

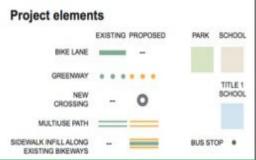
BrentwoodDarlington Safe Routes to School

Regional Flexible Fund Grant Recipient \$2.2 million dollars

Community Lead and Driven Grassroots Project

> Brentwood-Darlington Neighborhood

BRENTWOOD DARLINGTON SAFE ROUTES TO SCHOOL

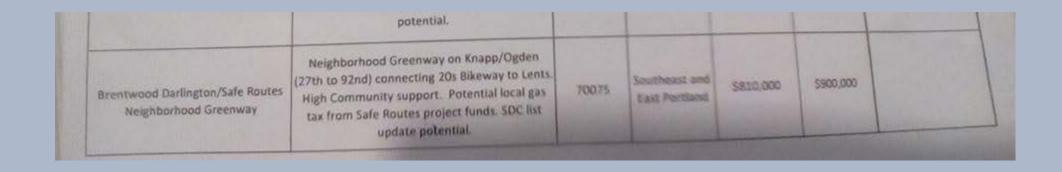


Map and Scope of Project

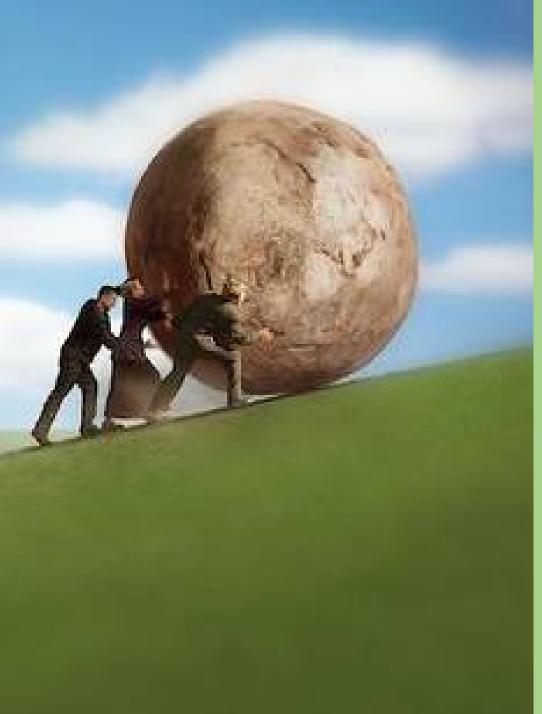


Start Date-Completion Date

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



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



Road Blocks

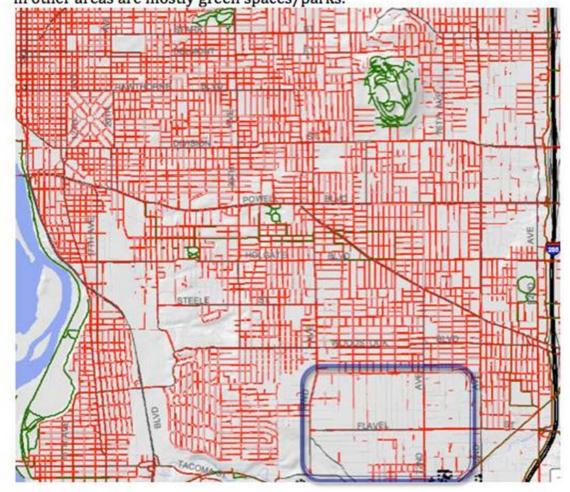
- Many people didn't know our neighborhood; we are often ignored because we are west of I-205, but have East Portland issues.
- Getting PBoT to move our project forward and submit an application.
- Getting TPAC, JPACT, and Metro to recommend our project for funding; some committee members did not think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

Steps Taken 1: PBoT

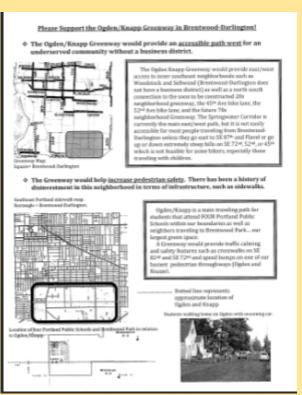
- Initial contact with Pbot through email about sidewalks on SE Ogden Street (a lot of forwarding and no return messages)
- Finally, forwarded to someone interested in our story from Active Transportation. Hours of phone calls and face to face meetings with them.
- Discussions led to enlarging project 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 over1000 hand written signatures of support for our project; door to door, libraries, movie nights, neighborhood gatherings, etc.

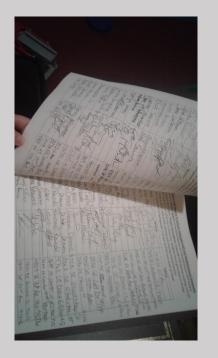
• Garnered letters of support from area representatives, businesses, and organizations

• 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









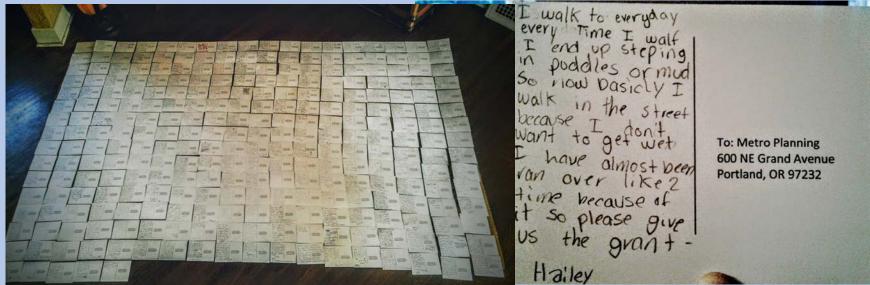
-Once our application was evaluated by Metro, we were rated #11 in the Technical Rating. -Only the top 10 projects would potentially receive funding.

Portland Portland Clackamas Portland Clackamas Portland Clackamas Portland Clackamas Washington mah d Portland Portland Washington Washington Washington Portland Multnomah Clackamas	\$2,992,800 \$2,998,153 \$2,250,000 \$3,941,500 \$3,892,399 \$3,985,379 \$300,000 \$625,000 \$3,141,156 \$3,100,850 \$3,327,672 \$2,346,000 \$800,000 \$800,000 \$3,048,000 \$5,319,631	Recommended funding \$2,992,800 \$2,998,153 \$2,250,000 \$3,941,500 \$3,892,399 \$3,985,379 \$300,000 \$3,000,000 \$625,000 \$3,141,156 \$0 \$0 \$0 \$0 \$0 \$0	Total (315 max.) 288 285 280 274 270 268 268 262 256 251 248 243 243 243 249 239	Technical score ranking 1 2 3 4 5 6 6 8 9 10 11 12 13 13 15 16	positive) 101/97 181/163 28/24 125/118 54/44 68/65 51/48 40/33 33/27 17/10 1718/1714 64/50 48/34 71/61 54/40	96% 90% 86% 94% 81% 96% 94% 83% 82% 59% 100% 78% 71% 86% 74%
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Clackamas Washington mah d Portland Portland Washington Washington Portland Multnomah	\$3,000,000 \$625,000 \$3,141,156 \$3,100,850 \$3,327,672 \$2,346,000 \$800,000 \$800,000 \$3,048,000	\$3,000,000 \$625,000 \$3,141,156 \$0 \$0 \$0 \$0 \$0 \$0	262 256 251 248 245 243 243 240	9 10 11 12 13 13 15	40/33 33/27 17/10 1718/1714 64/50 48/34 71/61 54/40	82% 59% 100% 78% 71% 86% 74%
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Portland Multnomah	\$3,048,000	50	00000		The state of the s	
Multnomah		10000	239	16		
	CE 210 C21		202	10	63/59	94%
Clackamac	\$3,319,631	\$0	238	17	35/29	83%
CidCkarrias	\$3,400,000	\$0	238	17	69/53	77%
Portland	\$2,909,680	\$0	237	19	216/205	95%
Washington	\$6,700,600	\$0	234	20		80%
Multnomah	\$3,459,284	\$0	233	21		
Clackamas	\$2,320,000	50	233		20 A C C C C C C C C C C C C C C C C C C	77%
Washington	\$4,700,000	\$0	2009		S0M0320	82%
Multnomah	\$9,633,428	\$0				81%
Multnomah		MATCH.			26/11 + 13 no support	42%
Washington		55.70				39%
The state of the s	200000000000000000000000000000000000000					76%
				41	38/20 + 15 no support	53%
	Multnomah Clackamas Washington Multnomah Multnomah Washington Clackamas	Multnomah \$3,459,284 Clackamas \$2,320,000 Washington \$4,700,000 Multnomah \$9,633,428 Multnomah \$8,487,054 Washington \$2,168,000	Multnomah \$3,459,284 \$0 Clackamas \$2,320,000 \$0 Washington \$4,700,000 \$0 Multnomah \$9,633,428 \$0 Multnomah \$8,487,054 \$0 Washington \$2,168,000 \$0 Clackamas \$2,778,873 \$0 total: \$27,126,387	Multnomah \$3,459,284 \$0 233 Clackamas \$2,320,000 \$0 233 Washington \$4,700,000 \$0 226 Multnomah \$9,633,428 \$0 220 Multnomah \$8,487,054 \$0 196 Washington \$2,168,000 \$0 178 Clackamas \$2,778,873 \$0 111 total: \$27,126,387	Multnomah \$3,459,284 \$0 233 21 Clackamas \$2,320,000 \$0 233 21 Washington \$4,700,000 \$0 226 23 Multnomah \$9,633,428 \$0 220 24 Multnomah \$8,487,054 \$0 196 25 Washington \$2,168,000 \$0 178 26 Clackamas \$2,778,873 \$0 111 27 total: \$27,126,387	Multnomah \$3,459,284 \$0 233 21 30/23 Clackamas \$2,320,000 \$0 233 21 84/69 Washington \$4,700,000 \$0 226 23 37/30 Multnomah \$9,633,428 \$0 220 24 26/11 + 13 no support Multnomah \$8,487,054 \$0 196 25 23/9 + 11 no support Washington \$2,168,000 \$0 178 26 46/35 Clackamas \$2,778,873 \$0 111 27 38/20 + 15 no support

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.





Meesa Long shared a link

October 11, 2016

Time for Comments in Support of our RFF Grant to Repair Duke and Flavel's Sidewalks and get an Ogden-Knapp Greenway!

Metro has just released the project list and it is official... we are on there! It is public comment time and we MUST MUST MUST comment like crazy. This is a competition for transportation dollars tha already exist in Metro's hands. They are deciding who gets them. It is our best chance of getting this done without having to depend on possible "future funding". There are chances to speak at meetings, but I will write about that more later.

To comment, or read about the meetings, please click on the link below. Then click the "Share Your Thoughts through Nov. 7th-Comment Now" on the right hand side and then "Begin Using Map". Click on our project (the rectangle in the middle) and "Comment Now" on the left hand side.

You can write as many comments as you want. I recommend at least three per person to really stack it- one for Duke, one for Flavel, and one for the Greenway. Of course, add as many other comments as you like! Please reply below that you commented.

We have come so far, and this is a simple task compared to what we have already pulled off, so please comment, comment, comment!!! Thank you!!!!





 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!

Project name	Applicant	Sub-region	RFFA request	Recommended funding	Total (315 max.)	ranking	Map comment tool responses (total/positive
Halsey Street Safety and Access to Transit	City of Portland	Portland	\$2,992,800	\$2,400,000			101/97
Cully Walking and Biking Parkway	City of Portland	Portland	\$2,998,153	\$2,300,000	288	2	181/163
I-5 Walking and Biking Bridge	City of Wilsonville	Clackamas	\$2,250,000	\$2,250,000	285	3	28/24
Jade and Montavilla Connected Centers	City of Portland	Portland	\$3,941,500	\$3,200,000	280	4	125/118
Beaverton Creek Trail	THPRD	Washington	\$3,892,399	\$3,892,399	274	5	54/44
Molalla Avenue Walking and Biking Improvements	City of Oregon City	Clackamas	\$3,985,379	\$3,985,379	270	6	68/65
Herman Road Walking and Biking Improvements	City of Tualatin	Washington	\$625,000	\$625,000	268	9	33/27
Complete Cleveland Street		ultnomah	\$3,141,156	\$3,141,156	256	10	17/10
Brentwood-Darlington Safe Routes to School		rtland	\$3,100,850	\$2,200,000	251	11	1714/1718
Highway 43 Walking and Biking Improvements		cackamas	\$3,400,000	\$3,400,000	248	17	55/41
Outer Stark/Halsey Complete Streets	City of Portland	Portland	\$300,000	\$0,400,000	238	6	51/48
Monroe Street Walking and Biking Improvements	Clackamas County	Clackamas	\$3,000,000	\$0		8	40/33
Cornfoot Road Walking and Biking Path	Port of Portland	Portland	\$3,327,672	\$0	262 245	12	
Hillsdale Town Center Pedestrian Connections	City of Portland	Portland	\$2,346,000	\$0	243	13	64/50
Westside Trail Walking and Biking Bridge Design	Washington County	Washington	\$800,000	\$0	243	13	48/34
Cornelius Pass Walking and Biking Bridge Design	Washington County	Washington	\$800,000	\$0	240	15	71/61
David Douglas Safe Routes to School	City of Portland	Portland	\$3,048,000	\$0	239		54/40
Sandy Boulevard Walking and Biking Improvements	Multnomah County	Multnomah	\$5,319,631	\$0	238	16	63/59
North Portland Greenway Trail	City of Portland	Portland	\$2,909,680	\$0	237	17	35/29
Fanno Creek Greenway Regional Trail	City of Tigard	Washington	\$6,700,600	50	234	19	216/205
Complete Division Street	City of Gresham	Multnomah	\$3,459,284	50	233	20	41/33
Monroe Street Neighborhood Greenway	City of Milwaukie	Clackamas	\$2,320,000	50	233	21	30/23
Johnson Street Access to School	Washington County	Washington	\$4,700,000	50	226	21	84/69
Designing Hogan Road	City of Gresham	Multnomah	\$9,633,428	\$0	220	23	37/30
Designing Highland Dr/Pleasant View Dr/190th Ave	City of Gresham	Multnomah	\$8,487,054	50	196	24	26/11 + 13 no support
Highway 99W Sidewalk Safety Improvements I-205 Walking and Biking Trail	City of Sherwood	Washington	\$2,168,000	50	178	25	23/9 + 11 no support
203 Walking and Biking Trail	City of West Linn	Clackamas	\$2,778,873	\$0	1111	26	46/35
			total:	\$27,393,934		27	38/20 + 15 no support
		amount (over)/under available funding:					

immary of comments on proposed

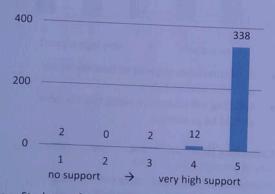
Brentwood-Darlington safe routes to school City of Portland | \$3,100,850

Number of letter, email, voice call, hearing testimony comments in support: 64 (one additional email was unclear in its position)

Number of postcards, mostly from children, in support: 284

Number of signatures on petition in support: 1013 Number of web tool comments: 357

Web tool support levels:



- Students often must walk in the road to get to school due to a lack of sidewalks
- Students in wheelchairs at a local Community Transition School must travel in the road
- Neighborhood has been underserved for a long time and has been rated as having high property tax inequities

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!

