



Public Feedback Summary

Overview/Introduction

Multnomah County conducted a round of public outreach in March and April 2018. This outreach sought input on updating the 20-year Roads Capital Improvement Plan. This report includes a summary of outreach and public comments received through the following forums and events:

- Three public open houses held in April
- An online open house that ran from March 27 to April 20
- Emails from the County’s website comment form and mailing list in March and April
- Stakeholder briefings held in Corbett on March 22 and at the Skyline Grange Hall on April 18
- Tabling outreach at the Sauvie Island Community Fair, April 19

Public Open Houses

The purpose of these meetings was to:

- Explain the scope and significance of the Roads CIP update.
- Seek input on how projects are selected, and on the projects to include in the plan.
- Seek input on evaluation criteria that will be used to refine the project list.

The intended outcomes were to:

- Help community members understand the nature of the Roads CIP and why it is important.
- Understand what the community cares about, to inform how the project team selects projects.
- Learn about projects important to the community (and consider them for the project list).

Open-house events were held as listed below. In-person meetings ran from 6:30 to 8:30 p.m.

Area	Date	Location	Attendees	Comment forms received	Chart/map comments received
East	April 9	Wood Village Baptist Church	18	8	26
West	April 10	Skyline Elementary School	22	9	38
Rural east	April 12	Corbett Fire Hall	25	7	24
Online	March 27 through April 20	openhouse.jla.us.com/multco-roads	349	112	253
Totals			414	136	341

Along with public open houses, Multnomah County staff gave stakeholder briefings to the Northeast Multnomah County Community Association (in Corbett on March 22) and to the Skyline Ridge Neighbors (at the Skyline Grange on April 18). These included a brief presentation and question-and-answer session by Jessica Berry and Kate McQuillan. Eight people attended the briefing in Corbett and 11 attended the briefing at the Skyline Grange. Summaries of the Corbett and Skyline meetings are included as an appendix. Multnomah County staff also attended the Sauvie Island Community Fair on April 19, reaching about 50 people in attendance. The County received 11 paper comment forms from these events.

Notification

Multnomah County invited residents and interested parties to participate in the open house and online open house. Notification included:

- Email distributions to interested parties
- Posts on social media (Facebook posts and event pages, plus Twitter)
- A mention and link on the County's Roads web page
- A postcard mailing to all residents in the project study area — 15,432 households
- News releases leading to earned-media coverage in:
 - [Bike Portland](#)
 - [The Cedar Mill News](#)
 - [Daily Journal of Commerce Oregon](#)
 - [KATU](#)
 - [The Outlook](#) (Gresham)

Stakeholder briefings also served as notification, enlisting attendees to spread the word within their networks.

Open-House Format

Participants at in-person open houses could drop in at any time during the scheduled event hours. Participants were encouraged to sign in as they arrived, and to place a sticker on a map to indicate where they lived. They were asked to fill out and drop off a comment form, or to mail it in later.

Multnomah County's Jessica Berry gave a short slide presentation and took questions at each in-person open house.

At each event, the room was organized in a series of stations that presented maps, photos, and verbal descriptions, and asked for input. The floor plan encouraged people to first comment on the criteria and priorities to be used in evaluating projects, then to move on to suggesting and commenting on specific projects. Participants were asked to add general comments on flip charts, and to fill out and drop off (or take home and mail) paper comment forms. A large map of the project area was available at two of the in-person events for participants to add feedback about specific locations. Staff was present to guide participants through each station, answer questions, and capture feedback.

Online Open House

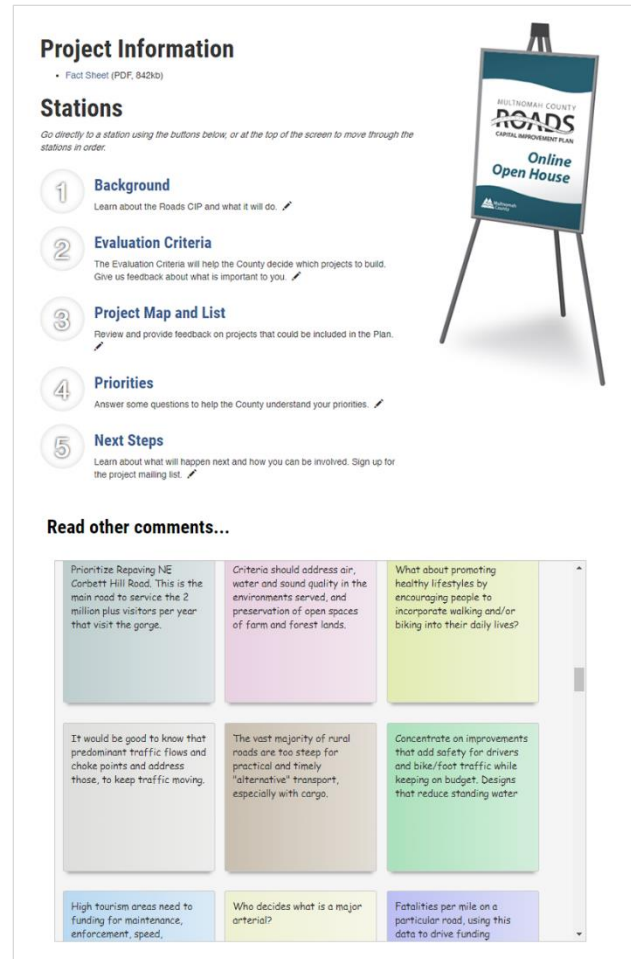
The Online Open House served community members who were not able to attend the in-person event. The online event mirrored the in-person event and was organized in a series of stations with the same information and questions asked in the paper comment form. The online open house included an interactive map and comment wall where participants could post responses and see those left by others.

Key Themes

High-crash sites reported. In the west, east, and rural east, residents reported several problem sites with a high number of crashes in recent years. Some are associated with a long-standing culture of high-performance/high-speed driving and motorcycling. Some have already led to injuries and death, while others have an increasing perception of inevitability. At these locations, residents asked for more signs, better intersection controls, speed-limit changes and/or more visible enforcement. Sites include:

- Skyline Blvd. near milepost 14
- Scholls Ferry Road near the county line
- The intersection of Sweetbriar Lane and Sweetbriar Road in Troutdale
- Marine Drive and 185th, related to freight traffic
- Historic Columbia River Highway and Hurlburt Road
- Stark at the 29100 address block

Immediate maintenance and safety concerns limit vision for longer-range planning. Many rural residents are affected by lack of maintenance as a safety concern. They expressed a desire for transportation departments to fix current safety problems and maintenance issues before planning for larger capital projects and engaging residents in longer-range planning. For example, many in the rural



Project Information
• Fact Sheet (PDF, 842kb)

Stations
Go directly to a station using the buttons below, or at the top of the screen to move through the stations in order.

- 1 Background**
Learn about the Roads CIP and what it will do. ✓
- 2 Evaluation Criteria**
The Evaluation Criteria will help the County decide which projects to build. Give us feedback about what is important to you. ✓
- 3 Project Map and List**
Review and provide feedback on projects that could be included in the Plan. ✓
- 4 Priorities**
Answer some questions to help the County understand your priorities. ✓
- 5 Next Steps**
Learn about what will happen next and how you can be involved. Sign up for the project mailing list. ✓

Read other comments...

Prioritize Repaving NE Corbett Hill Road. This is the main road to service the 2 million plus visitors per year that visit the gorge.	Criteria should address air, water and sound quality in the environments served, and preservation of open spaces of farm and forest lands.	What about promoting healthy lifestyles by encouraging people to incorporate walking and/or biking into their daily lives?
It would be good to know that predominant traffic flows and choke points and address those, to keep traffic moving.	The vast majority of rural roads are too steep for practical and timely "alternative" transport, especially with cargo.	Concentrate on improvements that add safety for drivers and bike/foot traffic while keeping on budget. Designs that reduce standing water
High tourism areas need to fund for maintenance, enforcement, speed.	Who decides what is a major arterial?	Fatalities per mile on a particular road, using this data to drive funding



Resident-contributed photos of crashes near milepost 14 on Skyline Blvd.

east reported potholes bad enough to require swerving to avoid vehicle damage. That leads to close calls and near misses with other road users near blind corners and in similar settings with limited lines of sight.

Urban and rural needs diverge. A clear theme in rural areas both west and east is a desire for wider shoulders or bike lanes/sidewalks or even physically separated spaces, along with signage and regulation. Motor users seemed to approach this as a way to reduce slowing and congestion, while non-motor users pursued the same features on the basis of feeling safe. But in the urban east (and at rural intersections that serve as high-traffic through-routes for commuters and tourists), concerns gravitated to improved intersection controls such as four-way stops and signals, guardrails, and advisory signage.

Needs and concerns also diverge by area. Clear themes emerged based on participants' location:

- **West:** concerns about cut-through commuter traffic through the West Hills, including numerous concerns about Skyline Blvd. and Scholls Ferry Road; anxiety about planning efforts being lost as Cornelius Pass Road transfers from County to State jurisdiction
- **Rural east:** concerns about congestion and wear-and-tear from tourism (bike, car and tour bus) and logging, with the condition of Corbett Hill Road as a recurring focus
- **East:** effects of increased industry and shipping on traffic volumes on and near Marine Drive, with requests for traffic signals at more intersections and marked facilities for biking and walking

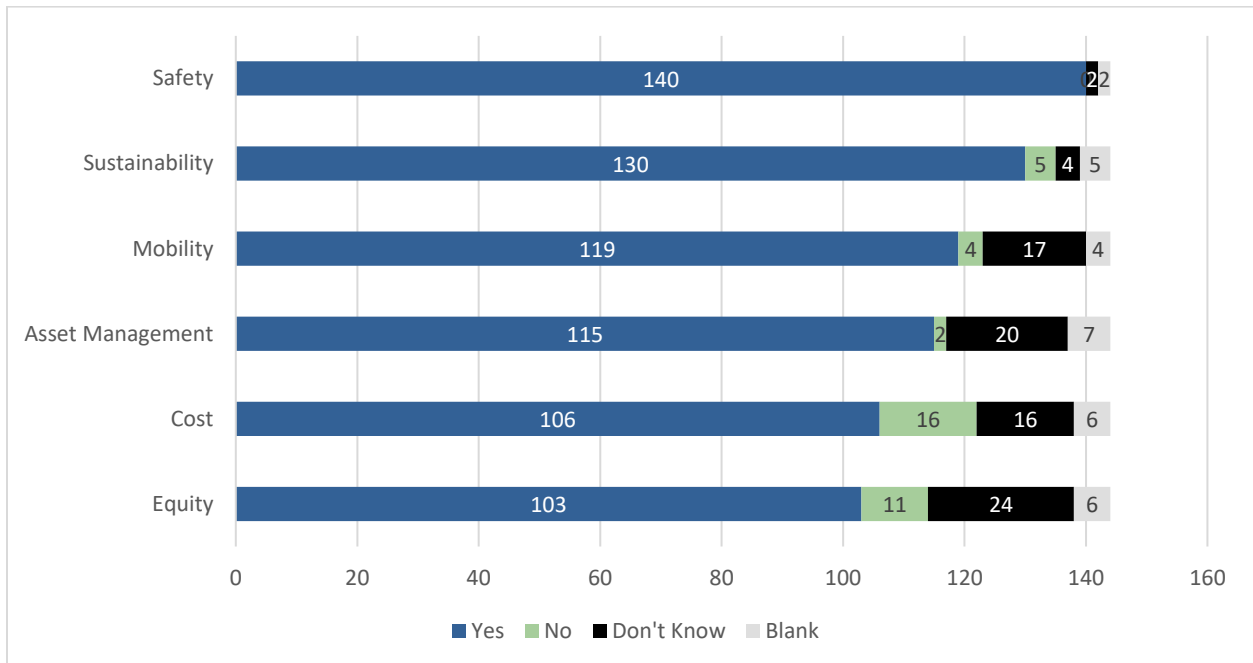
Biking and walking are on participants' minds. Just over half of all commenting participants mentioned biking and walking.

Open House and Online Open House Detailed Summary

Evaluation Criteria

The open house and online open houses explained that the project team would use a set of criteria to evaluate how well projects meet community needs and values.

Attendees were asked, "Do you think we should consider these six topics when selecting projects for the plan?" By and large they did. Affirmation for "Safety" was nearly unanimous — and even the topic with the weakest support, "Equity," had better than 70% (103 of 138 responses).



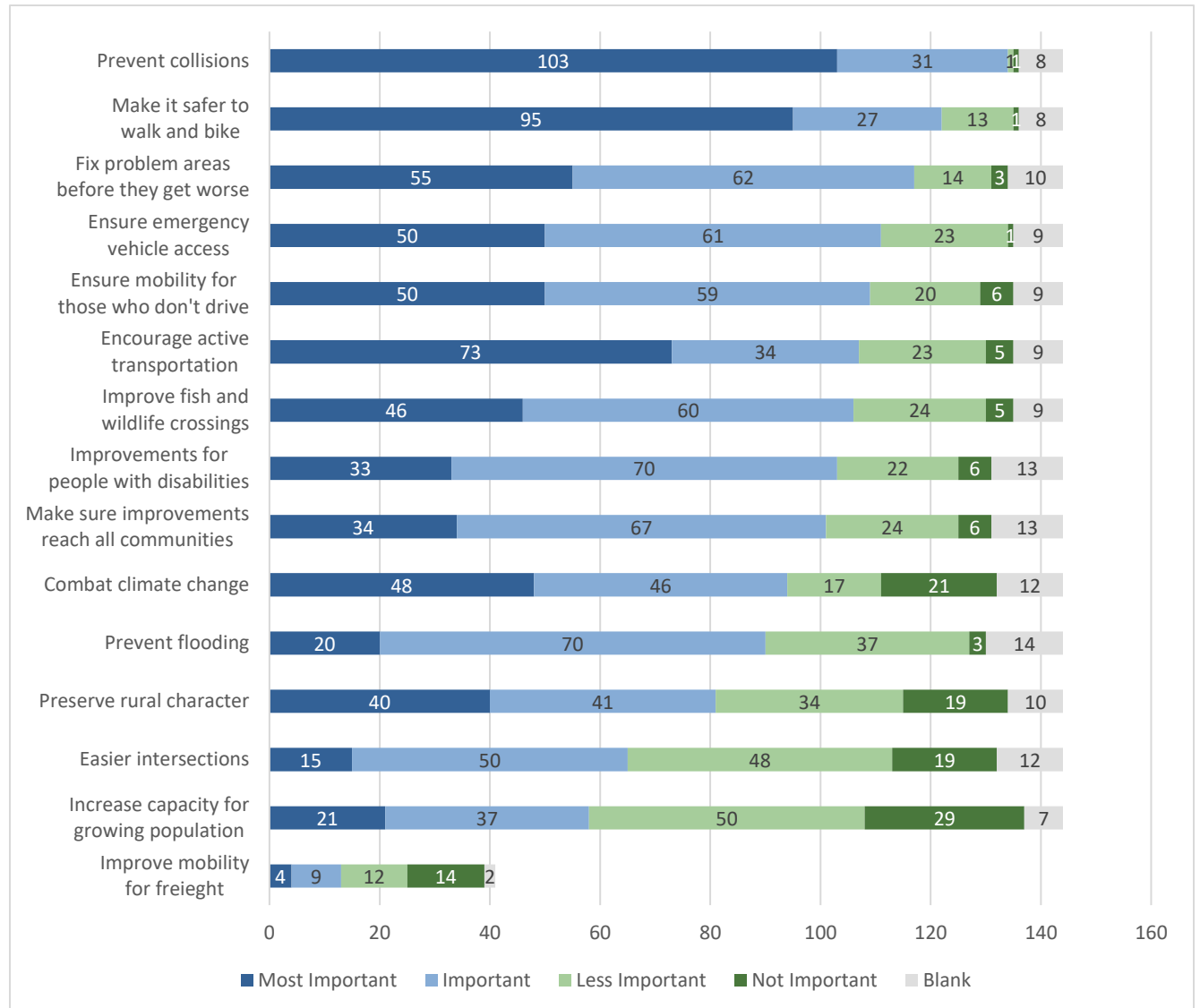
Participants were asked if there are any other criteria that should be considered, or if they had any other comments on the criteria. Key comments include:

- Breaking out health from sustainability
- Separating criteria for urban and rural settings
- Coordination with adjacent jurisdictions
- Weighing input from residents over commuters
- Addressing problem road *users* rather than problem *roads*
- Weighting for crucial access in remote locations
- Breaking out visibility from safety

Priorities to Consider

Attendees were presented with a list of fifteen priorities and asked, “What’s most important to consider in planning and building County roads?” Most priorities received greater than 60% support in terms of combined Most Important/Important measures (shaded blue below). “Prevent collisions” received nearly unanimous support, with “Make it safer to walk and bike” a close runner-up.

Priorities falling short of 60% included “Make it easier to travel through intersections,” “Increase capacity for a growing population,” and “Improve mobility for freight.” (Note: The freight item appeared only on the paper comment form.)



Key suggestions for further priorities:

- Weighting projects near schools, especially related to bike/ped access
- Weighting projects near recent residential and industrial development
- Basing priorities on metrics (Throughput measures vehicular movement, but what’s the metric for perceived bike/ped safety?)

Project Comments

Attendees were asked, “Do you have any comments on the project list or problem spots on County roads?” In response, they mentioned 56 roads. Seven were mentioned at least 10 times. They are ranked below by number of mentions. It may be significant that the top five serve as commute routes over the West Hills.

County segment	Road	Mentions	Issues in a nutshell
West	Skyline Blvd.	38	Too narrow for motor and non-motor users to safely mix. Speeds too high. Poor sight lines at intersections.
West	Scholls Ferry Road	30	Confusing speed limits near county border, actual speeds too high. Lack of facilities for non-motor users. Water runs across road, with ice in winter.
West	Germantown Road	20	High-volume commute route despite being narrow and winding — a poor fit for both non-motor users and large trucks.
West	Cornelius Pass Road	19	Intersection with Skyline is confusing and dangerous, with short sight lines.
West	Cornell Road	18	Too narrow and potholed for motor and non-motor users to safely mix.
Rural East	Historic Columbia River Hwy.	11	Dangerous intersection with Hurlburt, pros and cons of converting to one-way to mitigate effects of tourist traffic, including by bike.
East	Marine Drive	11	Needs sidewalks and bike lanes, as well as better intersection controls at 223 rd , 185th, Interlachen due to increased freight movement.

Words Describing 20-Year Vision

Attendees were asked for five words that described their vision for getting around in the County 20 years from now. The word map below represents their input, with larger, darker words indicating more frequent occurrence. "Safe/Safety" clearly represent the most common vision element, followed by variations of "Walk," "Bike," and "Transit."

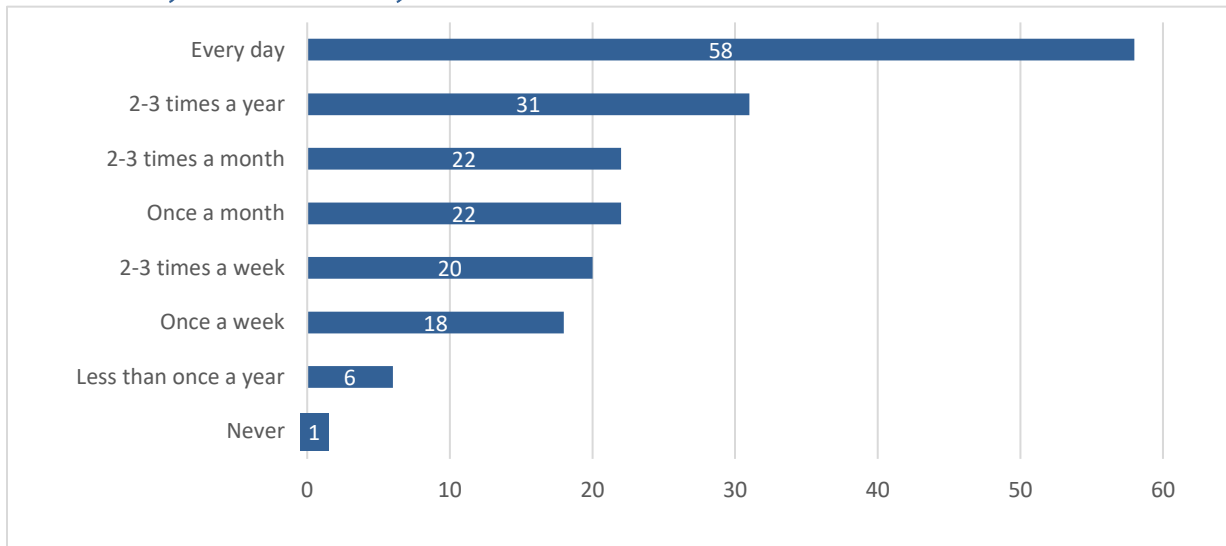
Some attendees indicated their concerns about County roads rather than their vision. These were almost entirely limited to maintenance and congestion.



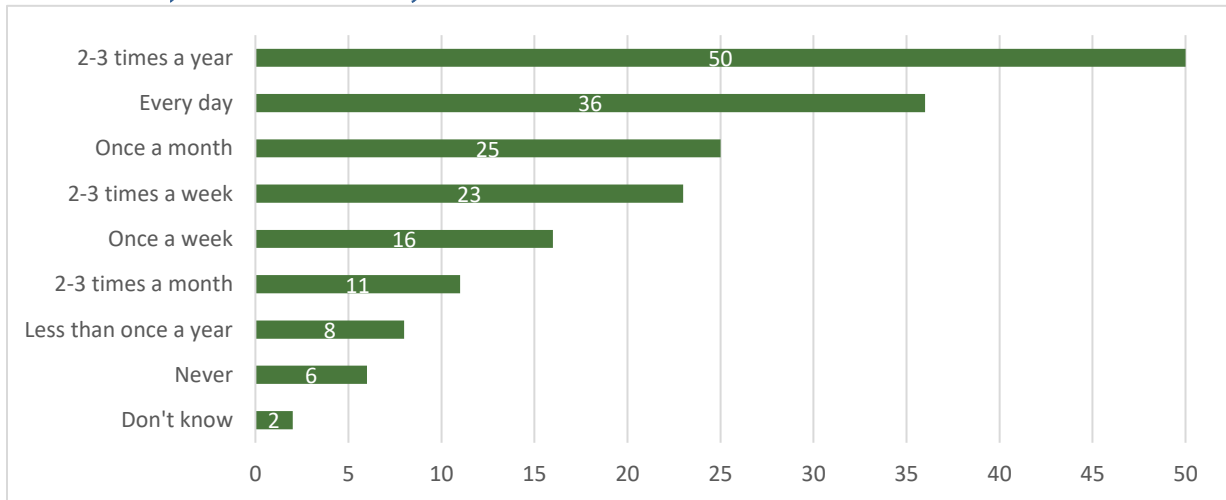
“Tell Us About You”

Attendees were asked to describe their relationship with the County and their use of County roads. The vast majority drive a car (with biking as a significant but distant runner-up), consider email to be the best way to reach them, and identify as County residents. It may be significant that “Every day” and “2–3 times a year” were the most frequently reported rates of use for both urban and rural County roads.

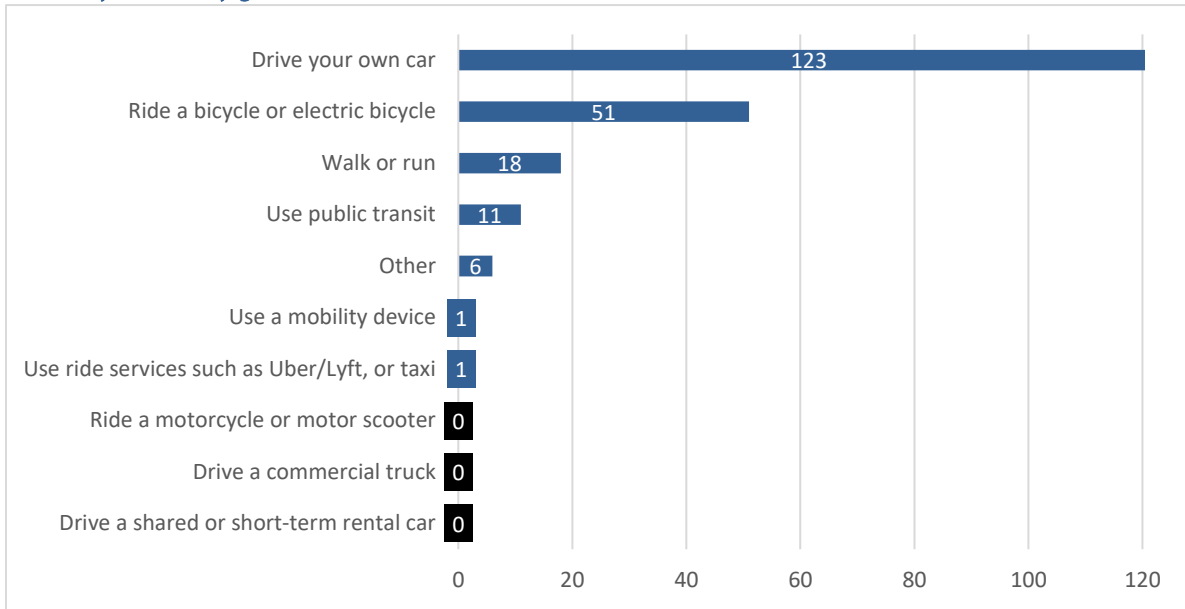
How often do you use rural County roads?



How often do you use urban County roads?

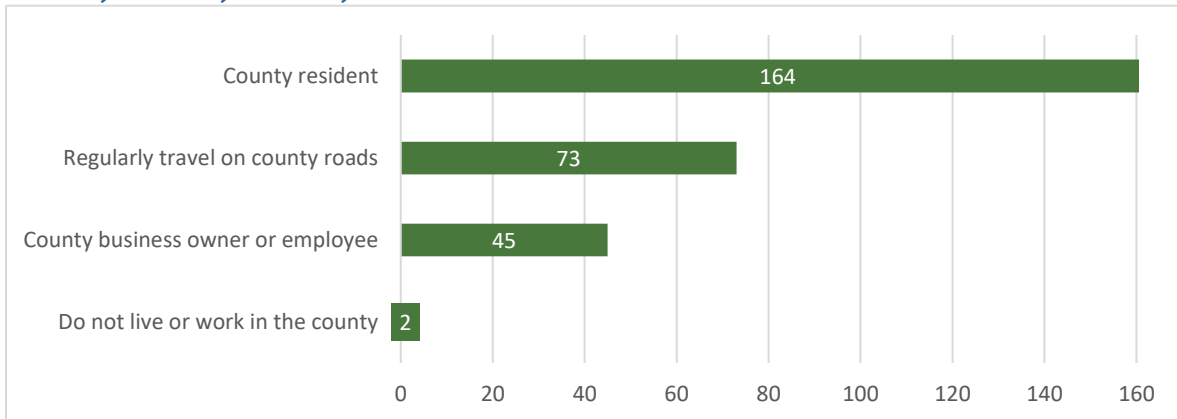


How do you usually get around?

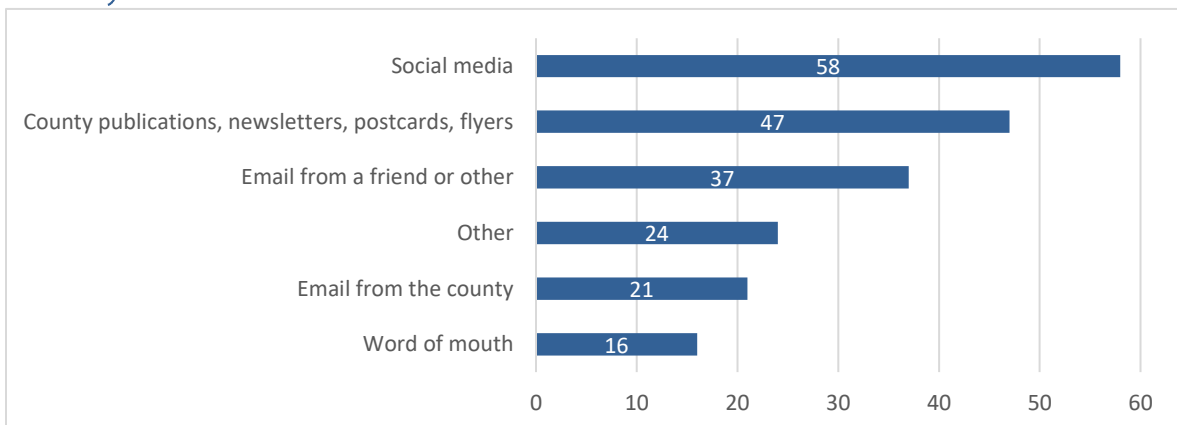


“Other” responses included mixed driving, walking, biking and public transit (four) and skateboard (one).

How do you usually describe yourself?

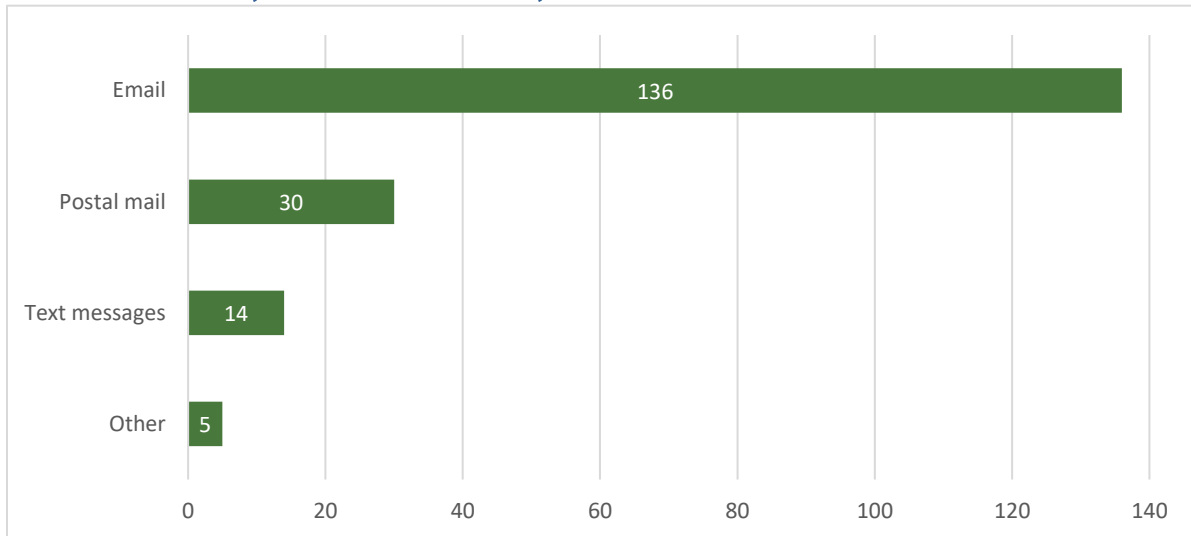


How did you hear about this event?



“Other” responses included the Bike Portland blog (eight); the Sauvie Island Community Association (three); the SW Trails community group (two); and the *Gresham Outlook* publication, *the Cedar Mill News* publication, the Nextdoor website, the County website, the Oregon Bicycle Racing Association and the reader board on Sauvie Island (one each).

What are the best ways to communicate with you?



“Other” responses included the Sauvie Island Community Association, social media, and “ads in newspaper or announcement on OPB radio” (one each).

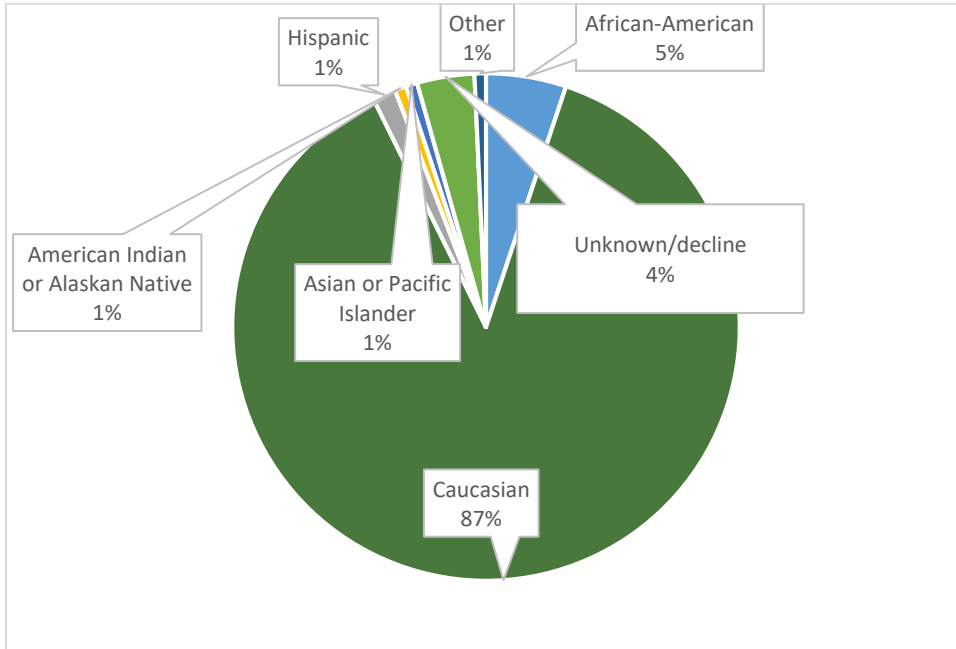
Zip code

Among the 116 attendees who chose to disclose their zip code, 30 zip codes were reported. The most frequent by far was 97231 (the West Hills and Sauvie Island) with 24 occurrences.

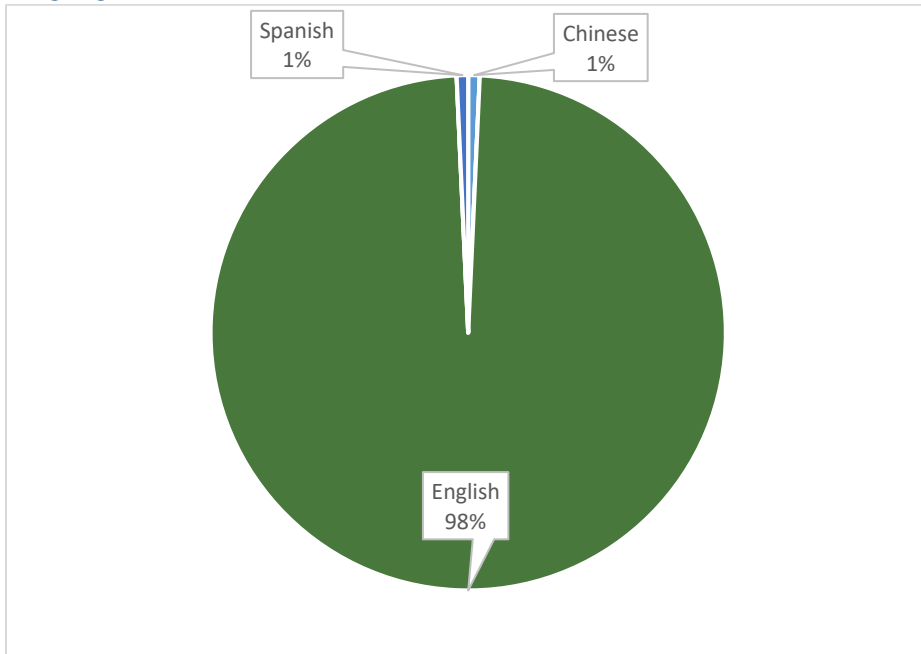
Demographics

Attendees were asked for optional demographic information about themselves. Those who responded are predominantly Caucasians who speak English at home and own their homes. Of those who reported their annual household incomes, slightly more than half claimed at least \$90,000. (Median household income for the County is about \$67,600, according to Data USA.)

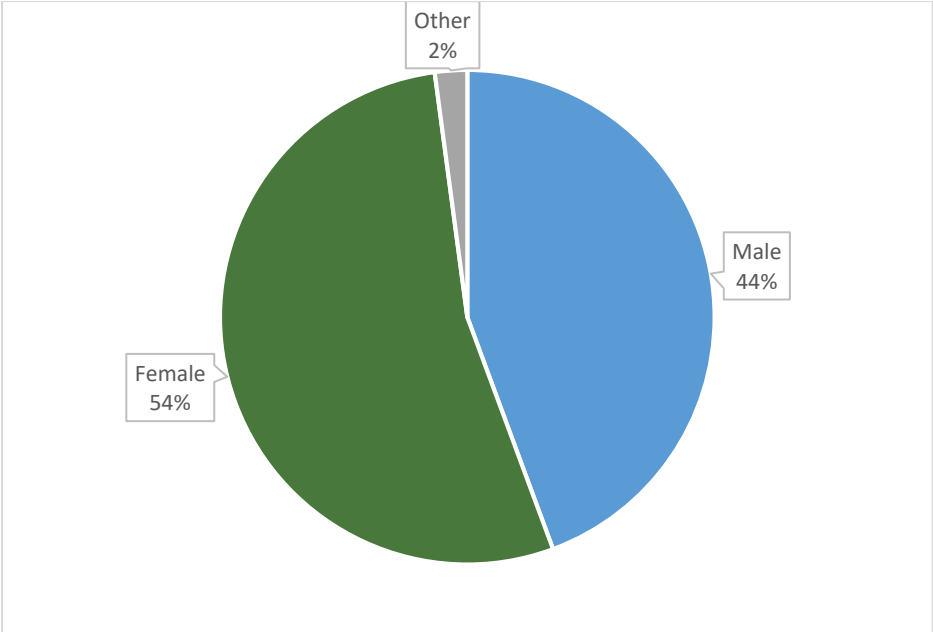
Race/ethnicity



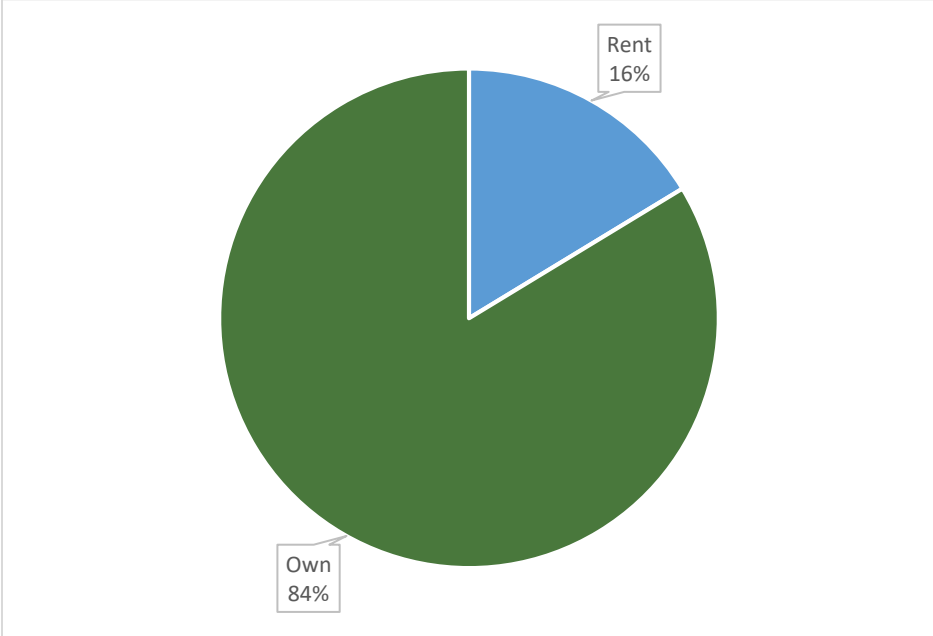
Language at home



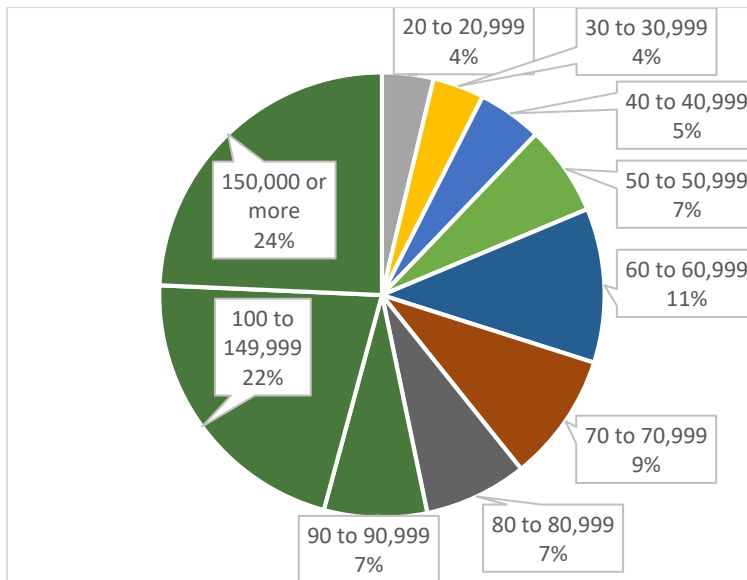
Gender



Home



Annual household income



Age

Among 94 attendees who chose to reveal their age, 42 birth years were reported.

- Average age: 51
- Median age (half are older, half are younger): 49
- Mode (most frequently occurring): 46
- Oldest: 78
- Youngest: 26

Children under 18 at home

Among 95 attendees who reported the number of children at home, the average was less than one child. The median and mode were both zero.

Stakeholder Briefings Summary

Forest Park Neighborhood Association meeting, March 20

Skyline Memorial Gardens

Attendees

Asking questions

Sixteen people including the neighborhood association's board members and guests.

Answering questions

Multnomah County: Kate McQuillan, Jessica Berry

DEA: Shelly Alexander

Observing and taking notes

DEA: Shelly Alexander

Concerns noted

- Wildlife considerations are important.
- Newberry Road update (property purchases?)
- Semi-trucks coming up Germantown Road
- Truck routes evaluation (signage for weight and length limit) in TSP
- No sidewalks (or shoulders in some cases): Will the CIP note those locations and look for improvement project opportunities?

NEMCCA meeting, March 22

Corbett Fire Hall

Attendees

Asking questions

NEMCCA Board: Wade Greene, Kathryn Greene, Renee Detherage, Tori Purvine, Gary Purvine, Dave Mysinger, Malcolm Freund, Bob Raymond (guest)

Answering questions

Multnomah County: Kate McQuillan, Jessica Berry

DEA: Shelly Alexander

Observing and taking notes

JLA: Bill Walters

Questions and answers

Prioritizing

How do you prioritize projects? How can we get our roads higher on the list? For example, getting the surface of Corbett Hill Road ground and replaced sometime this summer.

Grinding and replacing the surface on Corbett Hill Road is an overlay project, not a capital project — so it likely has different funding and would not be part of the capital plan. That type of project is prioritized by pavement condition index (number, size, depth of potholes).

Larch Mountain Rd., Hurlburt and Chamberlain ought to be paving priorities as well.

We've had 3 million people per year on local roads, including weekend tourists and also school traffic weekday mornings and afternoons, for the seven to eight years. Are traffic counts among the criteria for prioritizing projects? And how long does a traffic count take — less than a week?

Counts are usually three days at midweek. Weekend (peak for the Gorge) traffic is considered seasonal. You can request a *seasonal* traffic study to count that.

Why count just three days a week?

It's geared toward commute peak in urban areas. But you can request a count for other stretches of time.

Could we count specifically for popular places like Larch Mountain, Vista House, etc. — as is done on state roads?

To do well within the criteria, do wider roads and better surfaces need to tie to bike and walking safety?

It would help.

Do traffic-counting devices count bike and pedestrian use separately from cars?

Yes.

At Multnomah Falls parking areas, boulders were placed to limit shoulder parking. That was an example of prioritizing for seasonal traffic. Whatever process that took, can we do something similar to prioritize Corbett Hill resurfacing?

Preventing drivers from getting stuck or being slowed

People get trapped on Corbett Hill Road in snow: tourists, semis, motor homes. Can we get an electronic sign to warn people that it's closed? Also, semis get stuck on the Stark Street bridge because they can't turn sharp enough. Can we get an electronic sign or flashing light there too?

Both are possibilities. We will look into it.

During the rainy season, the center line disappears on the Stark Street bridge. Can we get reflectors there?

Can we get bike lanes on Larch Mountain Road?

Probably not bike lanes, but wider shoulders and pullouts to allow more room for biking.

In either case, please sweep them so riders can stay in them instead of dodging debris.

Can we have signs at the start of Larch Mountain Road, warning that it's too narrow for cars and bikes side-by-side?

No, that's not part of the sign policy.

Is permitting required for large bike rides or other road events?

Yes.

Is there a weight limit on Corbett Hill Road?

No, not since improvements were made near I-84.

Could we use GPS/GIS to warn of extreme grades, clearances?

On 238th, near Treehill Drive and Maple Blvd., the road was widened for semis. Is that the right approach? Would it require buying right of way?

Icy conditions: How could we alert drivers at Halsey, before they enter the gorge?

How to fund road improvements

Has any county segment asked for a tax or levy to improve their roads — like a local improvement district?

No, not that we're aware. But it might be worth considering.

Maybe a five-year road improvement tax?

That's similar to how the Sellwood Bridge was funded, via the state legislature. It might be worth considering.

Could we do our own DIY repairs, with a sufficient permit? We're thinking of Chamberlain and Brauer roads.

You can do that on non-county-maintained roads only.

How about a timber tax? Accelerated logging means more wear on roads. Maybe we could recapture some timber revenue to maintain roads.

Terminology and language

"Seasonal" means what exactly? And what about construction terms like "chip seal"? Please Don't use jargon.

Skyline Ridge Neighbors meeting, April 18

Skyline Grange

Attendees

Asking questions

Laurel Erhardt, John Eskew, George Sowder, Sue Kenney, Brad Graff, Rebecca Jenkins, Suzanne Perra and guests

Answering questions

Multnomah County: Kate McQuillan, Jessica Berry

Observing and taking notes

JLA: Bill Walters

Questions and Answers

Trucks can't negotiate turns on Newberry, but that road will be used when Cornelius Pass is closed.

It's more likely that trucks will use US 26, 217, and I-5 instead.

Please make large Washington County employers run shuttles for their employees.

Washington County is pursuing a study on that very topic.

On funding: Will you try to get federal and state money for 20-year projects?

Yes we do — and yes we will.

Is Newberry Road work still going to start in late summer to early fall?

Yes — but we don't expect it to be open in 2018.

Rock Creek Road is down to one lane at one spot. For how long?

(Unclear.)

What about bike-related road improvements?

We're evaluating uphill bike lanes and wider shoulders.