

## TSP PAC e-mail discussion Sept 2012

RE: Possible county policies on equestrian and agricultural equipment movement on roads

This is a summary of an e-mail chain – I have change the order of the response so start from the top

### Alisha Dishaw to TSP Policy Working Group - Aug 30

Greetings CCTSP Policy Working Group!

In preparation for our meeting next **Thursday, August 30th from 2 – 4 pm in Room 301 of the Development Services Building**, please see the items below. To make this meeting as efficient as possible, please review the attached documents and come prepared for discussion.

#### Attached:

- CCTSP PWG #4 Agenda
- Document C: Rural Land Use and Transportation

**Background information:** (available on the website:  
<http://clackamascountytsp.com/websites/1/pages/6>)

- Comp Plan table v-02
- Comp Plan table v-03
- Comp Plan table v-04
- Comp Plan table v-05
- CCTSP PWG #3 Draft Summary [Will be posted to the website on 8/27]
- Document B: Rural Roads and Rural Land Use - PWG comments in blue text

As always, please let us know if you have any questions / concerns. Thanks!

Alisha

### Elizabeth Graser-Lindsey On Fri, Aug 31, 2012 at 1:05 PM to TSP PAC

Here are comments from two sections from yesterday's meeting on Rural Policy:

EQUESTRIAN

In addition to ID #s 96 through 99, the following are recommended:

- ID #100 (better to locate before #96) Ensure the needs of the County’s diverse equestrian sector are supported through transportation planning and investment. [Model Item # 89B “Agricultural equipment movement on roads] Note: the equestrian sector is a large sector in the county including the county’s economy and it is in the top ten equestrian counties in the nation.
- ID # 101 (better to locate before #96 and after 100) Increase safety for equestrians using the roadway system
- ID # 102 Work with the equestrian community and neighbors to make existing county right of ways and existing equestrian easements available for equestrian use and to accept trail donations; consider how equestrian facilities might be linked into a network.
- # 89A is supported as is (with an “s” added to road).

### AGRICULTURAL EQUIPMENT MOVEMENT ON ROADS

Concerning the county Roadway standards, see below:

The county has its urban and rural roadway standard diagrams combined depending on the roadway use – arterial or local road. The table under the diagram tells which features are for urban roads and which for rural roads.

The standard for local roads is:

<http://www.clackamas.us/engineering/documents/roadway/c110.pdf>

At this diagram link, we can see that Rural roads (second row in the table under the diagram) have two 11 foot lanes, a gravel (only) shoulder and no sidewalk; below it explains there is no curb outside the rural centers. The diagram shows that the road is also to have a gentle edge to the paving to allow the driver to get back on the road and the gravel is to be gently sloped to provide a recovery zone. The land to the edge of the gravel shoulder is also to be gently sloped – a clear zone – to allow recovery and to be free of fixed objects (they use breakaway signs, for example) that create collisions and injuries.

Most of the county’s roads are local, so this diagram – without paved shoulders, just gravel – would govern most of the county’s roads. The improvement that the standard would represent for roadway users if the standard were reached, is for local roads to have the gravel shoulder rather than a ditch or other obstacle abutting the road.

The standard for collectors can be the same:

<http://www.clackamas.us/engineering/documents/roadway/c120.pdf>

Or have a paved bike way in addition to the gravel shoulder:

<http://www.clackamas.us/engineering/documents/roadway/c120.pdf>

I don't know how the county decides which collector plan to use.

The roadway standard for arterials is:

<http://www.clackamas.us/engineering/documents/roadway/c140.pdf>

It has a paved bikeway. On the busy, high speed roads that are often designated arterials, this is an advantage for the safety of pedestrians, bicyclists and motorists (in case of car trouble or an emergency vehicle and to avoid sharing the lane with slow-moving non-motorists which are hazardous in trying to pass). Many farmers are fortunate to not be located on arterials, but when they are, the extra paved width can help them get out of the way of fast-moving motor vehicles.

**Charlene DeBruin, Sat 9/1/2012 3:19 PM, Reply to TSP PAC**

Thank you for sharing. I am embarrassed to acknowledge that I awakened from a nap at 3:15 after sitting down at noon. That said, I must say that the majority of residents in our area consider equestrians on the road a road hazard and question what their needs have to do with transportation. Why is this not under tourism or parks?

Charlene

**Elizabeth Graser-Lindsey, Sat Sept 1, 2012 at 11:19 PM to TSP PAC**

Hi Charlene,

There was some discussion of your issues at the meeting. Motorists and non-motorists use the roadway both for transportation and recreation, e.g. motorist drive to a park or joy ride on our roads, not just commute or access services. Equestrians are an important part of the county's economy (stables, trainers, feed stores, hay, veterinarians, vehicles, property, etc.) so the ability to get from stables to trails, for example, benefits the general economy and the county's budget. While many motorists don't like sharing the road with equestrians and equestrians tend to prefer to have a quiet place to travel, state law provides that equestrians, and even livestock, are legitimate roadway users and questions about accommodating them are in the DMV manual for driver's license. The initial policy proposals # (96-99) are for separate facilities, presumably to benefit motorists and equestrian; however, since separate facilities are limited and expensive and many important destinations are only linked by road, it is necessary for equestrians to use the roadway when other options are absent.

Photos at our TSP Open House show many county roads were built by county residents and their horses which had to contribute several days a year to roadwork. Beaver Creek Road surely is an example of one of those old roads -- with numerous hills and turns -- never redesigned for motor vehicles. Roadway use by equestrians has continued ever since, though it has become more difficult and uncomfortable with higher traffic volumes. At our meeting I gave examples of a number of equestrians who use our county's roads for driving horses with carts e.g. my daughter's 4-H leader on Upper Highland Road, the on-time president of Western Wheels and Whips who gets to the Clarkes Four Corner market by cart, my daughter in Beaver Creek and

others. A growing number of Oregon farmers and loggers are using horses in their farming/logging and for transportation including in Clackamas County (e.g. see newspaper article in email that follows).

Elizabeth

**Paul Edgar, Sun 9/2/2012 8:57 AM, to TSP PAC**

A thought process with some history of what others have done.

Vernonia is a small logging town in Columbia County, famous for getting flooded many times. The logging world effectively went bust and it reflects some history and similarities to rural Clackamas County. It had this abandoned RR Right-of-Way (ROW) from that early world. What it is now is lineal Park, Bike boulevard, PED Trail, Equestrian Tail and connection that has become an important asset to this little community and its people.

I have been concerned about safety and how we place young and old in harms way with a lot of these alternate ROW'S without adequate spacing and protections from all who use them and from the motorized vehicles and there less then attentive drivers. The other day we put our 15-year old granddaughter on the road with her learners permit. Our daughter joked in an email sent out with a subject warning to all, of the impending entrance of this multitasking person, now about to endanger everyone.

It is not just my granddaughter, it is this wired world/society, with I Pod's, I Phone's, I Pad's or whatever takes their minds off the task of knowing what the hell they are doing. We see more people driving with one of these electronic devices controlling their thought process, to where their multitasking minds are giving less then what is needed to provide basic safety to themselves and to all around them.

The question is if these conditions are going to get worse and I think they will, if so what should we be thinking about to help our society?

Permitting and building these alternate access ROW's right up against our roads with little or NO space between these environments, has to be reconsidered. How we connect these communities, Hamlets and just people is a completely different in our diverse world of Clackamas County, from most of Urban Counties. An area where I have seen their leadership in urban setting is in Bike Safety with innovative look into the future of greater use of Bike Boulevards.

I think there is a need to identify alternative ROW and how we connect the people without putting them in harm's way. This visioning of the WEB of connecting alternative ROW was done by the Rail Roads, maybe they were on to something.

Paul

**Chips Janger, Sun 9/2/2012 9:10 AM, to TSP PAC**

Good thoughts, Paul.....I'd like to continue talking about them.

Chips

**Laurie Freeman Swanson, Sun 9/2/2012 12:26 PM, to TSP PAC**

Hello all,

I am entering into this conversation at a point where I hope what I have to say may also add to the considerations. I would like to give you some background about me so that you can weigh my ideas. I am 65. My family has been involved with horses my entire life. My parents bought a stallion on their wedding trip that sired all of the horses that my three brothers, myself, and my father used in competition over the years. My oldest brother rodeoed, the next brother rodeoed a little and then jumped horses both cross country and show jumping competing throughout USA, Canada, and Europe. He also competed in three Olympics on the Three Day Event Team (involves cross country jumping).

I have competed in both three day eventing, and show jumping throughout the USA and Canada have competed in national finals for both three day eventing and show jumping at Madison Square Garden. I have had a business since my early 20's .raising and training horses, teaching adults and children to ride and compete up and down the West Coast and producing competitive events at the farm for over 35 years. My younger brother competed in show jumping and my father competed in cross country jumping. When I was a child, we all would go for a Sunday morning ride all over the area anywhere from 2-4 hours. We would ride through other people's property and on the roads. As kids, we would ride our horses into Molalla to ride in the 4th of July parade. The traffic at the time was about a quarter of what it is now and consisted of very local patrons who were farmers. For us all, the primary thought was safety for both horse and rider.

The Family business was J.A Freeman &Son. For over 120 years it created, manufactured, and sold Freeman Hay Balers, loaders, feed wagons, etc. In production, performance, maintenance safety was the number one measure.

Sorry to say, to make this conversation current, due to the heavily litigious society that we now live in, safety has taken on a two prong goal.

My farm of 250 acres has had many shapes throughout the 90 years of Freeman ownership. At a peak of cattle raising, we carried 300 head and did all haying off the farm in fields that wove throughout a 20 mile radius. Now the herd is much smaller and most of the farm is hayed and some leased to wheat. I now enjoy having my property hayed by another farmer who travels the back roads to many fields within a 30 mile radius.

I am President of the Molalla Irrigation Company. I have the opportunity to speak to many many farmers regarding their businesses.

I say all of this whither bluster to help you realize where my thoughts come from. I take seriously my representation of the Rural area.

On the horse on the road issue, my best thought is to really point in the direction of making off road experiences more and better. Paul, I really like your ideas and contributions. I think Mike Wagner is a strong person, with his ties, to help that movement along. For most people, they either have a trailer or have access to a trailer for not only being able to take their horse someplace but also for safety sake. Nobody wants a trip to Oregon State, or any other operating hospital, but it certainly can come up.

As to sign of the times, as my son was growing up and riding and then going on to show jumping at a high level.....did I take him for rides on the road? No. When he rode his pony in the 4th of July parade did he ride him to Molalla? No, we hauled the pony.

My farm is on both sides of the road. We aim for the least amount of hooves on pavement as possible when moving from one side to the other.

On the Agricultural machinery movement on our rural roads and state Highways, I think the county can add to safety for all by considering and perhaps combining these ideas.

- Add gravel pull outs along both rural and state roads
- Add gravel shoulders to parts of some rural roads
- Create signage to encourage caution on turny areas of some rural roads
- Consider either permanent or seasonal adjustment of speed limits on some rural roads or specific turn areas or blind view spots.
- Work on an educational project with bike organizations either through magazines or news letters
- Create awareness articles for the County paper to go in starting May and finishing up reminders in September.

OK - So with all of that, I probably do not need to speak for at least two years!!!

Thank you for weeding yourselves through all of this.

Laurie

**Michael J. Wagner, Sun 9/2/2012 4:03 PM, To TSP PAC**

Laurie,

What a great contribution to the group. Thank you for taking the time to write this letter.

Michael J. Wagner

**Rachel Summer, Sun 9/2/2012 7:28 PM, To TSP PAC**

Just a thought - I know that the law allows both motorists and non-motorist use, but if we could come up with safer, more user-friendly ways by having a policy that says we'll work towards a

full network of trails for equestrians and where we can put in the gravel turnouts to help the farmers out, do the things that will help the safe flow of people, animals and vehicles in our rural areas.

It doesn't mean we can spend the money now or even put it as a priority, but when a road or area is being looked for improvement or maintenance and the State specs aren't involved, the policy will be there to help guide the work. It would also help keep the County's status in the equestrian world which is good business for the County. Like I said, just a thought.

Rachel

[Elizabeth Graser-Lindsey, Sun 9/2/2012 7:59 PM, to TSP PAC](#)

All,

I appreciate the transitional aspect of Rachel's comment -- aspirations without commitments.

As I thought about Paul Edgar and Laurie Swanson's comments I realized that my Policy 102 suggestion was incomplete in its wording and hence confusing and leading to wrong conclusions about its meaning. It was not intended to imply existing roads (even though those could be called right of ways). It is intended to refer to the long forgotten roads/right of ways (similar to the empty railway rights of ways) that connect existing roads but don't parallel them and aren't next to them; they usually join at right angles like normal intersections. They make logical trails. These could be used at no expense since they are already designated and they don't need improving except simple weed clipping the users could do. I understand that there are a number of these scattered in the county.

CORRECTION:

- ID # 102 Work with the equestrian community and neighbors to make **existing forgotten and/or unused county right of ways** and existing equestrian easements available for equestrian use and to accept trail donations; consider how equestrian facilities might be linked into a network.

[Laurie Freeman Swanson, Mon 9/3/2012 10:41 AM, to TSP PAC](#)

I forgot to enter one more idea regarding machinery movement. Curbing is difficult for very large machinery. Any of you driving 4-6 horse trailers into a Safeway parking lot know what I am talking about. I would like to suggest that county work with state when dealing with rural roads melting into state roads. Lately I have been hearing from ranchers about the added amount of curbing done when the state does renovations. It is important that some rural road lanes moving into state roads do not have curbs and that the design consideration needs to include the drivability of very large agricultural machinery.

Laurie

**Elizabeth Graser-Lindsey, Mon 9/3/2012 5:45 PM, to TSP PAC**

I was at that Safeway gas station myself recently with a stock (4-horse-size) trailer and I know what you mean besides the needless expense.

**Tom Civiletti, Mon 9/3/2012 6:09 PM, to TSP PAC**

Another disadvantage of curbs is the need for a piped surface water system. Bio-swales allow on-site detention and treatment of runoff, saving cost, reducing pollution of streams, and reducing runoff peaks.

Tom Civiletti