

CCTSP: PAC Survey on Policy Options Remaining from Policy Working Group Discussion Follow-Up to PAC Meeting #5A, November 27, 2012



1. Policy #85, Road Access Standards. Two alternatives: Alternative A: Plan and control access onto roads within the County, as shown on Table V-5, for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas, for both new and existing uses, and coordinate with the Oregon Department of Transportation for access control on state highways. Where access management standards are adopted by the County in Special Transportation Plans, those standards shall apply. Alternative B: In rural areas, proposed new access locations on County facilities should be located to meet minimum sight distance requirements per the AASHTO Guidelines based on the roadway 85th percentile speed. If the recommended minimum sight distance cannot be achieved along the property frontage due to topographical or other constraints, the access should be located along the site frontage where sight distance is maximized Staff recommends Alternative A. The TAC did not express support for either alternative, but specifically expressed a lack of support for Alternative B. QUESTION: Do you agree with the staff recommendation to go with Alternative A? (please choose one)

		Response Percent	Response Count
Yes, go with Alternative A		90.0%	9
No, go with Alternative B		10.0%	1
No, do not use either alternative		0.0%	0
	Comments:		5
	answered question		10
	skipped question		3

Page 2, Q1. 1. Policy #85, Road Access Standards. Two alternatives:

Alternative A: Plan and control access onto roads within the County, as shown on Table V-5, for urban areas and according to the American Association of State Highway and Transportation Officials (AASHTO) guidelines for rural areas, for b...

1	concern is with existing access	Jan 7, 2013 4:45 PM
2	I assume the specification on 85th percentile speed in B is what the AASHTO standard is? Wouldn't that standard also require access where the sight distance is maximized?	Jan 4, 2013 11:19 PM
3	I am not getting enough information. We need something. What percentile does A use? Is the last sentence in B to be more or less lenient than the meaning of A? I know of rural properties which have topographic constraints where the location of maximum sight distance is far from the house or driveway -- this solution can result in a bad situation. The county should not allow subdivisions if inadequate site distance will result (is this in law?), but if the county already has, the owner needs convenient access. There are alternatives such as reduce roadway speeds or mirrors or????	Jan 2, 2013 5:23 PM
4	The vote for A is hoping that the minimum sight distance is somehow incorporated into A. I believe current sight distances don't always take into full consideration road crossings by multi-use trail users. This is especially true for families with children to organize for the crossing. My feeling about B is that while it covers an important aspect for access, it is too narrow for such a standard.	Dec 23, 2012 3:52 PM
5	Would this include access from County roads to State Highways?	Dec 20, 2012 9:14 PM

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2. Policy #87, Road Access Standards. Two alternatives: Alternative A: Improve highway operations and safety by supporting construction of public roads that provide reasonable alternative access within Interchange Management Areas. When reasonable access is provided, support the elimination of direct access to state highway facilities. Alternative B: Improve multimodal operations and safety by ensuring that Interchange Management Area plans and other access plans and projects are designed to support safe and convenient travel. Staff recommends Alternative B with edits recommended by the TAC (as presented above). QUESTION: Do you agree with the staff recommendation to go with Alternative B with the TAC edits? (please choose one)

		Response Percent	Response Count
Yes, go with Alternative B		91.7%	11
No, go with Alternative A		8.3%	1
No, do not use either alternative		0.0%	0
	Comments:		2
answered question			12
skipped question			1

Page 3, Q1. 2. Policy #87, Road Access Standards. Two alternatives:




Alternative A: Improve highway operations and safety by supporting construction of public roads that provide reasonable alternative access within Interchange Management Areas. When reasonable access is provided, support the elimination o...

- | | | |
|---|--|----------------------|
| 1 | I think that I prefer B, but I am not sure. Cyclists and pedestrians and equestrians should not have to travel miles out of the way (along a frontage? road) to find an access point on to a highway even if this helps the highway travel faster for cars. Even cars should not be traveling so far out of direction. I think we should all be clear about what this means and its implications | Jan 2, 2013 5:26 PM |
| 2 | I would add "...through the interchange." to the wording at the end of the sentence. | Dec 23, 2012 3:55 PM |

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3. Policy # 89, Agricultural Equipment Movement on Roads. Recommended new policy: New Policy A: Support the safe movement of agricultural equipment in rural areas by improving existing roads to county standards. New Policy B: Develop a study to address conflicts between agricultural equipment and cyclists using education, signage, pullouts and other appropriate measures. The Policy Working group supported New Policy A. Staff supports New Policy A and recommends also adding New Policy B. QUESTION: Do you agree with the staff recommendation to go with both New Policy A and New Policy B?(please choose one)

		Response Percent	Response Count
Yes, go with both New Policy A and New Policy B		76.9%	10
No, go only with New Policy A		15.4%	2
No, go only with New Policy B		7.7%	1
No, do not use either new policy		0.0%	0
	Comments:		4
		answered question	13
		skipped question	0

Page 4, Q1. 3. Policy # 89, Agricultural Equipment Movement on Roads. Recommended new policy:

New Policy A: Support the safe movement of agricultural equipment in rural areas by improving existing roads to county standards.

New Policy B: Develop a study to address conflicts between agricultural equipme...

1	As long as the study doesn't preclude action on improving roads to standard....	Jan 4, 2013 11:20 PM
2	I believe the way policy B was talked about is not worded correctly. Needs to be.....Provide education to cyclists regarding agricultural machinery travel on roads. This can be done through cyclist magazines and county newspaper. Improve safety between ag. Machinery and cars and cyclists with pullouts, signage, and adjustment of speed limits.	Jan 2, 2013 6:19 PM
3	We discussed an educational and road improvement campaign (such as turn outs) and not just a study.	Jan 2, 2013 5:28 PM
4	B should read: "Develop a plan...." I really think that B needs to primarily stress education and signage. Bike/equipment interactions are rare and random. The location of pullouts would be impossible to determine and could be costly to build. The relative speeds of bike riders and farm equipment depend on both the ability of the rider and the speed of the equipment. I've been able to pass some equipment and been passed by some so would the pullout be sized for bikers or equipment? Widening shoulders to county standards and education about sharing the road would help the most though wider shoulders are even more expensive than pullouts though would cover more of the bike/car/truck incidents.	Dec 23, 2012 4:04 PM

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4. Policy #90, Safety and Road Conditions. Three alternatives: Alternative A: The County shall undertake actions to improve road safety and reduce the number of fatalities and serious injuries on roadways in Clackamas County by one-half by 2023. Alternative B: The County will work collaboratively with federal, state, regional, and local agencies and County residents to pursue its road safety programs. Alternative C: Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance, and repair. Staff recommends keeping both Alternatives A and B and eliminating Alternative C. Question: Do you agree with the staff recommendation to go with Alternatives A and B and eliminate Alternative C? (please choose one)

		Response Percent	Response Count
Yes, go with Alternatives A and B, and eliminate Alternative C		50.0%	6
No, go with Alternative A, and eliminate Alternatives B and C		0.0%	0
No, go with Alternative B, and eliminate Alternatives A and C		33.3%	4
No, go with Alternative C, and eliminate Alternatives A and B		8.3%	1
No, go with Alternatives B and C, and eliminate Alternative A		0.0%	0
No, go with Alternatives A and C, and eliminate Alternative B		8.3%	1
No, don't use any of these alternatives		0.0%	0

Comments: 5

answered question	12
skipped question	1

Page 5, Q1. 4. Policy #90, Safety and Road Conditions. Three alternatives:

Alternative A: The County shall undertake actions to improve road safety and reduce the number of fatalities and serious injuries on roadways in Clackamas County by one-half by 2023.

Alternative B: The County will work collabora...

1	I am unable to support Alternative A as I don't know what would be involved to reduce fatalities and serious injuries by 1/2. Does this mean that Safety would override all other considerations? This needs to be discussed further.	Jan 4, 2013 12:19 PM
2	might support A with rationale of feasibility	Jan 4, 2013 12:17 PM
3	There is a place for ALL (A, B and C). C could be toned down e.g. Safety shall be a high priority" and "fixing old safety problems will be the highest priority"	Jan 2, 2013 5:32 PM
4	B can easily be rolled into A. A's goal is quit lofty. Does it refer to a reduction county-wide or at dangerous locations? There are dangerous locations w/o bike or pedestrian accidents/deaths. Improvements could be made to avoid them in the future or will these projects be rated lower until there is an incident?	Dec 23, 2012 4:08 PM
5	go with a, b and c. Make Safety (especially fatalities and potential fatalities) a very high priority	Dec 20, 2012 9:21 PM



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5. The following policies were identified by PAC members at the November 27, 2012, meeting to discuss, but time limitations precluded this discussion. Rural Equity (Policies 122 -127): There was concern that these policies primarily address bike and pedestrian issues. There was an expectation that these policies would also relate to equitable funding for rural areas (rather than urban areas). • Policy #122. Support bike and pedestrian projects that improve access to public transit stops in networked rural areas of the County and provide connections to significant local destinations. • Policy #123. Support the continued provision of public transportation services to county populations that are un-served or under-served. Evaluate proposals to shift public transportation resources that serve un-served or under-served populations to another transport mode from the perspective of transportation equity and the long-term sustainability of the transportation system. • Policy #124. In rural areas, improve the health, safety and attractiveness of walking and biking by supporting the development of bicycle and pedestrian facilities and networks on low volume or local roads and off of existing street rights-of-way. Review development plans to ensure that they provide bicycle and pedestrian access to low volume or local roads, when appropriate and feasible. • Policy #125. Establish funding for bicycle, pedestrian and transit projects that serve the needs of transportation disadvantaged populations. • Policy #126. Ensure that programs to encourage and educate people about bicycle, pedestrian, and transit transportation options are appropriate for all Clackamas County residents, including transportation disadvantaged populations. • Policy #127. Support the network of community-based transportation services provided by the Clackamas County Transportation Consortium, which provides transportation service to seniors and persons with disabilities. Question: Please indicate which of the policies you think meet the expectation of policies related to rural equity and should be moved forward in this process. (please choose all that apply)

		Response Percent	Response Count
Policy #122		66.7%	8
Policy #123		83.3%	10
Policy #124		58.3%	7
Policy #125		58.3%	7

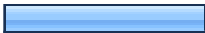

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Policy #126		66.7%	8
Policy #127		91.7%	11
None		0.0%	0
answered question			12
skipped question			1

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Are there additional policies related to rural equity that you would like to see move forward?(please choose one)

		Response Percent	Response Count
Yes – see notes in comment box		30.0%	3
No – the listed policies are sufficient		70.0%	7
	Comments:		6
	answered question		10
	skipped question		3

Page 6, Q2. Are there additional policies related to rural equity that you would like to see move forward?(please choose one)

1	I would welcome others to consider.	Jan 4, 2013 12:27 PM
2	To me, 122 says it all regarding bike and pedestrian. 124,125,126 seem repetitive and redundant.	Jan 2, 2013 6:36 PM
3	#124 It should be clear that in the absence of these measures, high-volume roads have to accommodate safe bicycle and pedestrian travel. AND Local bike and ped travelers who are not recreational, but have to go somewhere, are very intolerant of out-of-direction travel, so the PRIORITY needs to be on the transportation ease of the system (simplest route) also being safe. For example, 50 cyclists/day use dangerous Beavercreek Rd. rather than using (apparently less convenient) lower-volume parallel routes. #126 It is okay that some programs aid people without including transportation disadvantaged. E.g. bicycle facilities are needed even though disabled people might not be able to use them. #127 How does this goal interact with the budget issue? This needs to be discussed. #128 Transportation options that serve the disadvantaged and the ordinary public are best. I.e. a child, the child's poor parent and a wheel chair user could both benefit from a good transit system, but a pick up service is likely to leave the child or poor parent stranded.	Jan 2, 2013 5:43 PM
4	Comments: 123: How do we have resources that serve un-served populations? Perhaps, un-served should be removed? Regarding the focus on alternative modes rather than motorized use: Motorized use has been subsidized for many decades at the expense of bikers and pedestrians. Our system of good roads was initially built to serve bike riders but that focus has long vanished. True equity now would rebuild the focus on bike/ped uses. That said, I would restate these policies to improve safety by building facilities to make motorized use safer as well. My use of "motorized" above does not include electric carts as these would be included in multi-modal. I have seen very brave people out in rural areas on these carts.	Dec 23, 2012 4:23 PM
5	These policies completely miss the point about rural equity. It isn't about bikes, peds and transit. It is about the urban areas getting all the money for projects. Just go to the last C4 meeting and you can see how it works in Clackamas County. All the money went to the Clackamas Co. Industrial area because Fred Meyer wants more goodies. The Interim STIP is dominated with urban persons. Commissioner Savas (from Oak Grove Urban area) can not represent rural areas. We will be using all of this to show the State Legislature that the ACT is essential for 100,000 Clackamas rural residents that always go unrepresented. The equity issue is about the allocation of money to rural areas.	Dec 20, 2012 9:31 PM
6	Allocation of funds to where rural areas are not left out.	Dec 20, 2012 7:02 PM

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Do you have any additional comments or questions related to the policies discussed in this survey or at the PAC meeting on November 27th?

	Response Count
	5
answered question	5
skipped question	8

Page 7, Q1. Do you have any additional comments or questions related to the policies discussed in this survey or at the PAC meeting on November 27th?

1	Let's not forget to discuss the committee's vote to remove the Sunnybrook Extension from the TSP along with staff recommendations on the project. Happy New Year	Jan 4, 2013 12:32 PM
2	Please keep the needs of the poor and disabled in the mix.	Jan 1, 2013 10:51 PM
3	The urban areas can not know about conditions in the rural areas. What about flooding south of Molalla, Ridge Road, Hult Road, north bound Wright Road, Buckner Creek Rd. west of Howards Mills Rd, Union Hall Rd east of Hwy 213 and on and on. These roads provide agricultural, forest and mineral products to the urban areas and tourism opportunities for all.	Dec 20, 2012 9:36 PM
4	Not at this time. Merry Christmas	Dec 20, 2012 7:38 PM
5	Prioritizations and weighting are different for Rural Areas over Urban Areas	Dec 20, 2012 7:04 PM