



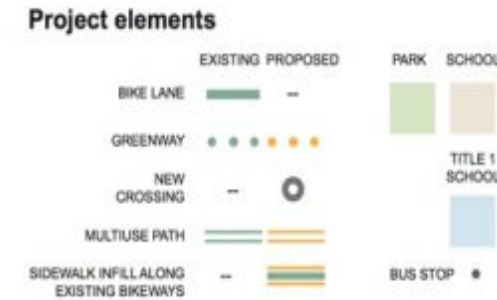
# Brentwood- Darlington Safe Routes to School

Regional Flexible Fund Grant  
Recipient \$2.2 million dollars

Community Lead and Driven  
Grassroots Project

Brentwood-Darlington  
Neighborhood

## v.12Dec2016

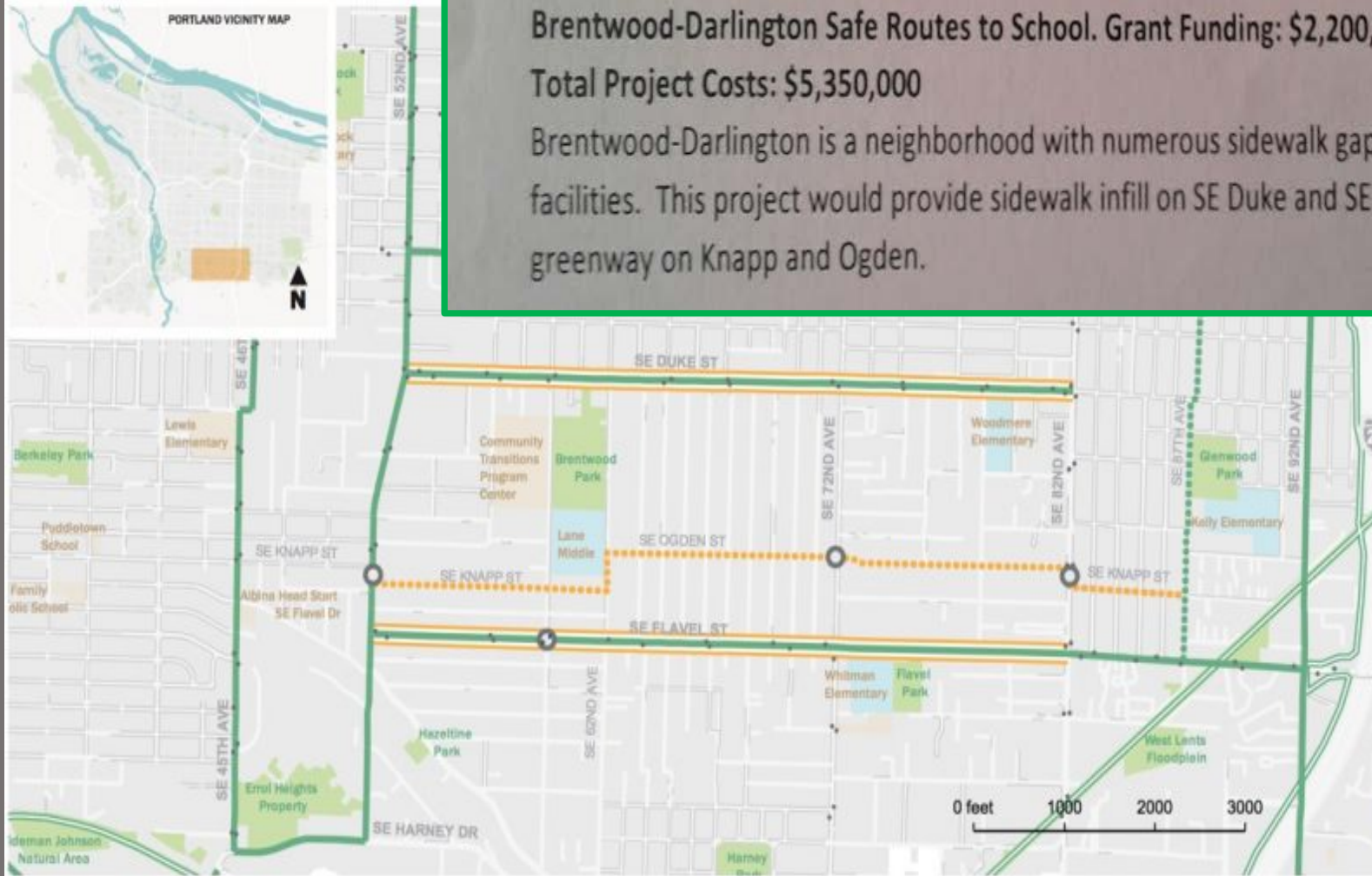


# Map and Scope of Project

**Brentwood-Darlington Safe Routes to School. Grant Funding: \$2,200,000.**

**Total Project Costs: \$5,350,000**

Brentwood-Darlington is a neighborhood with numerous sidewalk gaps and substandard bicycle facilities. This project would provide sidewalk infill on SE Duke and SE Flavel and add a neighborhood greenway on Knapp and Ogden.



# Start Date-Completion Date

- Initial contact with PBoT with focus on this project began in the Fall of 2015

	potential.					
Brentwood Darlington/Safe Routes Neighborhood Greenway	Neighborhood Greenway on Knapp/Ogden (27th to 92nd) connecting 20s Bikeway to Lents. High Community support. Potential local gas tax from Safe Routes project funds. SDC list update potential.	70075	Southeast and East Portland	\$810,000	\$900,000	

- Final decision to award grant occurred on February 2, 2017.



# Road Blocks

- Many people didn't know our neighborhood; we are often ignored because we are west of I-205, but have East Portland issues.
- Getting PBoT to move our project forward and submit an application.
- Getting TPAC, JPACT, and Metro to recommend our project for funding; some committee members did not think our project was regional enough to use RFF grant money and our technical score was low.

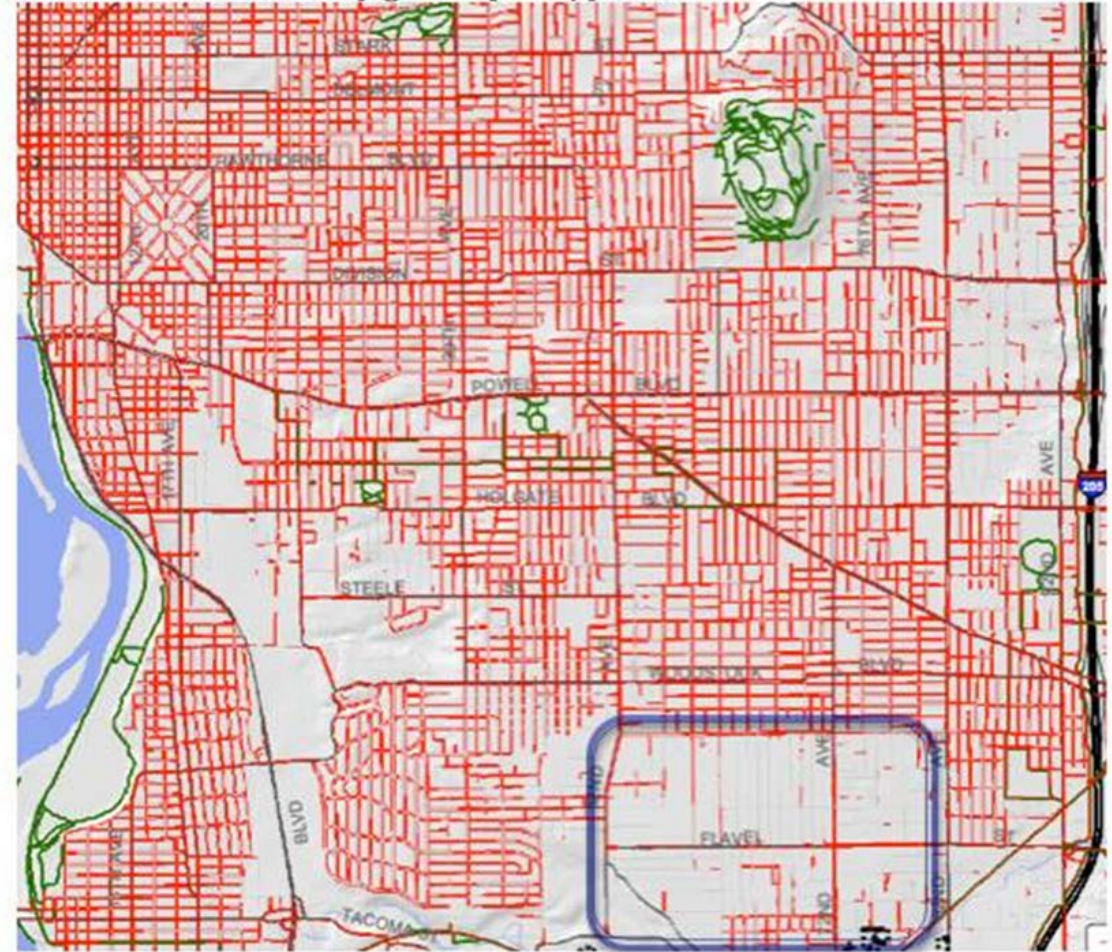


# Steps Taken 1: PBoT

- Initial contact with Pbot through email about sidewalks on SE Ogden Street (a lot of forwarding and no return messages)
- Finally, forwarded to someone interested in our story from Active Transportation. Hours of phone calls and face to face meetings with them.
- Discussions led to enlarging project to SE Duke and SE Flavel to make it more competitive as a RFF project.
- Sent pictures and data about our sidewalks to key people at PBoT.
- Attended key Pbot meetings to get sidewalks scoped to bring project forward as a potential applicant.

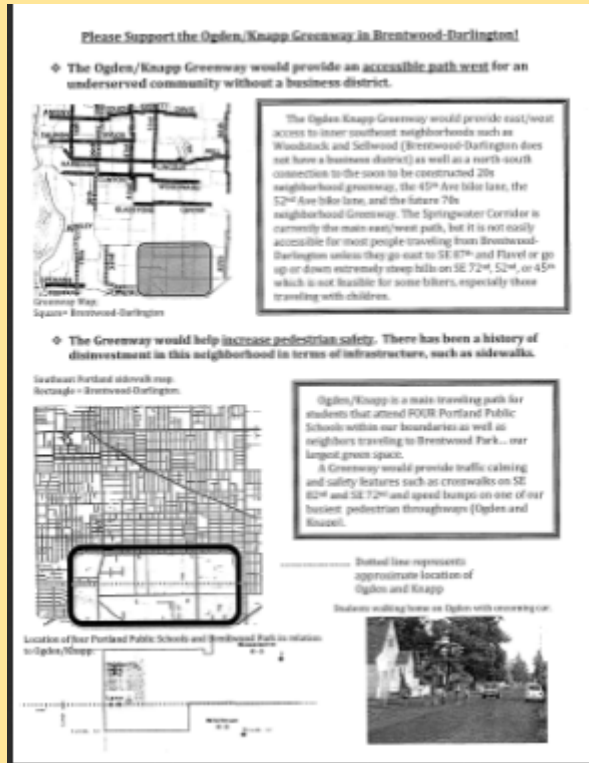
## **Southeast (West of 205) Sidewalk Map**

The biggest neighborhood gap in terms of not having sidewalks is in our neighborhood, Brentwood-Darlington (bottom right). The other large gaps in other areas are mostly green spaces/parks.



# Steps Taken 2: Speaking at Committees

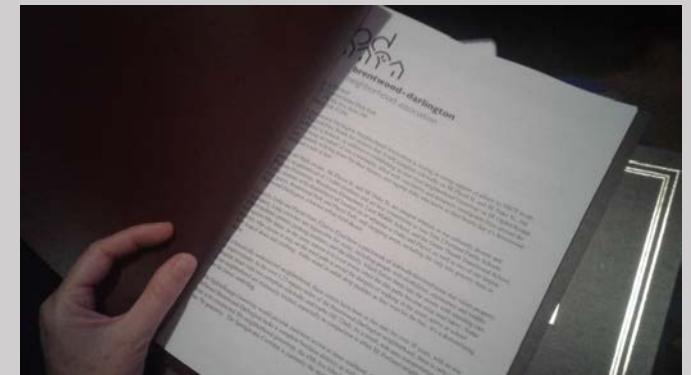
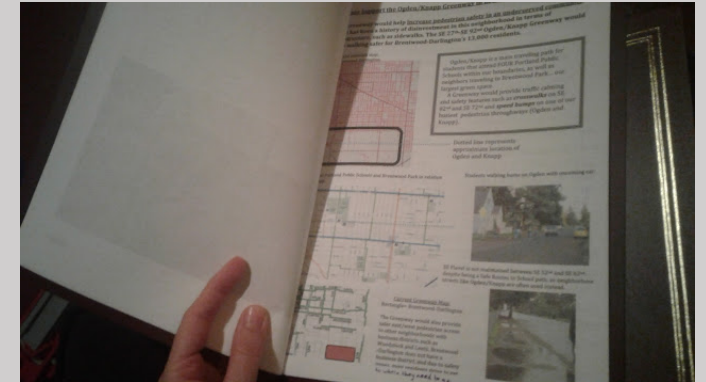
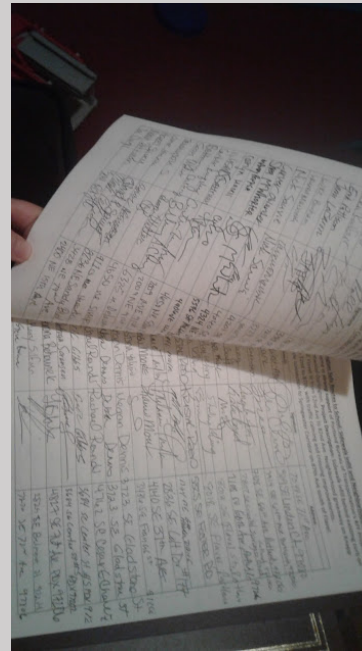
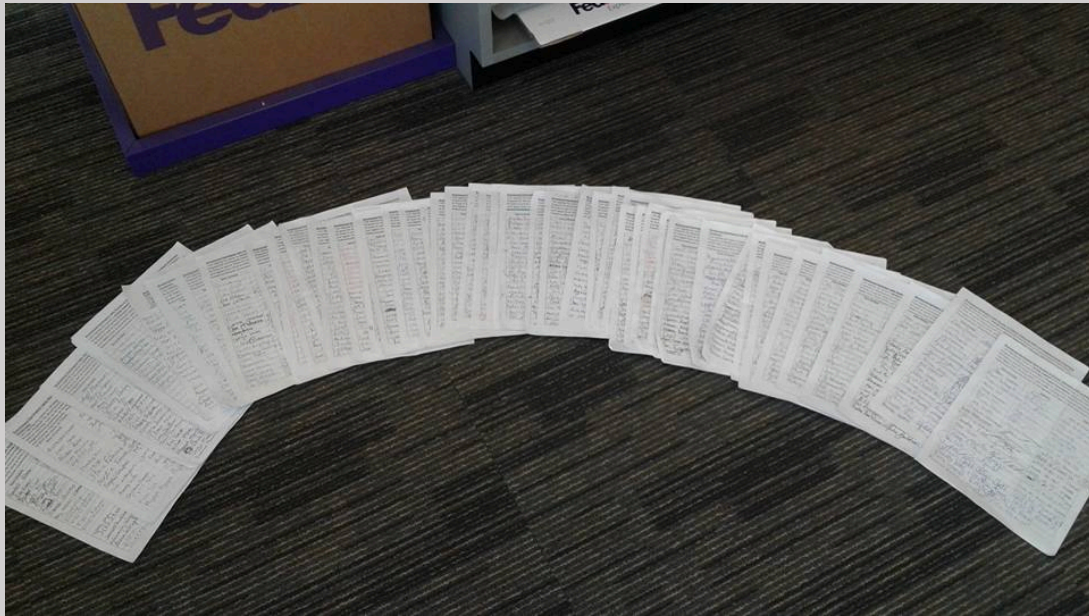
- Speaking at **key committee meetings** downtown about our project and creating flyers to pass out to members educating them about our neighborhood and its needs. These committees made recommendations to PBoT for which RFF grant projects should be applied for.
- **PBoT RFF Project Proposal Meetings**
- **Bicycle Alliance Committee Meetings**
- **Pedestrian Alliance Committee Meeting**





# Steps Taken 3: Grassroots Activism Part 1

- Neighborhood group worked to get over 1000 hand written signatures of support for our project; door to door, libraries, movie nights, neighborhood gatherings, etc.
- Garnered letters of support from area representatives, businesses, and organizations
- These were hand delivered to PBoT and Local Commissioners
- With all of these efforts, PBoT chose to include our project in their RFF grant application list



-Once our application was evaluated by Metro, we were rated #11 in the Technical Rating.

-Only the top 10 projects would potentially receive funding.

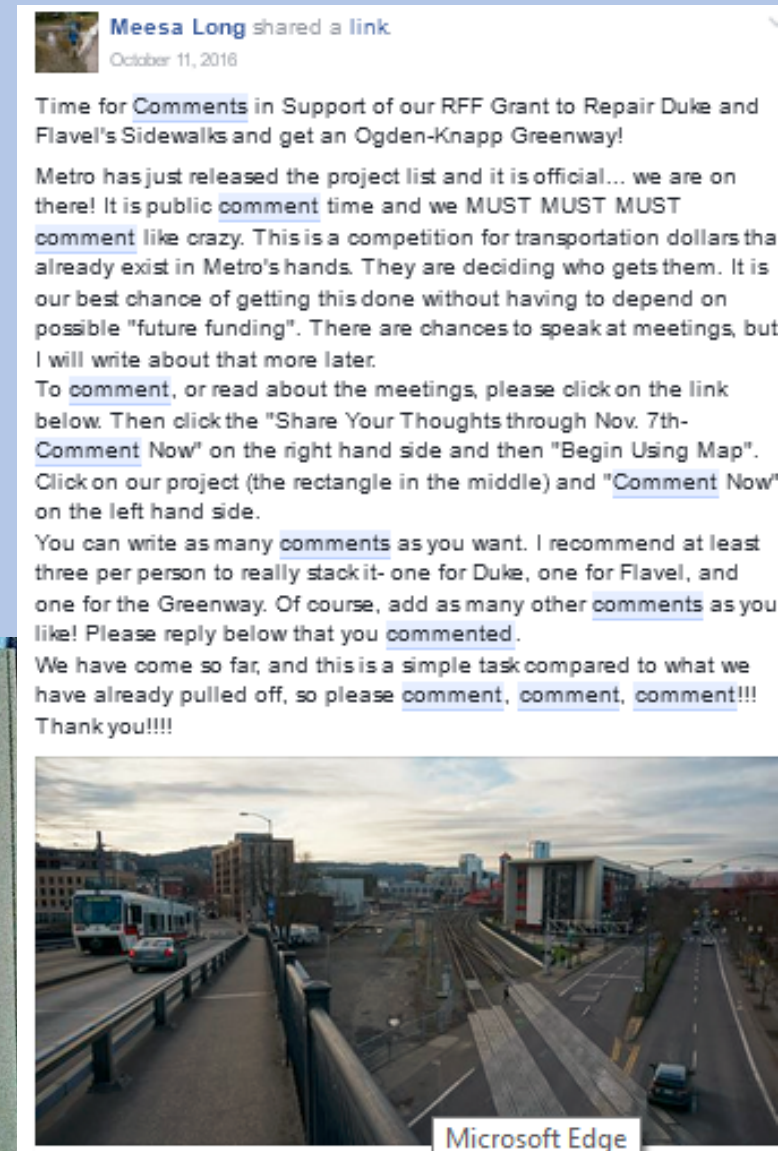
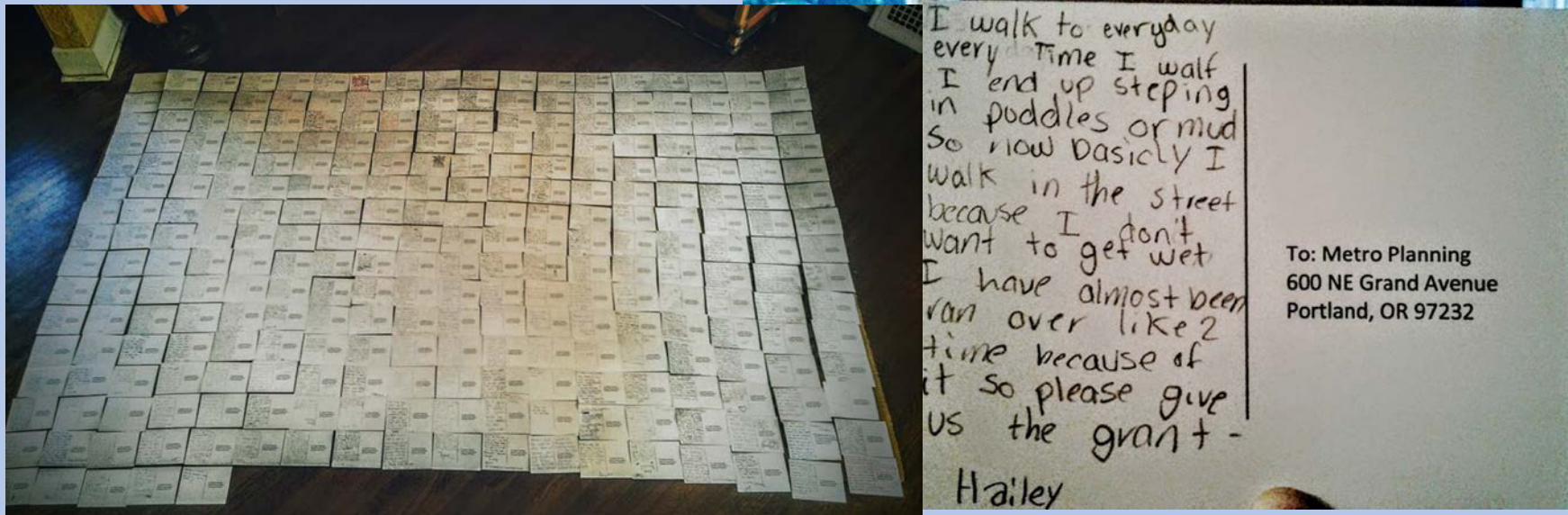
Active Trans./Complete Sts: available funding =						\$25,810,000		
Project name	Applicant	Sub-region	RFFA request	Recommended funding	Total [315 max.]	Technical score ranking	Public comment summary (total comments/total positive)	% positive
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,992,800	\$2,992,800	288	1	101/97	96%
Cully Walking and Biking Parkway	City of Portland	Portland	\$2,998,153	\$2,998,153	285	2	181/163	90%
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	\$2,250,000	\$2,250,000	280	3	28/24	86%
Jade and Montavilla Connected Centers	City of Portland	Portland	\$3,941,500	\$3,941,500	274	4	125/118	94%
Beaverton Creek Trail	THPRD	Washington	\$3,892,399	\$3,892,399	270	5	54/44	81%
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	\$3,985,379	\$3,985,379	268	6	68/65	96%
Outer Stark/Halsey Complete Streets	City of Portland	Portland	\$300,000	\$300,000	268	6	51/48	94%
Monroe Street Walking and Biking Improvements	Clackamas County	Clackamas	\$3,000,000	\$3,000,000	262	8	40/33	83%
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	\$625,000	\$625,000	256	9	33/27	82%
Complete Cleveland Street	Multnomah	Multnomah	\$3,141,156	\$3,141,156	251	10	17/10	59%
Brentwood-Darlington Safe Routes to School	City of Portland	Portland	\$3,100,850	\$0	248	11	1718/1714	100%
Cornfoot Road Walking and Biking Path	City of Portland	Portland	\$3,327,672	\$0	245	12	64/50	78%
Hillsdale Town Center Pedestrian Connections	City of Portland	Portland	\$2,346,000	\$0	243	13	48/34	71%
Westside Trail Walking and Biking Bridge Design	Washington County	Washington	\$800,000	\$0	243	13	71/61	86%
Cornelius Pass Walking and Biking Bridge Design	Washington County	Washington	\$800,000	\$0	240	15	54/40	74%
David Douglas Safe Routes to School	City of Portland	Portland	\$3,048,000	\$0	239	16	63/59	94%
Sandy Boulevard Walking and Biking Improvements	Multnomah County	Multnomah	\$5,319,631	\$0	238	17	35/29	83%
Highway 43 Walking and Biking Improvements	City of West Linn	Clackamas	\$3,400,000	\$0	238	17	69/53	77%
North Portland Greenway Trail	City of Portland	Portland	\$2,909,680	\$0	237	19	216/205	95%
Fanno Creek Greenway Regional Trail	City of Tigard	Washington	\$6,700,600	\$0	234	20	41/33	80%
Complete Division Street	City of Gresham	Multnomah	\$3,459,284	\$0	233	21	30/23	77%
Monroe Street Neighborhood Greenway	City of Milwaukie	Clackamas	\$2,320,000	\$0	233	21	84/69	82%
Johnson Street Access to School	Washington County	Washington	\$4,700,000	\$0	226	23	37/30	81%
Designing Hogan Road	City of Gresham	Multnomah	\$9,633,428	\$0	220	24	26/11 + 13 no support	42%
Designing Highland Dr/Pleasant View Dr/190th Ave	City of Gresham	Multnomah	\$8,487,054	\$0	196	25	23/9 + 11 no support	39%
Highway 99W Sidewalk Safety Improvements	City of Sherwood	Washington	\$2,168,000	\$0	178	26	46/35	76%
I-205 Walking and Biking Trail	City of West Linn	Clackamas	\$2,778,873	\$0	111	27	38/20 + 15 no support	53%
total:				\$27,126,387				
amount (over)/under available funding:				(\$1,316,387)				



# Steps Taken 4: Public Comment Period: Grassroots

## Activism Part 2

- Metro comment period 10/11/16-11/7/16: Our community made hundreds of comments on an online system; using mostly social media to drive action.
- Gathered dozens of letters from key organizations and government representatives
- Our schools' students wrote almost 300 postcards in support of our project with personal stories.







- Community members and organization and government representatives spoke in front of Metro Council during their RFF public comment meeting.



- Community members spoke to the media about our neighborhood and our project.



- Community members spoke in front of JPACT and TPAC during their RFF meetings. (Joint Policy Advisory Committee on Transportation and Transportation Policy Alternatives Committee)



# Letter from Commissioner Novick about our Project

Given that all of the projects are important to the City of Portland, we are now relying on the technical grant application scoring of the projects as well as the public feedback that Metro received during the public comment period. We are pleased to see that all of the City of Portland projects received

significant public support. However, one Active Transportation project, the Brentwood-Darlington Safe Routes to School project, received an exceptional amount of support. Not only did the Brentwood-Darlington project receive the highest number of positive comments in Metro's online tool, but project advocates sent postcards, spoke at multiple meetings, and sent in a petition with over 1000 signatures.

If funding is formulated based only on technical rankings, Brentwood-Darlington's technical score would put it just below the funding line. However, given the magnitude of community support for this project, Portland is willing to make adjustments to our other high scoring projects to stretch the funding to include Brentwood-Darlington as well. We propose to rescope our budget request, and are willing to increase the local match on the following Active Transportation projects as reflected below:

Due to our exceptional amount of support, PBoT adjusts other projects to make ours more appealing for funding.

We moved up to #9, which means we were recommended for funding!

Active Trans./Complete Sts: available funding =		\$25,810,000						
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total:				\$27,393,934				
amount (over)/under available funding:				(\$1,583,934)				



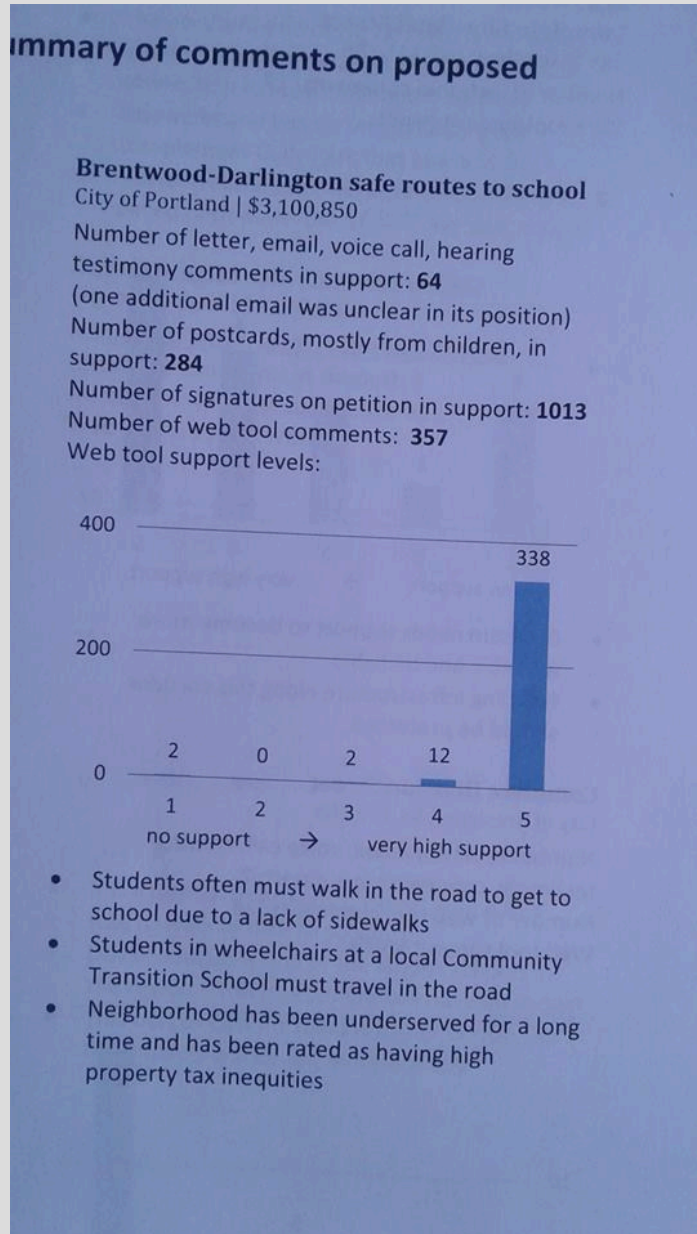
# Final Steps

- TPAC recommended our project for funding on 1/6/17
- JPACT recommended our project for funding on 1/19/17
- Metro confirmed our project would receive funding on 2/2/17

Metro received more than 3,600 comments on the projects proposed for these funds.



Regional flexible funds will go to build sidewalks to create safe routes to school on streets like this one in Brentwood-Darlington.



# Top Lessons Learned

- Small, and often underestimated, groups can accomplish great things when they work together.
- Face to Face is key when building relationships.
- Being reliable and consistent is a must.
- Positivity and a willingness to work together gets you further than shaming.





# Final thoughts...

- In our case, we learned that if you really want to make something happen, you have to work at it. No one will hand you anything, even when the City knows that the project is needed.
- Get your community engaged and active and reach out to representatives and organizations in your community that will support you.
- You have to be willing to sacrifice major time and be willing to speak at committees and face to face with key people and groups that make decisions.
- It is a lot of work, but if you believe in your project, you can make it a reality!

