

**David Douglas School District***Learn · Grow · Thrive*Don Grotting, *Superintendent* | 11300 NE Halsey Street, Portland, Oregon 97220 | Phone 503-252-2900 | Fax 503-256-5218

April 26, 2016

Council Clerk

RE: Testimony regarding:421 Support Transportation Investment - Outer Powell Blvd Transportation Safety Project422 Amend Transportation System Development Charge Capital Improvement Project list

Mayor Hales and Commissioners:

David Douglas School District is comprised of 12 square miles in East Portland. Currently the district has 9 elementary schools, 3 middle schools and one high school. In fact, David Douglas High School is the largest in the state, with over 3,000 students. We are writing in support of SDC funding for the following projects:

Project Name: David Douglas Safe Routes to School

TSP/TSDC Project Number: 80014, 80020

Project Description: Construct missing sidewalks on Mill Street between 130th and 148th and on 130th from Stark to Division and bicycle facilities on SE Mill/Main between 130th and 162nd.

Project Name: Outer Powell Transportation Safety Project

TSP/TSDC Project Number: 80015, 80032

Project Description: Implement multi-modal safety and capacity improvements including sidewalks and enhanced bicycle facilities on Outer Powell Blvd. between SE 116th and SE 162nd.

Both projects are predominately in the David Douglas School District and improvements to these areas have been needed since the area was annexed by the City of Portland. In regard to the David Douglas Safe Routes to School project the infill of sidewalks along SE 130th and SE Mill will allow students to have a safe place to walk when going to and from school each day. Currently because of the lack of sidewalks along those routes, students are often walking in the street to avoid the muddy walkways, especially in the winter months. This is definitely not the safest way for our students to get to school. The completion of this project will provide a safer route to school for our students.

Regarding the Outer Powell Blvd Transportation Safety Project, the improvements on Outer Powell have been discussed for decades and finally the state and city are in a position to make the Outer Powell Blvd Conceptual Design Plan become a reality. Outer Powell is very dangerous for the families and residents in our area. The completion of this project will mean our students will have a safe place when catching

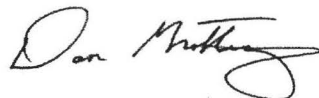
school buses. In addition, it will provide a safe route for our residents and families whose only mode of transportation is walking, bike and transit. The completion of this project will be a benefit to our students and the residents of our district.

We urge you to support the requests made in agenda items 421 and 422. Thank you.

Sincerely,



Kyle Riggs
Chair, Board of Directors



Don Grotting
Superintendent

37206

80858
EARL BLUMENAUER
THIRD DISTRICT, OREGON

COMMITTEE ON WAYS AND MEANS

COMMITTEE ON BUDGET



WASHINGTON OFFICE:
1502 LONGWORTH BUILDING
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DISTRICT OFFICE:
729 N.E. OREGON STREET
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PORTLAND, OR 97232
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Congress of the United States
House of Representatives
Washington, DC 20515

April 22, 2016

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

I write in support of the Oregon Department of Transportation's (ODOT) application for TIGER 2016 funding for the Outer Powell Transportation Safety project. If funded, this important project will increase safety for all road users on a critical urban section of U.S. 26 in Portland, OR.

U.S. 26, also known as Powell Boulevard, in Southeast Portland is an important arterial carrying freight and commuters from East Portland and its suburbs to the urban core. The outer section of this state highway, from SE 116th Avenue to SE 162nd Avenue, lacks defined sidewalks, safe crossings and has other serious safety concerns. U.S. 26 includes two of the state's top five crash sites, lacks sidewalks and has no separated bike facilities, factors which disproportionately impact minorities. U.S. 26 crosses through the most diverse zip codes in the state, neighborhoods where more than a dozen languages are commonly spoken.

This project will provide much-needed safety improvements that will save lives. By adding sidewalks, separated bicycle facilities, a center turn lane and making community-supported streetscape improvements, the Outer Powell Transportation Safety Project will help the City of Portland meet its Vision Zero goal: not one more person should die on our roadways from preventable traffic crashes. This project will also support the economic and community needs of Portland's lower income residents and communities of color through improved environmental sustainability, local quality of life benefits, better access to local businesses, and improved connectivity of neighborhoods in the project area.

Thank you for your full and fair consideration of this important safety and mobility project.

Sincerely,

Earl Blumenauer
Member of Congress

80878

JEFF REARDON
STATE REPRESENTATIVE
DISTRICT 48

37206



HOUSE OF REPRESENTATIVES

April 15, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJECT: TIGER Grant Request by Oregon DOT—Outer Powell Transportation Safety Project

Dear Secretary Foxx:

In outer Southeast Portland, Oregon, U.S. 26 includes two of the state's top crash sites, lacks sidewalks, has no separated bike facilities and crosses through neighborhoods where more than a dozen languages are commonly spoken. As members of the Oregon Legislature representing areas along this corridor, we write in support of the Oregon Department of Transportation's (ODOT) application for a 2016 TIGER grant for the Outer Powell Transportation Safety Project.

U.S. 26, also known as Powell Boulevard, in Southeast Portland is an important arterial that carries freight and commuters from East Portland and its suburbs to the Ross Island Bridge into downtown and beyond. The outer section of this state highway, from SE 116th Ave to SE 162nd Ave, lacks defined sidewalks and has significant safety issues.

This project will provide a number of elements to improve: safety for all users, environmental sustainability, local quality of life, access to local businesses and the connectivity of neighborhoods in the project area. By adding sidewalks, separated bicycle facilities, a center turn lane and various other streetscape improvements, the Outer Powell Transportation Safety Project will serve the economic and community development of several neighborhoods in which many of Portland's lower-income residents and communities of color live.

The long-awaited safety changes on this corridor can be traced to the hard work of the East Portland Action Plan (EPAP) community group, which raised \$45,000 in 2009 that ODOT matched with \$330,000 for planning work to move toward this project's construction. We are proud to have added to that with \$17 million in State funding allocated in the 2015 legislative session.

As legislators representing various parts of the neighborhoods along Outer Powell Boulevard, we urge the United States Department of Transportation to fund ODOT's TIGER grant application for the Outer

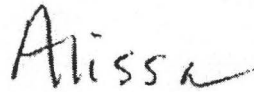


Powell Transportation Safety Project. This project will provide safe access and mobility for drivers, bicyclists and pedestrians while providing underserved neighborhoods with streetscape and transportation options that will support economic opportunity and improved quality of life.

Sincerely,



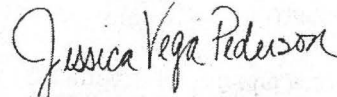
Jeff Reardon, State Representative-Oregon House District 48



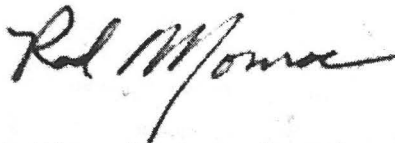
Alissa Keny-Guyer, State Representative-Oregon House District 46



Shemia Fagan, State Representative-Oregon House District 51



Jessica Vega-Pederson, State Representative-Oregon House District 47



Rod Monroe, State Senator-Oregon Senate District 24



Chuck Thomsen, State Senator-Oregon Senate District 26



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
Phone: (503) 731-8200
Fax: (503) 731-3266

Region 1 Area Commission on Transportation
Commissioner Roy Rogers, *Chair*
Commissioner Paul Savas, *Vice Chair*

April 13, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJECT: TIGER Grant Requests by Oregon DOT

Dear Secretary Foxx:

The 31 members of the Oregon Department of Transportation (ODOT) Region 1 Area Commission on Transportation—representing cities, counties, labor unions, school districts, private businesses and citizens—write in support of ODOT's three TIGER grant applications for the Outer Powell Transportation Safety Project, Historic Columbia River Highway and North Portland Rail Junction.

These multimodal, multi-jurisdictional projects represent significant opportunities for federal investment in Oregon's economic prosperity, environmental responsibility and social equity.

The Outer Powell Transportation Safety Project will provide sidewalks, separated bicycle facilities and other safety improvements to a dangerous stretch of an urban arterial through some of Oregon's most diverse neighborhoods and highest concentrations of poverty. The Historic Columbia River Highway, America's first scenic highway, is being reconnected as a bicycle and pedestrian trail through the Columbia River Gorge National Scenic Area, providing tourism benefits to rural communities and access to several of the Pacific Northwest's natural wonders. The North Portland Rail Junction will increase fluidity and functionality at an integral junction, providing better speeds and decreased delay for both freight and passenger trains.

The members of the Region 1 Area Commission on Transportation thank you for your full and fair consideration of ODOT's applications to construct these important projects.

Sincerely,

Roy Rogers
Chair, Region 1 Area Commission on Transportation

86878

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Portland, OR 97232-2736
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503-797-1804 TDD
503-797-1793 fax

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METRO COUNCIL PRESIDENT TOM HUGHES

April 12, 2016

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Support for TIGER VIII Outer Powell Boulevard: SE 116th Ave to SE 162nd Avenue project

Dear Mr. Secretary:

As the metropolitan planning organization (MPO) for the Portland, Oregon, region, Metro is pleased to express **support** for the Oregon Department of Transportation (ODOT) TIGER VIII application for the Outer Powell Boulevard: SE 116th Ave to SE 162nd Avenue project.

This project meets a number of the TIGER VIII program criteria, but the greatest long-term benefit of this project is that it will provide increased safety for people traveling in the corridor, particularly walkers, bicyclists, and people accessing transit. Located within the city of Portland, this corridor has recently seen a number of fatal and serious injury collisions. The implementation of this project will reduce potential conflicts between vehicles, pedestrians, transit, and bicyclists, while providing a continuous through facility for safe travel by all modes.

The current design of the road is an out-of-date state highway and serves as a barrier to pedestrians, transit users, and bicyclists accessing businesses along the corridor and moving north and south to get to industrial employment centers with living wage jobs or east and west to get to educational centers including Portland Community College, Mt. Hood Community College, and nearby secondary schools Franklin and Centennial High Schools. Due to this barrier effect and pervasive number of collisions, redesign of the road has been identified as a priority transportation project to achieve success in connecting the communities in East Portland to job and educational opportunities. The improvement to Outer Powell Boulevard will only make it safer for East Portland residents to access important places, such as regional centers in Portland and Gresham, and bolster regional economic development.

The Portland metropolitan region has a strong track record of coordinating comprehensive land use and transportation planning, while addressing environmental and equity goals in a manner consistent with the objectives of the TIGER program. The Outer Powell Boulevard project is another project that continues to exemplify the Portland region's coordinated approach. This project builds

off the Outer Powell Conceptual Design Plan adopted by the City of Portland in 2012. The thoughtful project elements outlined in the Conceptual Design Plan envision transforming Outer Powell with wide landscaped sidewalks, enhanced pedestrian crossings, enhance many of the and community consensus gathered will build upon the region's success. Additionally, ODOT and the City of Portland have identified the Outer Powell Boulevard project as a regional priority by contributing \$17 million in state funding and \$3 million in urban surface transportation program funding to help get this project through the project development and begin the construction of the first portion of the full project. The City will also look to secure an additional \$9 million in local funds to support the construction of the full project. An award from the 2016 TIGER VIII program would contribute the final amount of funding needed to complete the full construction of this regionally significant project.

The Outer Powell Boulevard project also greatly reflects the nation's overriding priority to have the transportation system create, support, and increase ladders of opportunity. The project is located in East Portland, an area home to a number of disadvantaged communities, including many communities of color, along with households with lower incomes and children. These communities are disproportionately at risk for collisions in the area. By increasing the safety for these communities who are traveling along and across Powell Boulevard everyday to get to jobs, schools, and other daily needs, this project will provide greater opportunities and less adverse impacts to these communities.

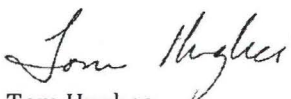
This project exemplifies the kind of smart targeted multimodal investments we need to make in our region to support greater safety for the people who travel on our region's roads regardless of how they get around. Metro is proud to support this project, as it will:

- **Increase safety** for all mode types and users through sidewalk repair and enhancements, safer pedestrian crossings, enhanced bicycle facilities, lighting in and around transit stops, and the reduction of automobile turning conflicts.
- **Serve disadvantaged communities** who live or work in this corridor and travel along the corridor everyday to get to and from jobs, nearby schools and services.
- **Facilitate economic development and reinvestment** with increased and safe transportation choices and greater access to transit and job centers.

As the Metropolitan Planning Organization for the region, we are prepared to program the 2016 TIGER VIII funds in the region's transportation improvement program quickly upon award.

Thank you for your consideration.

Sincerely,



Tom Hughes
Metro Council President

Board of County Commissioners



April 14, 2016

Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Mr. Secretary:

We are writing to express our strong support for the Oregon Department of Transportation's TIGER application for the Outer Powell Boulevard Transportation Safety Project. This proposal provides much needed safety improvements in a corridor heavily used by vehicles, pedestrians, and transit riders. It would substantial positive impact on safety and community livability, and I hope that the Department of Transportation will favorably consider it during the review process.

There have been numerous accidents on outer Powell Boulevard between motor vehicles, pedestrians, and bicyclists, and six of the top ten percent of statewide priority improvement sites are in this project area. State and local investment enables this work to begin, and this grant funding will enable the system to be completed. That's especially important because in addition to the high traffic volume, this corridor also has pedestrians going to and from ten nearby schools and one of the most heavily used transit lines in the region. The corridor currently lacks consistent sidewalks and center turn lanes, so bicycles, pedestrians, and residents on mobility devices are often at risk of conflicts with traffic.

This project is of great importance to our region. Multnomah County strives to provide health and human services to support those who are most vulnerable in our community. The outer Powell Boulevard Transportation Safety Project fills an important gap, and funding would support a healthy and accessible community. Thank you for your consideration, and I urge your support for this application.

Sincerely,

Handwritten signature of Deborah Kafoury in black ink.

Deborah Kafoury
Multnomah County Chair

Handwritten signature of Jules Bailey in black ink.

Jules Bailey
District 1 Commissioner

Handwritten signature of Loretta Smith in black ink.

Loretta Smith
District 2 Commissioner

Handwritten signature of Judy Shiprack in black ink.

Judy Shiprack
District 3 Commissioner

Handwritten signature of Diane McKeel in black ink.

Diane McKeel
District 4 Commissioner

April 25, 2016

The Honorable Anthony Foxx
 Secretary
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590

SUBJECT: TIGER Grant Request by Oregon DOT—Outer Powell Transportation Safety Project

Dear Secretary Foxx:

I am writing in support of the Oregon Department of Transportation's (ODOT) TIGER grant application for the Outer Powell Transportation Safety Project. This project will bring a vast improvement to the corridor, giving people better and safer access to transit along one of our busy frequent service bus routes.

TriMet recently completed a Pedestrian Network Analysis, which addressed improvements for pedestrian access to transit, and we are now finalizing a TriMet Bike Plan for improved bike access to transit, because we recognize that if our riders can't get to our bus stops and rail stations, they can't benefit from our service. So, good walking and biking connections are essential for our riders.

As one of TriMet's busiest lines, Frequent Service Line 9-Powell Boulevard serves this portion of the project corridor, connecting riders between Gresham Transit Center, Southeast Portland, South Waterfront, and Portland City Center via the Tilikum Crossing. We recently added service in this area and ridership increased in response, but our riders need a safe way to walk to the stops and safe sidewalks and crosswalks should encourage even more to ride. Powell Boulevard is a key service corridor now and into the future in the Portland Metro Region, and we are excited about better and safer access to access transit.

The neighborhoods affected by this project are diverse, many with low-income residents and communities of color, many of whom rely daily on transit to travel to and from work and school. By constructing sidewalks, separated bicycle lanes, and a safer cross-section that will reduce conflicts and improve traffic flow, these investments will also provide TriMet operators a safer route and safer, more accessible bus stops for riders.

Thank you for your full consideration of ODOT's application, and I look forward to receiving a favorable response.

Regards,



Neil McFarlane
 General Manager

April 22, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJECT: TIGER Grant Request by Oregon DOT—Outer Powell Transportation Safety Project

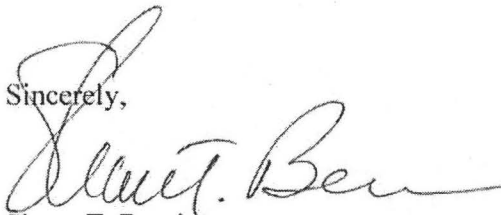
Dear Secretary Foxx:

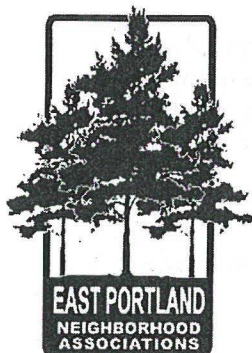
The City of Gresham supports the Oregon Department of Transportation's (ODOT) TIGER grant application for the Outer Powell Transportation Safety Project. Powell Boulevard provides a key connection between Portland and Gresham, and is a key route to Mt. Hood and Central Oregon.

US 26 in this section lacks adequate sidewalks, transit access, bicycle facilities and has ongoing safety issues. The many Gresham residents that work in Portland and East Portland residents that work in Gresham will be well-served by ODOT's proposed improvements on the corridor. By moving people and goods more reliably and safely, this project will improve East Multnomah County's economic competitiveness and quality of life.

The project's eastern boundary sits mere blocks from the City of Gresham, and the improvements made there will benefit Gresham residents, businesses and commuters significantly.

Thank you for your full consideration of ODOT's application.

Sincerely,

Shane T. Bemis
Mayor



East Portland Action Plan

March 30, 2016

Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-0001

1017 NE 117th Avenue
Portland, OR 97220
Phone: 503-823-4550
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Email: info@epno.org

Argay
Neighborhood Association

Centennial
Community Association

Glenfair
Neighborhood Association

Hazelwood
Neighborhood Association

Lents
Neighborhood Association

Mill Park
Neighborhood Association

Parkrose
Neighborhood Association

Parkrose Heights
Association of Neighbors

Pleasant Valley
Neighborhood Association

Powellhurst-Gilbert
Neighborhood Association

Russell
Neighborhood Association

Wilkes
Community Group

Woodland Park
Neighborhood Association

RE: Support for 2016 TIGER grant to fund the 'Outer Powell Blvd.
Conceptual Design Plan', SE 116th Ave to SE 162nd Ave

Dear Secretary Foxx:

The East Portland Land Use and Transportation Committee (EPLUTC) and the East Portland Action Plan (EPAP), represent the 150,000 Portland residents between 82nd/I-205 and Gresham/174th. We are writing to recommend that the US Department of Transportation support the TIGER grant application to implement the City 2012 adopted 'Outer Powell Blvd. Conceptual Design Plan'.

East Portland is 20% of the land mass of the City of Portland; has 29% of the City's population and 40% of the City's students; has significant racial/ethnic/language diversity (schools with over 50% native language other than English); and, has high rates of poverty (schools with 100% free or reduced lunch). When compared to the City of Portland, East Portland's demographic diversity surpasses the city's overall demographic averages for African American (over 200%), Asian (200%), Hispanic (150%), and "other" races (150%).

The EPLUTC and EPAP work with our community to identify transportation projects needed for East Portland. 'East Portland In Motion - A Five-Year Implementation Strategy for Active Transportation' (EPIM) was adopted by the City of Portland in March 2012. This report reflects the collective work of the East Portland school districts, neighborhood associations, transit activists, community organizations, and under-represented and under-resourced constituencies (racial/ethnic, houseless/homeless, disabled/differently abled, youth and elders/seniors).

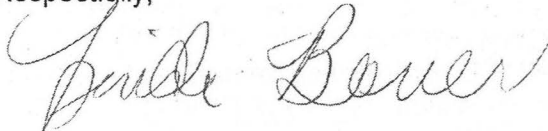
Improvements in alignment with the 'Outer Powell Blvd Conceptual Design Plan' were identified priorities in the 2012 EPIM. In 2015 EPLUTC and EPAP organized a meeting with neighborhood associations, community organizations, schools, and transportation advocates to prioritize the projects within the EPIM. **The need for Powell Blvd. safety improvements was identified as the #1 Top Priority.**

EPLUTC and EPAP have been actively advocating on a State, regional, and local level for the essential improvements to Powell Blvd, which is perfectly positioned currently to take advantage of TIGER grant funds:


1. The project is ready for final design work
2. Powell Blvd. is a high crash corridor
3. There is a consistent record of East Portland priority support for the project
4. Powell Blvd. is a rural highway that is now in an urban area and in need for transition
5. There are ladders of investments that have been and are to be made. TIGER funding can be used for project completion
6. The community impacted represents an area that has been under-resourced and is demographically reflective of low-income populations and high density of people of color

Powell Blvd. is a regionally significant roadway, yet it has been identified by the State as an "orphaned highway". With this letter we are seeking your support because this "orphan" has been neglected and someone needs to nurture Powell Blvd. into the valuable asset it can be for the region, before the neglect causes more death and dismemberment.

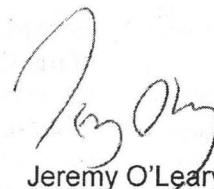
Respectfully,



Linda Bauer
East Portland Land Use and Transportation Committee Chair



Arlene Kimura



Jeremy O'Leary

Co-Chairs on behalf of the East Portland Action Plan

EAST PORTLAND ACTION PLAN

www.eastportlandactionplan.org

East Portland Neighborhood Office 1017 NE 117th Ave. Portland, OR 97220
503.823.4035 or lore.wintergreen@portlandoregon.gov



Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-0001

April 21, 2016

Dear Secretary Foxx,

As co-chairs of the Citizens Advisory Group for the Outer Powell Transportation Safety Project we are in a unique position to hear from community members about what they want to see built along the Powell Boulevard corridor. What we have heard is: Build this Project! That is the message we shared with the project Decision Committee, which, as voting members representing the Community Advisory Group, we were charged with advocating for community interests.

We feel strongly about the project as a whole and endorse how it is being implemented. This project is desperately needed, and addresses a full multimodal range of transportation options. It provides improvements for pedestrians, including those with assisted walking devices (some motorized), bus transit riders, commercial transportation drivers and cyclists and more. You will see that this project is well rounded and responsible, and we fully endorse this effort to secure TIGER Support.

The key reasons for our – and the community's – support for this project is that it will:

- Reduce potential conflicts between vehicles, pedestrians, transit, and bicyclists. In achieving its purpose, the project also will support the creation of healthy and connected complete neighborhoods
- Address a history of safety issues including pedestrian fatalities and serious auto crashes
- Build sidewalks! It will also provide more safe pedestrian crossings so people can reach transit, businesses, or residences. People often currently cross at unmarked locations, resulting in unfavorable conditions
- Install a two-way turn lane for vehicles, allowing them to make safer left turns along a corridor that has a lot of driveways
- Provide a separated bike facility from auto and pedestrian use
- Increase safety for transit users

We thank you very much for your consideration of the Outer Powell Transportation Safety and Livability Project for TIGER funding. This project is supported by the community because it will save lives and revitalize the neighborhood.

Best regards,

Jennifer Beil Paul Grosjean

Co-Chair Citizens Advisory Committee, Outer Powell Transportation Safety Project



OPAL

Environmental Justice Oregon

opalpdx.org

2407 SE 49th Ave. Portland, OR 97206 | 503-342-8910

March 24, 2016

Secretary Anthony Foxx
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

OPAL Environmental Justice Oregon expresses our support for ODOT's TIGER grant application to implement the US 26: Outer Powell Transportation Safety Project. This project will fund treatments that aim to reduce the frequency and severity of collisions, and reduce potential conflicts between vehicles, pedestrians, transit, and bicyclists, while providing a continuous through facility for safe travel by all of these modes. In achieving its purpose, the project also will support the creation of healthy and connected complete neighborhoods in the project area.

OPAL Environmental Justice Oregon is the preeminent Environmental Justice-based organization in the state of Oregon. We serve as a conduit for grassroots community organizing to guide impacted community members into a position of meaningfully influencing decision-making in environmental and urban planning. Working at the intersection of transportation, housing, public health, green space and climate policies, OPAL strives to create a safe and healthy environment in the places we live, work, learn, pray and play. Our mission: building power for environmental justice and civil rights in our communities.

We have been engaged in the Outer Powell Plan for a number of years running and have engaged one of our long-time Bus Riders Unite members who is quite invested in the success of the plan as they reside just off of SE Powell at 122nd Ave., on a stretch of the road that currently lacks a sidewalk, safe crossing and adequate lighting. In fact, most of the existing roadway corridor on SE Powell Boulevard between SE 116th Avenue and SE 162nd Avenue lacks sidewalks on both sides of the highway. Pedestrians use the paved bike/pedestrian lanes or unpaved shoulders along the roadway. People using mobility devices (such as wheelchairs, walkers, and scooters) have to navigate the bike/pedestrian lane or dirt shoulders. Due to the lack of sidewalks with standard curbs, gutters, and drainage facilities, localized flooding and ponding of water occurs in places, including in front of this member's home. Pools of water are particularly difficult to traverse for pedestrians and individuals who use mobility devices, as well as bicyclists using the roadway. As a transit-dependent elder in the community, the health and livability of this individual is directly correlated to the infrastructure that exists on SE Powell, and their long standing advocacy for improvements on this particular stretch of road outside their door front shows how deeply invested community members are in seeing changes come to the area.

We are most pleased to see that enhanced mid-block pedestrian crossings will be installed at transit locations to improve access to bus service for residents. The #9 TriMet route runs down Powell and is

**Building Power for Environmental Justice
and Civil Rights in Our Communities**

**OPAL**

Environmental Justice Oregon

opalpdx.org

2407 SE 49th Ave. Portland, OR 97206 | 503-342-8910

one of the busiest lines on the system, carrying an average of over 9,000 passengers daily. An improved Powell means that residents, workers, students and others will have better access to opportunity.

We anticipate that a successful project would help bring the benefits of better transit access to neighborhoods along Powell and support the success of all those who live, work, play and access education in the corridor.

Thank you for your consideration,

Vivian Satterfield
Deputy Director



**PROTECTING YOUR
RIGHT TO ROAM**

April 14, 2016

To:
Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Avenue SE
Washington DC 20590-0001

Oregon Walks is the state's pedestrian advocacy organization working to make walking a safe, convenient, and accessible transportation option for all Oregonians regardless of which community they call home. We've worked closely with municipal, regional, and statewide transportation, housing, environmental, and social justice organizations to integrate walking as an important part of a healthy community, and we're honored to have spearheaded coalitions working to eliminate traffic fatalities in Portland and support campaigns for pedestrians' rights across the state.

We're pleased to write a letter in strong support for the US 26: Outer Powell Transportation Safety Project TIGER grant application by the Oregon Department of Transportation. We believe that the community dialog process that brought about the specifics of this proposal make this a notable, unique, urgently-needed program worthy of federal funds.

While Portland is known for its livable, walkable streets, as of 2013 over 24% percent of Portlanders live in East Portland; an area of the city annexed from the county in the late 1980s. Many of Portland's poorest and most diverse communities live in East Portland, which was not built with proper transportation infrastructure to make it safe for walking, biking and driving. Many of Portland's vulnerable populations currently call the neighborhoods around SE Powell home, and SE Powell has been the site of 6 fatalities between 2005 and 2014. We're heartened by the City's commitment to Vision Zero, and believe that this TIGER grant will provide the necessary funds to ensure everyone travelling on SE Powell will be able to walk, bike, take transit, and drive safely.

Community members have been working toward a safer Outer Powell for years, and receipt of these federal funds will undeniably make a major community thoroughfare safer and healthier for its neighboring citizens and businesses. With partial funding of the Outer Powell Safety Action Plan, these TIGER funds will go twice as far in completing the project's goals. Groups like the East Portland Action Plan have been working diligently to coordinate efforts for affordable housing, transportation investment, healthy communities, and economic development, and their support of this project strongly indicates that the federal funds will be used to best serve the needs of East Portland.

We extend our full support for the US 26: Outer Powell Transportation Safety Project as a worthy recipient for the TIGER program.

Noel Mickelberry, Executive Director
Aaron Brown, Board President



April 5, 2016

Secretary Anthony Foxx
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

The Asian Pacific American Network of Oregon (APANO) expresses our support for 2016 TIGER grant funding for the US 26: Outer Powell Transportation Safety Project. This project would reduce the frequency and severity of collisions, and reduce potential conflicts between vehicles, pedestrians, transit, and bicyclists, while providing a continuous through facility for safe travel by all modes. In achieving its purpose, the project also will support the creation of healthy and connected complete neighborhoods in the project area.

APANO is a community based organization that works extensively in the Jade District and Lents neighborhoods, which is separated by outer Powell Blvd in East Portland. Powell Blvd is one of our communities' major corridors and is characterized by a higher degree of multi-family zoning. This important corridor is home to diverse communities that are disproportionately impacted from public underinvestment. Extensive multi-lingual community engagement in these neighborhoods has identified traffic safety and walkability as our top priority. Most of the existing roadway corridor on SE Powell Blvd between SE 116th and SE 162nd lack sidewalks on both sides of the highway and the City of Portland has designated SE Powell as one of the city's top high crash corridors. From 2009 to 2013, there have been 20 reported collisions involving pedestrians and vehicles and 10 involving vehicles and bikes on this corridor. These collisions have been devastating for members of our community and we believe are fully preventable.

The project vision to transform the current highway to include safe bike lanes and 12 foot wide sidewalks would be a major and visible win for these neighborhoods. The community impacted represents an area that has been under-resourced and is demographically reflective of low-income populations and high density of people of color. These changes would not only make our neighborhoods safer, but advance our community visions and increase access to our local businesses.

If awarded, this TIGER grant would meet a critical need for our communities and improve health and economic outcomes and is strongly aligned with our values. Planned improvements to this street have been discussed and planned for years, and the time is now for implementation. Thank you for your consideration.



37206

Best Regards,



Duncan Hwang, J.D.
Associate Director



18135 SE Brooklyn Street
 Portland, OR 97236-1049
 Telephone 503-760-7990
 FAX 503-762-3689

April 11, 2016

The Honorable Anthony Foxx
 Secretary
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590

SUBJECT: TIGER Grant Request by Oregon DOT—Outer Powell Transportation Safety Project

Dear Secretary Foxx:

The Centennial School District, serving outer southeast Portland and part of Gresham, Oregon, supports the Oregon Department of Transportation's TIGER grant application for the Outer Powell Transportation Safety Project.

Many of the district's 6,383 students use Powell Boulevard by foot, bicycle, transit or automobile on their way to and from school. By constructing sidewalks, separated bicycle lanes, better transit access and a safer cross-section that will reduce conflicts and improve traffic flow, ODOT will help our students travel more safely and provide parents with peace of mind throughout each day.

The Centennial School District serves a highly diverse student population comprised of over 50 different language groups. This year's district demographics reveal that: 73 percent of our students qualify for free and reduced lunch, 14 percent are served in our Special Education programs, and 18.5 percent are in our English Language Learner program. We are one of only six districts in the state to meet the three AMAOs (Annual Measureable Achievement Objectives); and one of only three districts in the state to meet the AMAOs two years in a row. Two of our 10 schools – Butler Creek Elementary and Centennial Middle School – are rated as "model" schools by the state of Oregon. This makes them two of only 108 high-performing, high poverty model schools in the state. In addition, in 2014/2015 82.30 percent of Centennial High School's students graduated on time, which was well above the state average and reflective of our continued efforts to help all students achieve.

The education and safety of our students is critical. It is our belief that the Outer Powell Transportation Safety Project will provide for the increased wellbeing of our students in this high traffic area of the district. Therefore, Centennial School District thanks you for your full consideration of ODOT's application and looks forward to receiving a favorable response.

Sincerely,

Samuel G. Breyer
 Superintendent of Schools

80858

37206



David Douglas School District

Learn · Grow · Thrive

Don Grotting, Superintendent | 11300 NE Halsey Street, Portland, Oregon 97220 | Phone 503-252-2900 | Fax 503-256-5218

April 15, 2016

Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-0001

Federal TIGER Grant Letters of Support: Outer Powell Transportation Safety Project

Secretary Fox:

On behalf of our constituents, the families of David Douglas School District, we are writing to support TIGER grant funding for the US 26: Outer Powell Transportation Safety Project. This project will save student lives.

The purpose of the US 26: Outer Powell Transportation Safety Project is to reduce the frequency and severity of collisions, and reduce potential conflicts between vehicles, pedestrians, transit, and bicyclists, while providing a continuous through facility for safe travel by all of these modes. In achieving its purpose, the project also will support the creation of healthy and connected complete neighborhoods in the project area.

Safety data from 2009-2013 shows that six of the top 10 percent of ODOT safety priority location sites are in the project area (SE 116th Avenue to SE 162nd Avenue). SE Powell Boulevard at SE 122nd Avenue has been among the state's top 5% safety priority sites every year since 2003. SE Powell bisects our school district from SE 116th to SE 142nd.

There are numerous conflicts between motor vehicles, pedestrians, and bicyclists along the corridor. During 2009–2013 there were 20 reported collisions involving vehicles and pedestrians and 10 involving vehicles and bikes. Marked pedestrian crossings along SE Powell Boulevard in the project area are generally limited to 11 signalized intersections that include a pedestrian signal, and four midblock crossings with pedestrian-triggered rectangular rapid flashing beacons (RRFBs). Pedestrians wanting to cross to reach transit, businesses, or residences often cross at unmarked locations, resulting in unfavorable conditions for pedestrians.

Most of the existing roadway corridor on SE Powell Boulevard, between SE 99th Avenue and the Portland city limits, does not provide left-turn refuge for vehicles. In these areas, vehicles waiting to turn left from the highway will stop in the through lane, while motorists following behind them may pull onto the bike/pedestrian lane and shoulder to pass illegally, creating a hazardous situation for people walking, biking, or waiting for transit adjacent to the motor vehicle lanes.

Visit our website: www.ddouglas.k12.or.us

Email: David_Douglas@ddouglas.k12.or.us

School Board | Bryce Anderson | Frieda Christopher | Donn Gardner | Christine Larsen | Shannon Raybold | Kyle Riggs | Cheryl Scarcelli Ancheta

Most of the existing roadway corridor on SE Powell Boulevard between SE 116th Avenue and SE 162nd Avenue lacks sidewalks on both sides of the highway. Pedestrians use the paved bike/pedestrian lanes or unpaved shoulders along the roadway. People using mobility devices (such as wheelchairs, walkers, and scooters) have to navigate the bike/pedestrian lane or dirt shoulders. Due to the lack of sidewalks with standard curbs, gutters, and drainage facilities, localized flooding and ponding of water occurs in places along the highway. Pools of water are particularly difficult to traverse for pedestrians and individuals who use mobility devices, as well as bicyclists traveling the highway.

Currently, there is a 5-foot-wide striped combination bike/pedestrian lane provided on both shoulders of SE Powell Boulevard through the project corridor. The corridor lacks continuous sidewalks and a center-turn lane. Modal conflicts arise as a result, with pedestrians and bicyclists both using the bike/pedestrian lane in the absence of a sidewalk. Meanwhile, vehicles regularly illegally use the bike/pedestrian lane to pass to the right of left-turning traffic. The existing bike/pedestrian lane treatments do not include colored pavement to denote conflict areas or provide a buffer to better separate modes.

Many transit stops along the corridor are not conveniently located for transit users and lack basic amenities. Throughout most of the project area, pedestrian transit users have to travel an inconveniently long distance to cross SE Powell Boulevard more safely at a marked crosswalk or intersection. Many bus stop locations lack curbed sidewalk placement, accessible boarding areas for people with disabilities, lighting, and shelter, resulting in uncomfortable waiting areas for transit users.

The Outer Powell Transportation Project is based on the 2012 City of Portland-adopted Outer Powell Conceptual Design Plan. The plan is to transform the current highway (one lane in each direction with no sidewalks or bike-specific lanes) into a 76-foot-wide cross-section that has: two 11-foot-wide motor vehicle travel lanes (one lane in each direction), one 14-foot-wide center lane, two 8-foot-wide bicycle lanes, two 12-foot-wide sidewalks and a landscape area adjacent to the travel lanes.

The sidewalk area will provide for an 8-foot-wide sidewalk and 4-foot-wide landscaping and/or stormwater treatment area, with trees, shrubs, or other features. Illumination will consist of new roadway light poles. Light fixtures that provide pedestrian-level sidewalk lighting will be installed in some areas.

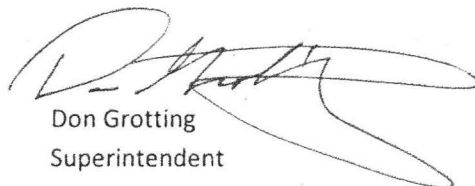
Enhanced mid-block pedestrian crossings will be installed at transit locations to improve access to bus service for residents, business employees, shoppers and others using the corridor.

The families of David Douglas School District will benefit from the enhanced safety this project will provide. We urge you to consider allocation of TIGER grant funding for the US 26: Outer Powell Transportation Safety Project. Thank you for your time, and for your service.

Sincerely,



Kyle Riggs
Chair, Board of Directors



Don Grotting
Superintendent



Human Solutions
Building Pathways Out of Poverty

Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-0001

Dear Secretary Foxx:

I write to you to express the support of Human Solutions, Inc. for the Outer Powell Transportation Project and its application for TIGER funding. Human Solutions is a social services organization serving East Multnomah County, Oregon. We provide shelter services for families facing homelessness, housing retention and support services, employment training, utility assistance and other supports to low-income families moving out of homelessness and poverty. We also own and operate over 700 units of affordable housing that provide homes for low wage families that make their home in Portland, Gresham and Fairview.

Our offices are located in East Portland and Gresham, Oregon - areas that have experienced historic under-investment in infrastructure. One of the most dangerous intersections in Portland sits one block from our front door - where SE Powell Blvd and SE 122nd Avenue meet. Speeding, user conflicts and dangerous accidents impair the lives of those of us who live and work near this intersection. Earlier this year, we were forced to close our office for a full day after a near-fatal high-speed accident on Powell Blvd resulted in a severed power pole and destroyed transformer at our doorstep, leaving our office and blocks around it without power.

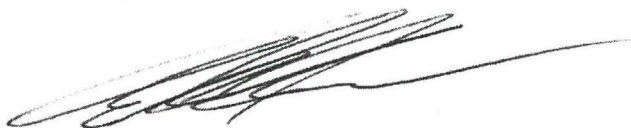
We have two offices located on Powell Blvd and SE 123rd Ave. - near the center of the in the project area. One is fortunate enough to have a crumbling sidewalk off the street - the other is not. That one crumbling sidewalk is only as long as our building and ends by disintegrating into gravel covered asphalt that is challenging for our disabled clients and other pedestrians to navigate from the bus stop one block away. The sidewalks - where they exist - are not ADA compliant; they are disjointed, poorly maintained and frankly dangerous. Too many pedestrians - including children - are forced to use the bike lane along this section of Powell as a defacto sidewalk, subjecting them to extreme danger and potentially fatal injury. I regularly see disabled residents in mobility devices and parents pushing strollers navigating a crowded bike lane next to high speed car traffic and alongside cyclists. These are fatalities waiting to happen and a constant reminder to our low-income neighbors that their needs and safety are being ignored.

humansolutions.org

Human Solutions supports the funding of the Outer Powell Conceptual Design Plan for the safety and dignity of our clients, our employees and our neighbors. This project will support the uplifting of the Powell corridor, reduce modal conflicts and increase the safety and usability of Powell Blvd by all users. We urge you approve the application for TIGER funds for this project and send a strong message to our low-income community that their government cares about their safety and livability. This is a wonderful project in urgent need of action.

Please feel free to contact me if you have any questions or require any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andy Miller', with a long horizontal flourish extending to the right.

Andy Miller
Executive Director
503-548-0240



April 5, 2016

Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-0001

RE: Powell Blvd. TIGER Grant

Dear Secretary Foxx,

ROSE Community Development strongly supports the Outer Powell Transportation Safety Project proposal. My organization has been working to revitalize the outer southeast neighborhoods near Powell Blvd. since 1992.

This state highway carries large volumes of traffic and is the window through which many Portlanders view our neighborhoods. It is not a pretty picture. Even though this is a major transportation corridor, an important business district and the route to several schools, churches and other important facilities, Powell lacks sidewalks and curbs in many areas. Four out of the seven most dangerous intersections in the city are located in the Powell corridor. Connectivity for pedestrians and bicycles is poor because the quality of infrastructure is so poor. Local agencies are currently planning a rapid transit facility through the corridor, as well. The neighborhoods served by Powell have large populations that are low-income, communities of color, disabled and transit-dependent.

I was an original member of the East Portland Action Plan (EPAP), a joint effort between the City of Portland and Multnomah County to improve livability in Portland's most disinvested neighborhoods. Since EPAP was adopted in 2009, improvements to Powell have been one of the group's highest priorities. Several action items are devoted to Powell improvements.

The City of Portland has been doing geographic mapping of city investments since 2011. The data from the Portland Bureau of Transportation clearly show the level of disinvestment here. Over a five year period, per capita investment in East Portland transportation projects is only 76% of the city average. This actually represents an improvement – in 2011 per capita investment was only 42% of the city average!

I hope that you see how badly Powell Blvd. needs a plan for transportation and safety improvements. I hope that you will approve the proposed TIGER grant. Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Nick Sauvie", with a stylized flourish at the end.

Nick Sauvie
Executive Director

618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
TS03
226
0676
F503
226
0498

April 14, 2016

Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-0001

Dear Mr. Secretary:

I am writing to express my support for the TIGER grant application submitted by the Oregon Department of Transportation (ODOT) to transform Outer Powell into a multi-modal corridor supportive of active transportation. Improving Outer Powell (US 26) through the addition of streetscape enhancements, improved bicycle facilities, wider sidewalks, improved crossings, and other amenities will help support the creation of healthy, connected, and complete neighborhoods in the project area.

Since 1990, the Bicycle Transportation Alliance (BTA) has worked in partnership with citizens, businesses, community groups, government agencies, and elected officials to create communities where people can meet their daily transportation needs by bike. Today, biking on the corridor is dangerous, access to transit is difficult, and walking along the corridor is challenging due to the lack of sidewalks on either side. The Outer Powell Transportation Safety Project will convert a high crash, automobile-centric zone into a balanced, multi-modal system.

The proposed project submitted by ODOT correctly identifies the need to improve safety and access for people biking, walking, and using transit along the corridor. This includes reducing the frequency and severity of collisions and conflicts between vehicles, pedestrians, transit, and bicyclists in an area that is home to one of the region's most diverse neighborhoods.

The Bicycle Transportation Alliance supports ODOT's TIGER proposal, which would improve Outer Powell for people biking, walking, driving, and doing business. Thank you for your consideration of this project in the TIGER grant program.

Sincerely,



Rob Sadowsky
Executive Director





April 12, 2016

Secretary Anthony Foxx
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

The Community Cycling Center expresses our support for 2016 TIGER grant funding for the US 26: Outer Powell Transportation Safety Project. This project would reduce the frequency and severity of collisions, and reduce potential conflicts between vehicles, pedestrians, transit, and bicyclists, while providing a continuous through facility for safe travel by all modes. In achieving its purpose, the project also will support the creation of healthy and connected complete neighborhoods in the project area.

The Community Cycling Center, founded in 1994, works with underserved communities to provide access to healthy and active transportation options. This important corridor is home to diverse communities that are disproportionately impacted from public underinvestment. Extensive multi-lingual community engagement in these neighborhoods has identified traffic safety and walkability as the top priority. Most of the existing roadway corridor on SE Powell Blvd between SE 116th and SE 162nd lack sidewalks on both sides of the highway and the City of Portland has designated SE Powell as one of the city's top high crash corridors. From 2009 to 2013, there have been 20 reported collisions involving pedestrians and vehicles and 10 involving vehicles and bikes on this corridor. These collisions have been devastating and we believe are fully preventable.

The project vision to transform the current highway to include safe bike lanes and 12-foot wide sidewalks would be a major and visible win for these neighborhoods. The community impacted represents an area that has been under-resourced and is demographically reflective of low-income populations and high density of people of color. These changes would not only make our neighborhoods safer, but advance our community visions and increase access to our local businesses.

If awarded, this TIGER grant would meet a critical need for our communities and improve health and economic outcomes. This is strongly aligned with the Community Cycling Center's belief that everyone should have the opportunity to experience the joy, freedom and health benefits that come from a strong connection to biking and walking. Thank you for your consideration.

Best Regards,

Mychal Tetteh
CEO



37206

St. Timothy Lutheran Church
14500 SE Powell Blvd, Portland OR 97236
503-761-8202

April 14, 2016,

Secretary Anthony Foxx
Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590-0001

Dear Secretary Anthony Foxx,

As a pastor of a church on Powell Boulevard and co-chair of the Outer Powell Transportation Safety Project Community Advisory Group, it has been my privilege to talk with many about their concerns for Powell Boulevard and their hopes for the future. Through my own experience and my conversations with community members over the years I highly recommend that you select the Outer Powell Transportation Safety Project for a Federal TIGER Grant.

From the grant application for Outer Powell Transportation Safety Project, I assume you know the details of the work that needs to happen and why along the Powell Corridor. I can share with you all the facts about how dangerous Powell Boulevard is and the need for safety improvements, but I would prefer to share some of what I have experienced and the stories that I hear from community members so that you might have a better picture of why this project is so important.

My church is located along one of the more dangerous sections of Powell Boulevard. When I first arrived at my congregation I was warned to never walk across Powell because it was too dangerous. I witness a car accident at least twice a year. I have members who will not drive down Powell because it is too dangerous. I watch community members dodge cars to cross Powell so that they can make their way to the only grocery store in our area or to my church. I hear parents talk about their worries for their children as they either wait along Powell for the school bus or walk along Powell because crosswalks are inconsistent and there is no safe buffer between Powell and where children wait for the bus. I see near collisions between cars and pedestrians and long backups on a regular basis because there are few center turn lanes.

I worry because there are two group homes located within a block of the church. I watch residents of both group homes walk along Powell Boulevard to get to the grocery store, to my church, or other destinations. I worry because I see bicyclists and pedestrians weaving in and out of traffic because there are not continuous paths for them to travel and pot holes are frequent. I worry because many pedestrians fear for their safety with poor lighting and large trees along Powell. I worry because poor water treatment causes flooding along Powell Boulevard and in heavy winter rain storms some

apartment driveways become impassible. I worry because this is my community where children, seniors, and those with disabilities are especially vulnerable to poor lighting, lack of flashing beacon crosswalks, continuous sidewalks, and center turn lanes.

The outer Powell corridor is heavily traveled, unsafe, and in desperate need of safety improvements. Please seriously consider Outer Powell Transportation Safety Project for a Federal TIGER Grant. To receive this grant would make a difference to those who travel through the corridor and especially to those who live and work along the corridor. If you have any questions, please feel free to contact me at any time.

Sincerely,

Pastor Jennifer Beil, Co-Chair of Outer Powell Transportation Safety Project Community Advisory Group

St. Timothy Lutheran Church
14500 SE Powell Blvd.
Portland, OR 97236
pastor.jen.beil@gmail.com

Google fiber

The Honorable Anthony R. Foxx
Department of Transportation
Office of the Secretary
West Building, 9th Floor
1200 New Jersey Avenue, SE
Washington, DC 20590-9898

SUBJECT: TIGER Grant Request by Oregon DOT—Outer Powell Transportation Safety Project

Dear Secretary Foxx:

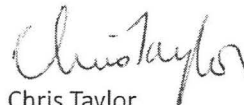
I write in support of the Oregon Department of Transportation's application for the TIGER competitive grant process to complete the Outer Powell Transportation Safety Project, which would provide critical safety improvements to the busy Powell Boulevard corridor in East Portland.

This project is the result of years of dedicated citizen engagement in East Portland: the kind of neighborhood identity and community involvement that helped make Portland a good candidate for Google Fiber. If Google Fiber is able to bring its high-speed gigabit network to Portland, we view this region as a strong candidate to locate one of our "fiber huts," which are structures that house the equipment that power our fiber network.

Safe infrastructure is important not just for the wellbeing of residents, but also as a pathway to expanded economic development opportunities in the areas served by high-speed broadband internet. By adding sidewalks, bicycle facilities, stormwater planters and other features, the Outer Powell Transportation Safety Project will provide an innovative approach to improving a key corridor to Portland's central city where a number of high-tech firms are locating and expanding. This aligns with our work to improve and expand internet access for everyone in the communities we serve.

We support ODOT's effort to enhance the East Portland neighborhoods and to provide safe access by transit to additional economic opportunities.

Thank you,



Chris Taylor
City Manager, Google Fiber

Coalition for America's Gateways and Trade Corridors

37206

AECOM

Alameda Corridor-East
Construction Authority

Cambridge Systematics,
Inc.

Canaveral Port Authority

Cascadia Center

CenterPoint
Properties Trust

Chicago Metropolitan
Agency for Planning

City of Chicago

City of Industry,
A Municipality

COMPASS – Community
Planning Association of
Southwest Idaho

Dewberry

Economic Development
Coalition of
Southwest Indiana

Florida Department of
Transportation

Florida East
Coast Railway

Florida Ports Council

Freight Mobility Strategic
Investment Board
(Washington State)

Gateway Cities Council of
Governments

HERZOG

Illinois Soybean
Association

Intermodal Association
of North America

Jacobs Engineering

Kootenai Metropolitan
Planning Organization

Los Angeles
County Metropolitan
Transportation Authority

Majestic Realty Co.

Maricopa Association of
Governments

Memphis Chamber of
Commerce

Metropolitan
Transportation
Commission

National Railroad
Construction and
Maintenance Association

April 15, 2016

The Honorable Anthony R. Foxx
Secretary

United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The Oregon Department of Transportation (ODOT) is a member of the Coalition for America's Gateways and Trade Corridors (CAGTC), a national group dedicated to improving our nation's freight infrastructure. ODOT is seeking an award of TIGER VIII discretionary funds for its Outer Powell Transportation Safety project.

U.S. 26, also known as Powell Boulevard, in Southeast Portland is an important arterial that carries both freight and commuters from East Portland and its suburbs to the urban core. The Southeast section of Powell Boulevard contains two of Oregon's top crash sites, lacks sidewalks, has no separated bike facilities, and crosses through neighborhoods where more than a dozen languages are commonly spoken.

ODOT would use TIGER funds to increase safety for all users, improve environmental sustainability, create local quality of life benefits, better access to local businesses, and to improve connectivity of neighborhoods in the area. The project would add sidewalks, separated bicycle facilities as well as create a center turn lane and complete various other streetscape improvements. The project will not only provide safe access and mobility for drivers, bicyclists and pedestrians, but it will also serve the economic and community development of several neighborhoods in which many of Portland's lower-income residents and communities of color live. Ultimately, this project will also benefit freight throughput in the region.

We hope you'll consider ODOT's Outer Powell Transportation Safety project application. As an organization, we support investments in freight infrastructure and we encourage USDOT to continue investing in projects that benefit goods movement through the TIGER grant program. Should you have any questions please do not hesitate to contact me. Thank you in advance for your consideration.

Sincerely,



Elaine Nettle
Executive Director

NASCO – North
American Strategy for
Competitiveness

Northwest Seaport
Alliance

Ohio Kentucky Indiana
Regional Councils of
Government

Orange County
Transportation Authority

Oregon Department of
Transportation

Parsons

Parsons Brinckerhoff

Port Authority of
New York & New Jersey

Port of Hueneme

Port of Long Beach

Port of Los Angeles

Port Miami

Port of Oakland

Port of Pittsburgh

Port of Portland, OR

Port of San Diego

Port of Seattle

Port Tampa Bay

Port of Vancouver USA

Puget Sound Regional
Council

RAILCET

SANDAG - San Diego
Association of
Governments

Southern California
Association of
Governments

Supply Chain
Innovation Network of
Chicago- SINC

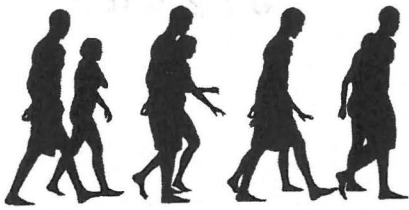
Tennessee Department
of Transportation

Washington State
Department of
Transportation

West Coast Corridor
Coalition

Will County Center for
Economic Development

Xerox State and Local
Solutions



Portland Pedestrian Advisory Committee

1120 SW 5th Avenue, Suite 800
Portland, OR 97204

37206

April 26, 2016

MEMBERS

Chairs

Rebecca Hamilton, Co - Chair
Roger Averbeck, Co - Chair

Members-At-Large

Brenda Martin
Chase Ballew
Anthony Buczek
David Crout
Mandia Gonzales
Arlene Kimura
Doug Klotz
Scott Kocher
Rod Merrick
Elaine O'Keefe
Eve Nilenders

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

SUBJECT: Support for the 2016 TIGER grant application for the Outer Powell
Boulevard Project: SE 116th Avenue to SE 162nd Avenue.

Dear Mr. Secretary,

The Portland Pedestrian Advisory Committee (PAC) consists of dedicated volunteers who advise city staff and elected representatives on infrastructure, development, enforcement and education issues to improve the city for pedestrians and all who use the pedestrian network. The PAC consists of a cross-section of Portlanders, including walking and mobility advocates, neighborhood activists, and citizens-at-large.

The Portland Pedestrian Advisory Committee voted to support the 2016 TIGER grant application for the Outer Powell Boulevard Project: SE 116th Avenue to SE 162nd Avenue at our April 2016 meeting. This project is critical to saving lives and improving the pedestrian environment along Outer Powell. We support and applaud Oregon Department of Transportation (ODOT) and the City of Portland in prioritizing this project for seeking TIGER grant funding.

The PAC has supported and tracked the Outer Powell Blvd project for many years. SE Powell Blvd, 69th – 174th, was identified as a Phase One/Priority Pedestrian Corridor Project in the Pedestrian Master Plan adopted in 1998. A PAC member served on the Community Working Group for the development of the Outer Powell Boulevard Conceptual Design Plan from 2010 to 2012, and we supported adoption of this Plan by Portland City Council in 2012. We continue to support the ODOT-led Outer Powell Transportation and Safety Project. In 2015, we identified this project as **one of our first tier project priorities** out of hundreds of projects during our review of the Portland Transportation System Plan (TSP) project list update.

Outer Powell Blvd is a designated High Crash Corridor by the Portland Bureau of Transportation due to the high rate and severity of crashes. Far too many pedestrians have died along Outer SE Powell Blvd within the project area. These conditions must change as soon as possible. Building this project will help us move towards the City's Vision Zero Goal. We are very pleased that this project will provide **additional enhanced mid-block pedestrian crossings** along the corridor; that will be coordinated with bus stop locations to improve safety.

The Outer Powell project will provide **continuous sidewalks** on both sides of this busy arterial street. Today, Outer Powell lacks sidewalks for much of the street. Yet many, many people walk along the shoulder every day, often through mud and puddles, to get to work, school, daily services, catch the bus and other key destinations. This project will provide 12-foot wide sidewalk corridors, except where it is narrowed to avoid buildings or other significant impacts. This is **in conformance with the Portland Pedestrian Design Guide** sidewalk corridor standards. The 12-foot sidewalk corridor provides a 4-foot furnishing zone that buffers pedestrians from the roadway and provides room for trees, lighting, utility poles, stormwater management, bike parking and other street furniture. This allows for pedestrian passage clear of obstructions and meets Americans with Disabilities Act ADA accessibility guidelines.

Building sidewalks together with more frequent mid-block enhanced crossings and multimodal safety improvements at signalized intersections **will save lives and improve transit access for many underserved communities**. Safer and improved connectivity to bus service provides many opportunities for our residents to access education, services and jobs.

We urge you to grant TIGER VIII funding to Outer Powell Boulevard Project: SE 116th Avenue to SE 162nd Avenue. Help us realize the future we have planned and envisioned for Outer Powell Blvd and our City.

Thank you for your consideration.

Sincerely,



Rebecca Hamilton
PAC Co-Chair



Roger Averbeck
PAC Co-Chair

CC: Mike Mason, ODOT
April Bertelsen, PBOT
Art Pearce, PBOT
Mark Lear, PBOT
Alexis Gabriel, PBOT

Moore-Love, Karla

From: Laura Brewer <laura_brewer@ddsd40.org>
Sent: Wednesday, April 27, 2016 8:32 AM
To: Council Clerk – Testimony; Bertelsen, April; Cohen, Shoshana; Kyle Riggs; Frieda Christopher; Gail Hunter
Subject: Outer Powell Project and David Douglas Safe Schools
Attachments: Letter of Support.pdf

Please see the attached written testimony to the Council Clerk, to be included in the official public record. Thank you for your sharing with the City Council members and their staff.

Please let me know if you have any questions.

*Thank you,
...Laura...*

Laura Brewer
Superintendent's Office
David Douglas School District
11300 NE Halsey St
Portland, OR 97220
PH: 503-261-8205
FX: 503-261-8208
laura_brewer@ddsd40.org



David Douglas School District

Learn · Grow · Thrive

Don Grotting, Superintendent | 11300 NE Halsey Street, Portland, Oregon 97220 | Phone 503-252-2900 | Fax 503-256-5218

April 26, 2016

Council Clerk

RE: Testimony regarding:

421 Support Transportation Investment - Outer Powell Blvd Transportation Safety Project

422 Amend Transportation System Development Charge Capital Improvement Project list

Mayor Hales and Commissioners:

David Douglas School District is comprised of 12 square miles in East Portland. Currently the district has 9 elementary schools, 3 middle schools and one high school. In fact, David Douglas High School is the largest in the state, with over 3,000 students. We are writing in support of SDC funding for the following projects:

Project Name: David Douglas Safe Routes to School

TSP/TSDC Project Number: 80014, 80020

Project Description: Construct missing sidewalks on Mill Street between 130th and 148th and on 130th from Stark to Division and bicycle facilities on SE Mill/Main between 130th and 162nd.

Project Name: Outer Powell Transportation Safety Project

TSP/TSDC Project Number: 80015, 80032

Project Description: Implement multi-modal safety and capacity improvements including sidewalks and enhanced bicycle facilities on Outer Powell Blvd. between SE 116th and SE 162nd.

Both projects are predominately in the David Douglas School District and improvements to these areas have been needed since the area was annexed by the City of Portland. In regard to the David Douglas Safe Routes to School project the infill of sidewalks along SE 130th and SE Mill will allow students to have a safe place to walk when going to and from school each day. Currently because of the lack of sidewalks along those routes, students are often walking in the street to avoid the muddy walkways, especially in the winter months. This is definitely not the safest way for our students to get to school. The completion of this project will provide a safer route to school for our students.

Regarding the Outer Powell Blvd Transportation Safety Project, the improvements on Outer Powell have been discussed for decades and finally the state and city are in a position to make the Outer Powell Blvd Conceptual Design Plan become a reality. Outer Powell is very dangerous for the families and residents in our area. The completion of this project will mean our students will have a safe place when catching

school buses. In addition, it will provide a safe route for our residents and families whose only mode of transportation is walking, bike and transit. The completion of this project will be a benefit to our students and the residents of our district.

We urge you to support the requests made in agenda items 421 and 422. Thank you.

Sincerely,



Kyle Riggs
Chair, Board of Directors



Don Grotting
Superintendent