/14/14
John Marsh	<i>John Marsh</i>	670 SW 95 th AVE PORTLAND.	9/14/14