



Summary of Public Meetings

September 2015

Prepared for

Multnomah County

Prepared by

JLA Public Involvement

OVERVIEW

Multnomah County held two public meetings and an online feedback opportunity in September 2015 for the Multnomah County Comprehensive Plan Update process. The purpose of these events was to:

- Demonstrate how community feedback informed the identification of policy changes and the direction for those changes. Reflect on the community values expressed at the public meetings last fall.
- Share information about Land Use, Farm/Forest and Rural Economy policies developed by the CAC - focus on overview, not specific policies
- Seek feedback on the policy directions recommended by the CAC; collect thoughts and ideas to share with the CAC.
- Involve CAC members in the presentation and discussion of information at the events.

In total, 169 people signed in at the two public events (84 at the West side event, and 85 at the East side event). A total of 255 responses were provided to questions online through the project website.

COMMUNITY MEETING DETAILS

Public meetings were held on the east and west side of the County:

- September 9, 2015, 6:30-9:00 p.m.
West County Meeting
Skyline Elementary School Gymnasium
11536 NW Skyline Blvd, Portland, OR
- September 16, 2015, 6:30-9:00 p.m.
East County Meeting
Barlow High School Cafeteria
5105 SE 302nd Ave., Gresham, OR

Meeting Format

The two public events were organized around a presentation that started about 15 minutes after the official meeting start time. Attendees were asked to sign in at the welcome area and received project handouts and a comment form. They were told when to expect the presentation to begin and directed toward the project information and transportation displays. Posters provided project information for attendees to review in advance of the presentation. Transportation-specific information was also available and participants were encouraged to share their feedback and ideas while talking to staff at the transportation display boards. The transportation displays included several ways for participants to provide comments.



Staff people were available to interact with participants and answer questions.

Agenda

- | | |
|---|------------------|
| 1. Arrival, Refreshments and Display Boards | 6:30 – 6:50 p.m. |
| 2. Presentation | 6:50 – 8:45 p.m. |
| a. Welcome/Overview | |
| b. Six Topic Overviews & Comments | |
| c. Comments and Questions | |
| 3. Wrap-up | 8:45 – 8:50 p.m. |
| 4. Opportunity to Visit Display Boards | 8:50 – 9:00 p.m. |

Presentation

The presentation was approximately two hours long, including discussion time, and consisted of the following information:

1. Welcome
2. Process Overview
 - a. Project Purpose
 - b. Schedule
 - c. Explanation of the CAC and Subcommittee Roles
3. Summary of the Policy Topic Areas Addressed by the CAC
 - a. Farm Lands and Farm Dwellings (EFU)
 - b. Agri-tourism, Farm Stands, and Wineries
 - c. Rural Centers
 - d. Natural Resource Protection and Natural Hazards (includes tree protection)
 - e. Transportation
4. Questions and Answer

Comment Forms

Participants were invited to complete a comment form during the presentation. The comment form included questions on each of the five policy topics addressed during the presentation. The forms provided an opportunity for participants to share their reaction to each CAC recommendation by indicating their level of satisfaction or dissatisfaction. A total of 66 comment forms were submitted during the two public meetings. An additional three were received by mail after the meetings.

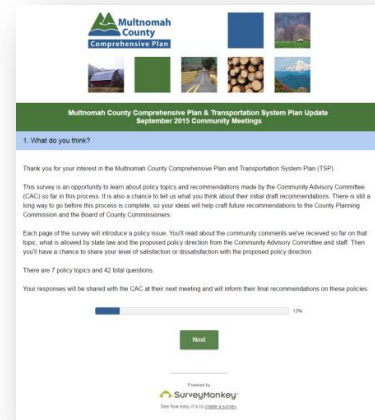


ONLINE COMMENT FORM

In addition to the public meeting, the project team hosted an online comment form to allow people to learn about the project and provide their comments online at their convenience.

The online comment form provided similar information as the presentation at the public meetings, and invited members to answer the same questions through an online survey format.

The online open comment form was available from September 9, 2015 through October 1, 2015 and 255 comment forms were received online.



NOTIFICATION

The following forms of notification were used to invite people to the two events and the online questions:

- **Mailing:** An invitation and information sheet was mailed on August 26, 2015 to 6,242 property owners in the rural parts of Multnomah County.
- **Email Announcements:** Several email announcements were sent to members of the interested parties email list, as well as to Neighborhood Associations (Skyline Ridge Neighbors, Forest Park Neighborhood Association, Sauvie Island Community Association, and Northeast Multnomah County Community Association).
- **Posters:** Posters were hung at the Multnomah County planning desk and distributed to community members to post in their community.
- **Social Media:** Multnomah County posted tweets and Facebook posts through the official Multnomah County social media channels to encourage people to come to the meetings and participate in the online comment form.
- **Press Release:** A press release was sent to various media outlets and posted on the Multnomah County website homepage on September 8, 2015.
- **Website Announcement:** Meeting information was posted on the project website starting August 17, 2015.

PUBLIC COMMENT SUMMARY

Participants at both public meetings had opportunity to speak with staff before and after the presentation. There were transportation displays which encouraged feedback from attendees. In addition, during the presentation, comments and questions were recorded on large pieces of paper (flip chart) in front of the room. This document summarizes all comments received, including:

Source	Number of comments
Comment Forms	324 (69 from public meetings, 255 received online)
Transportation: Prioritization activity and Flip Chart Notes	(West public meeting: 14 comments, East public meeting: 20 comments, Online: 21 comments)
Presentation Flip Chart Comments	72 (West public meeting: 42 comments, East public meeting: 29 comments)
General Website Comment Form	1

The following is a summary of comments from these sources. An appendix of transportation and other flip chart notes is included.

TRANSPORTATION PRIORITIZATION ACTIVITY AND COMMENT SUMMARY

Transportation Displays and Questions

At this station, staff invited participation and feedback from attendees. One such display showed a list of 86 transportation projects in rural area of Multnomah County and asked participants how they would prioritize these projects. Participants were given sticker dots to mark a project High, Medium or Low Priority.

West County Overview

In total, participants at the West County meeting used 26 stickers to identify 13 high priority projects. The four with the most dots are shown in the table below. Seven additional projects received one or two dots. Seven projects were identified as low priority. The two which received more than one dot are shown below, and both have additional dots in another category which demonstrated some difference of opinion. Five projects were identified as a medium priority.

Project Name (#)	High Priority	Medium Priority	Low Priority
Cornelius Pass Road (46) – Safety Improvement – pullouts	4 dots		1 dot

for speed enforcement			
Cornelius Pass Road (38) – Safety and Capacity Needs	3 dots		
Daily Trip Survey (18)	3 dots		
Skyline Boulevard (45) – Safety Improvement -- Traffic Calming	3 dots		
Skyline Boulevard (40) – Speed Zone Study	2 dots		2 dots
Springville Road (41) – Safety Improvement – Add shoulders		1 dot	2 dots

Additional Comments were invited about this list of projects. The following is a summary of the comments received at the meeting:

- Roundabout on Cornelius Pass – good idea
- Roundabout not good
- Bridge Route to St Johns Bridge – Long backups all directions, return to 2 lanes approaching bridge, more storage needed, fix congestion at slow lights on Bridge Ave and Germantown and Cornelius Pass.
- Cornelius Pass – do a full improvement, not “bandaid”
- Germantown and Old German Town (upper intersection) safety improvement needed
- Project 33 – Newberry Road – Add back vertical reflectors
- Project 38 Cornelius Pass – Photo radar (like Sauvie Island) and more Police/Sheriff patrols needed
- Project 39 - Mirror is not a good idea- Speedbumps needed in uphill direction

Comments Received About Bicycle Maps

- Streets on maps shown in Portland and Washington County to show connectivity
- Germantown is a dangerous road for bicycles
- Cornelius Pass is a dangerous road for bikes
- McNamee is a good route for bikes
- Show Haleman (connection between proposed off-street bikeway and Thompson near Cornell)

East County Overview

In East County, sticker dots were used primarily to indicate low priority projects. In total, 94 dots were used to identify 55 of the 86 total projects as low priority. The projects with the most low priority dots were all shoulder bikeways and are shown in the table below. A few of these received dots in another category indicating some difference of opinion. One person used a significant number of dots to identify projects 45-86 as a low priority indicating her lack of support for any project on that particular display board.

The activity identified three high priority and six medium priority projects. None of the medium or high priority projects received more than one dot.

Project Name	High Priority	Medium Priority	Low Priority
302 nd Avenue (71) – Shoulder bikeway			5 dots
Hurlburt Road (53) – Shoulder bikeway		1 dot	4 dots
Woodard Road (55) – Shoulder bikeway			4 dots
Dodge Park Blvd. (70) – Shoulder bikeway	1 dot	1 dot	4 dots
Oxbow Park Road (73) – Shoulder bikeway			4 dots

Additional Comments were invited about this list of projects:

- Project 59 - Lusted/Powell Valley realignment will be difficult with new subdivision
- Speed limit on Lusted is too fast – how can we slow it down?
- Project 60 - Stone/282nd – needs turning radius improved
- Need policies related to “platted” public local streets through private property that owners aren’t allowed to improve but would like to.
- Oxbow Drive – needs a posted speed limit

Comments Received About Bicycle Maps

- Hurlburt is a dangerous road.
- Put speed signs on more rural roads. Some have no signs or are too fast
- Narrow logging roads are not a safe place for bicyclists – tight, blind curves, and trucks
- Oxbow Road is narrow, with fast drivers

- There needs to be an education to let both the community and cyclists know about narrow roads, fast drivers, wide agricultural equipment, etc
- The roads are public and should be open and safe for all users
- I love cycling as an alternative to the polluting car. But, I agree with the gentlemen that out here in Corbett, it is primarily for recreation, NOT transportation. I've never seen a bike commuter ride by, but see lots of recreational riders
- Why can't the bicycles pay a permit fee for use of trails?

This photograph shows a printed table titled "List of Proposed Projects" from Multnomah County. The table has columns for Project Name, Project Description, Source Plan, and priority levels: HIGH, MEDIUM, and LOW. Red dots are placed in the HIGH and MEDIUM priority columns for several projects, while yellow dots are placed in the LOW priority column for many projects. A legend at the bottom left indicates that red dots represent "West County Open House Comments" and yellow dots represent "East County Open House Comments". The text "Community Meeting" and "September 2015" are visible at the bottom.

This photograph shows another printed table titled "List of Proposed Projects" from Multnomah County, similar to the one on the left. It also has columns for Project Name, Project Description, Source Plan, and priority levels: HIGH, MEDIUM, and LOW. Red dots are placed in the HIGH and MEDIUM priority columns for several projects, while yellow dots are placed in the LOW priority column for many projects. A legend at the bottom left indicates that red dots represent "West County Open House Comments" and yellow dots represent "East County Open House Comments". The text "Community Meeting" and "September 2015" are visible at the bottom.

Photo of the completed Transportation Projects Prioritization activity. West meeting responses shown in red and East meeting responses shown in yellow.

Online Comments

Additional Comments were provided online about the list of roadway projects and the Bicycle Map projects. Those included the following:

Comments Received About Roadway Projects

- A good portion of Laidlaw Road is now inside Washington County. Not sure if that portion is even eligible to be a project?
- Northern Burlington Cornelius Pass Rail Trail – Fantastic.
- As a resident of Old Germantown Rd, I think shoulders should be added from lower intersection of Germantown/Old Germantown Rd to Kaiser and from upper intersection of Germantown/Old Germantown to Skyline for bike safety as the number of bikes using Old Germantown is often >100 per day. I think the shoulders should not be added to the

rest of Germantown Rd between the 2 Old Germantown/Germantown Rd intersections as it would encourage more bikes to use Germantown Rd - I think it is safer for them to use Old Germantown Rd. Also, I think it is a critically needed safety upgrade to include a speed bump on the uphill Rd approaching Old Germantown Rd intersection on Germantown Rd (upper intersection) near Skyline. This is an incredibly dangerous intersection - I fear for my life every time I take a left turn onto Old Germantown coming down the hill from Skyline as it is very easy for cars unfamiliar with the intersection to accelerate to up to 60 mi/hr around the blind curve. A school bus had this very accident several years ago. This speed bump is only necessary in the uphill direction and is counter-productive in the downhill direction as there are no houses here. Another safety proposal that has been suggested here - a convex mirror for cars coming uphill on Old Germantown Rd may be useful for cars taking a left hand turn onto Germantown Rd but the speed bump would probably take care of any issues there as well and probably make the mirror unnecessary - the mirror is not useful for cars merging onto Germantown Rd going towards Skyline as vehicles will generally roll slowly and determine whether to stop or accelerate depending on their view of traffic coming up the hill on Germantown Rd.

- There is a well used Elk Crossing here (on Germantown Road) that is incredibly dangerous as it is in the middle of blind curves in either direction (Please see the "erosion" on the uphill side of the crossing where the elk have cut a well worn "path" in the hillside. Please, please place elk crossing signs in both directions on the blind curves. They have a tendency to cross here during commute time around 7 AM especially in the fall - I know I and at least one additional neighbor have come close to hitting one before we were aware of the crossing.

Comments Received About Bicycle Maps

- Hurlburt Road: This is a major route for metro area cyclists, but they go EASTBOUND only. It would be nice to add pullouts, signs etc, but a real bike lane would be very intrusive on a rural road like this. It would certainly ruin my property which is already right on the corner. I can't see that locals would use it for their transportation needs, because really, where is there to go? Unless you are riding for exercise, which you will certainly get with all the hills out here. The school bus picks up kids on Hurlburt. So yes, it would be nice to make the route safer for Portland cyclists, but not at my expense and not by diminishing my enjoyment of my property.
- Springville Road: More of a question re: Springville Rd: Will front yards and driveways shrink, trees be removed and power poles moved to facilitate this? Is it 4 feet taken from each side of the road, or 4 feet in total?
- Thompson Road: This route already has signs indicating it is a bike route. It gets heavy use from recreational cyclists, and a few bike commuters. This road is not low volume car traffic during rush hours.
- Thompson Road: Thompson is a really nice ride. The level of traffic is relatively low although many of the drivers that do take it drive like absolute maniacs. Speeding being

the least of their offenses. Thankfully there are few enough cars that you can enjoy the beautiful climb in relative peace. The final stretch into Skyline at the top is a definite challenge even for the strongest cyclists but it's well worth it. Biggest problem is the bottom end connects to Cornell and that's not what anyone would consider a safe road to ride on.

- NW Cornell Road: This would be a great bikeway for commuter bikes, but it has no shoulder, has heavy car traffic particularly at rush hour and is a dangerous road for bicyclists. Traffic is backed up when cyclists are using this section. Existing bike pullouts and intermittent shoulders are gravel and not suitable for bicyclists traveling at higher speeds during rush hour. A bike lane is needed in order to consider this a bikeway. This area also gets used by recreational cyclists.
- NW Cornell Road: I live just off Cornell just past the county line so ride this on a regular basis. It's dangerous. There's little to no shoulder most of the way from downtown to Thompson. The spots where there is a little shoulder it is usually filled with gravel/sand/other debris so you can't ride in it (particularly on the bridges). The paths around the tunnels are so coated with stuff and decayed so much from neglect that they're almost unusable when wet. To add to this the pullouts are rough gravel you wouldn't even consider riding into on a road bike and there are spots where the edge of the road has crumbled in past the fog line. The worst of which is on a blind corner between the tunnels. You can ride this if you're super confident and able to shut out the cars whizzing past you within inches but it's not something I'd ever recommend in its current state. The tragedy is with just a few more inches of pavement on the uphill side and a little sweeping where there's already a shoulder it could be a really nice ride and we wouldn't see the current levels of conflict between bikes and cars.
- Sandy River Greenway: Great location for a pathway to open / improve access to the Sandy River Delta.
- NW Portland Willamette River Greenway Trail. I would love to see this! Riding "Dirty 30" right now is admittedly plenty doable, but not terribly pleasant with the speed of traffic and amount of debris that's always present in the shoulder/bike lane from all the gravel driveways. You have to choose between riding through gravel and risking a crash from blowing out a tire or go onto the fog line and risk getting hit. Add to that the percentage of traffic that is large trucks and you finish riding Hwy30 feeling kinda lucky that you made it despite there being a lane the whole way.
- NE Jordan Road: This stretch will need significant roadway, drainage and right of way improvements to allow safe access for a bike way. Any roadway improvements or some annual maintenance would be helpful.
- East Woodard Road: This stretch will need significant roadway, drainage and right of way improvements to allow safe access for a bike way. The sheer drop along the southerly side of the road may be an expensive challenge. Guard Rails would be a minimum for safe bicycle traffic that would need to share the road.
- East Woodard Road: Really?? I want to see you people ride up this hill. You may not walk your bikes!

- East Historic Columbia River Highway: For its entire length through East-Sandy area, this is a heavily traveled highway that is in desperate need of widening, maintenance, pull-off improvements and sign improvements to help the congestion that this already popular bike route sees on a weekly basis. Sinking shoulders, crumbling asphalt and a large volume of traffic make this popular route a challenge to navigate and fairly dangerous gamble on a bike.
- Saltzman Road: A great route but not really an option for road bikes right now. I would love to use this if it was paved from Hwy 30 up to Skyline as Germantown is extremely hazardous with everyone crossing centerline and Cornell tends to be a rough ride with the way traffic has gotten.
- NE Cornelius Pass Road. Not appropriate at all for bicycles in its current state. Traffic is very fast and there is no shoulder. I'm a very confident bike racer and would never ride this road as it is now.
- NW Newberry Road: A great ride for a strong rider. The lower half is a lot steeper than your average rider is going to want to take on but if you race/are a strong rider it's absolutely lovely. Only problem is getting to it.
- Germantown Road: Definitely never suggest this part of Germantown for riding. I know many cyclists enjoy it but despite being an avid bike racer and bike commuter I can't understand why. I won't even drive this road anymore because the volume of severe violations of the double yellow is so high.
- SE Evans Road: There is no reason to make Evans a designated bikeway. While it does go to the schools, it has a section of very steep, blind, curves. I can count on one hand the number of cyclists I see using this route in any one year, and I live right on Evans. The school bus picks up any kids living on Evans.

COMMENTS AND QUESTIONS RECEIVED DURING THE PRESENTATION

A total of 72 comments and questions were received at each of the two public meetings. The following is a summary of the comments and questions received by topic. A full list of comments is contained in the appendix.

1) Farm and Forest Lands *(12 comments)*

Several people at the meeting expressed concern about any policy which could reduce a property owner's ability to build on their land to support their family or business. A few comments received expressed confusion about whether this policy would require people to aggregate properties (no change to aggregation requirements for property owners is suggested). At the east meeting, several people voiced support for changing State Law to allow accessory dwelling units in rural Multnomah County. Other people asked clarifying questions including if this was related to the Urban-Rural Reserves Process (that is a separate process).

2) Agri-tourism / Farm Stands / Wineries *(11 comments)*

Again, many people expressed concern that proposed policies would restrict how businesses can use their property for events that supplement their income or promote their

farm, particularly at the meeting on the east side of the county. Some questioned the choice to make county policies more restrictive than the State of Oregon requirements. There were several questions received on this topic at the west side meeting. Questions included whether wineries could host weddings, and what the requirements were for establishing a farm stand. One person questioned why policies were different in the east and west part of the County and why the policy in the western part of the County was based on Sauvie Island / Multnomah Channel.

3) Rural Centers (7 Comments)

At the west meeting, there were questions about where the county's "rural centers" are located and discussion about Plainview store (at Cornelius Pass Road). Some felt that the store was a benefit to the community and therefore a land use change was needed to allow it to remain and rebuild as needed over time.

On the east side, people shared concerns about the challenges of selling or reusing commercial property in Orient because of current county requirements. Another individual expressed concern about industrial sites on Orient Drive that do not serve the local community, but cause traffic that impacts neighbors.

4) Natural Resources Protection (12 comments)

The majority of comments received on this topic expressed concern about additional restrictions and resulting limits to what property owners can do. Some suggested that the county should purchase property that requires protection. There were also several comments about the need for adequate notice before new rules are established so owners can participate in decision-making. One person asked about the relationship with acquisitions of property for protection by Metro (there is no connection). At the same time, a few people expressed support for wildlife protections, particularly related to a proposed mountain bike trail in the western portion of the county. One comment expressed frustration with the State of Oregon's Wildlife Habitat tax deferral program because the application process is currently closed. Another individual asked if it is possible for a property to switch from forest protection to wildlife protection.

5) Natural Hazards (8 comments)

The primary concern in this topic area was also how proposed policies might limit what people can currently do on their property. Several people expressed concern about the ability for people to rebuild their home after a natural disaster.



Questions in this topic area focused on slope and why the recommendation was to reduce the slope requirement. In addition, one attendee mentioned concerns about the hazard caused by fuel trucks on Cornelius Pass Road. Another individual shared a concern about the wildfire risk caused by county maintenance of roadsides.

6) Transportation *(22 comments)*

There were a variety of different transportation issues raised during this discussion. On the west side, the majority of comments were about congestion and traffic. Several people expressed concern about roads in the county used by through traffic traveling from Portland and Vancouver to Washington County. Other comments included an interest in more public transit options and increased enforcement of traffic laws, concern about increased railroad traffic and back-ups at Burlington Road.

On the east side, the predominant comment shared was a concern about conflicts between cars and cyclists. There was a call for bicyclists to pay for improved bicycle infrastructure through permits or taxes. At least one person said that most cyclists in the area are there for recreation and not commuting. There was concern about the closure of public streets for private cycling events on Airport Way. Someone at this meeting also supported expanding public transit options.

COMMENT FORM QUESTIONS

The comment forms were an accompaniment to the presentation given at the public events. Participants were invited to use the comment form to share their level of agreement or disagreement with the policy direction of the Community Advisory Committee (CAC). If someone said they dissatisfied or very dissatisfied, there was space to write a few words explaining their reasons.

The same questions were asked in an online version. This version included information from the presentation given at both public events. The people who responded online only had very similar information, but didn't benefit from the explanation provided by Multnomah County staff at the meetings. The online questions were available from September 9, 2015 through October 1, 2015.

In total, 324 comment forms were received. Of that total, 69 were received from one of the public meetings (paper surveys were received at the meeting or mailed after the event), another 255 were received online. On September 28, 2015 a popular local bike advocacy organization promoted the comment form on their website. Before the blog post, 82 people had participated in the survey online. After the site was promoted, an additional 173 people participated.

Results are shown below for each question. Most participants were satisfied or very satisfied with all of the policies presented. For comparison purposes, results are shown for all responses received and for only those respondents who indicated that they live or work in rural areas of Multnomah County (123 people). In general, responses from people who indicated that they live

or work in the rural area of Multnomah County are very similar to the full results. There is one exception and that is the final transportation question where respondents ranked topics differently.

Results are presented by topic area, Farm and Forest Lands; Argo-tourism, Farm Stands and Wineries; Natural Resources; Natural Hazards; and Transportation. The most popular answer is indicated in red.

Farm and Forest Lands

1) How satisfied or dissatisfied are you with the policy direction on farm and forest lands and allowances for new dwellings? (324 total responses)

- **All Comments Received**

Although over a third of respondents were neither satisfied nor dissatisfied, the majority said they were satisfied or very satisfied with the recommended policies on farm and forest lands and allowances for new dwellings.

Satisfied or very satisfied	47.23%
Neither	34.26%
Dissatisfied or Very Dissatisfied	18.51%

- **Respondents who Live or Work in Rural Multnomah County**

The percent of people who were satisfied or very satisfied was similar for those who indicated that they live or work in rural areas. People who don't live or work in rural Multnomah County were more likely to provide a neutral response (neither satisfied nor dissatisfied) to this question.

Satisfied or very satisfied	54.47%
Neither	17.07%
Dissatisfied or Very Dissatisfied	28.46%

When asked why they were dissatisfied with this policy recommendation, people said

- Concern that policies are too restrictive (most popular response)
- Support for ADUs (most popular response)
- Suggestion to allow more dwellings to be built
- Feedback that existing rules are confusing
- Concern that policy would require aggregation that isn't required currently
- Concerns that too many small parcels cause damage to environment, habitat, traffic
- Prefer State standard; do not exceed

Agri-Tourism, Farm Stands and Wineries

2) How satisfied or dissatisfied are you with the policy direction on agri-tourism, farm stands and wineries? (309 total responses)

- **All Comments Received**

The results for this question were very mixed with nearly a third falling into each category. A slight majority, 35.93%, indicated they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	35.93%
Neither	33.98%
Dissatisfied or Very Dissatisfied	30.10%

- **Respondents who Live or Work in Rural Multnomah County**

The percent of people who were satisfied or very satisfied was slightly higher among people who indicated that they live or work in the rural area of Multnomah County. People who don't live or work in rural Multnomah County were more likely to provide a neutral response to this question (42.86%).

Satisfied or very satisfied	41.46%
Neither	22.76%
Dissatisfied or Very Dissatisfied	35.77%

The following is summary of what people said when asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policies are too restrictive (most popular response)
- Concern that policy limits economic opportunity
- Opinion that Multnomah County land use regulations should not be more restrictive than the State's
- Suggestion to separate West Hills from Sauvie Island (most popular response)
- Suggest allowing easier permitting for farm stands at 3-5 AC not 1 AC

Rural Centers

3) How satisfied or dissatisfied are you with the policy direction on industrial site reuse in rural centers? (294 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies on industrial site reuse in rural centers

Satisfied or very satisfied	50.00%
Neither	35.37%
Dissatisfied or Very Dissatisfied	14.62%

- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County provided very similar answers to this question with more dissatisfied responses.

Satisfied or very satisfied	49.59%
Neither	28.46%
Dissatisfied or Very Dissatisfied	21.95%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concerns about possible detriments to the community if not required to serve needs of the rural community
- Concern about any industry in the rural area and negative impacts such as traffic and pollution
- Support for the Plainview Store
- Support for small business coming back to Springdale (coffee shops, bakery, gas station)

4) **How satisfied or dissatisfied are you with the policy direction on site standards in rural centers?** *(294 total comments)*

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies on site standards in rural centers.

Satisfied or very satisfied	52.38%
Neither	34.35%
Dissatisfied or Very Dissatisfied	13.26%

- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County provided very similar answers to this question with fewer neutral responses.

Satisfied or very satisfied	54.47%
Neither	28.46%
Dissatisfied or Very Dissatisfied	17.07%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concerns about being too restrictive and not necessary (most popular response)
- Desire to restrict the size and type of business (No Walmart)
- Concern about industrial growth in rural centers and increased in traffic
- Desire for public review
- Lack of interest in “city-style” restrictions

- Would like the industrial zone to exceed 15,000 sf
- Concern about design standard to enhanced rural - more cost to someone wanting to develop
- Interest in tight restrictions to maintain rural character—does the County have the resources for this?
- Concern about the difficulty of defining “rural character”

Natural Resource Protection

5) How satisfied or dissatisfied are you with the policy direction on new natural resource areas? (276 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	59.79%
Neither	24.64%
Dissatisfied or Very Dissatisfied	15.58%

- **Respondents who Live or Work in Rural Multnomah County**

The percent of people who were dissatisfied or very dissatisfied was higher among people who indicated that they live or work in the rural area of Multnomah County although the high level of support was fairly consistent.

Satisfied or very satisfied	59.35%
Neither	18.70%
Dissatisfied or Very Dissatisfied	21.95%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Feeling that the county should compensate owners when land is protected
- Desire for better notification of property owners when changes take place
- Request that the county explore expanding/allowing farm deferral to change to wildlife deferral
- Desire for broader wildlife protection on west side, particularly related to mountain bike abuse of natural area
- Desire for an overarching goal for these policies
- Concern about allowing recreational uses in natural areas
- Concerns about limiting recreational uses in natural areas

6) How satisfied or dissatisfied are you with the policy direction on riparian corridors and streams? (276 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	59.42%
Neither	32.25%
Dissatisfied or Very Dissatisfied	8.33%

- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County answered the question very similarly with just slightly less neutral responses.

Satisfied or very satisfied	60.97%
Neither	29.27%
Dissatisfied or Very Dissatisfied	9.76%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Suggestion to define streams in terms of water flow (cubic feet per minute), and define "streams" that need protection in those terms.
- Feeling that the public doesn't understand or know enough
- Concern about adequate notification to existing property owners
- Suggestion to add protections for smaller streams and headwaters not currently protected by the county
- Feedback that planning staff don't understand SEC requirements and make subjective decisions about what is allowed
- Concerns about pesticide and herbicide use by the county on roadsides that travels to streams
- Concern about this policy direction limiting recreational biking near Newberry Creek

7) How satisfied or dissatisfied are you with the policy direction on wetlands? (276 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	62.31%
Neither	32.25%
Dissatisfied or Very Dissatisfied	5.07%

- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County were slightly supportive, but answers were very similar.

Satisfied or very satisfied	59.35%
Neither	34.15%
Dissatisfied or Very Dissatisfied	6.5%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Interest in more protection -- Marine Dr 223-Troutdale and wetlands outside Sauvie Island
- Desire for adequate notification to existing property owners
- Concern about unnecessary building restrictions in areas where there has been rural development for a long time

8) How satisfied or dissatisfied are you with the policy direction on wildlife habitat? (276 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	58.89%
Neither	32.25%
Dissatisfied or Very Dissatisfied	14.13%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy. However, the majority were satisfied or very satisfied with the recommendation.

Satisfied or very satisfied	55.29%
Neither	23.58%
Dissatisfied or Very Dissatisfied	21.14%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- County should compensate owners when land is protected
- Desire for better notification of property owners

9) How satisfied or dissatisfied are you with the policy direction on ESEE analyses? (276 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	50.36%
Neither	39.49%
Dissatisfied or Very Dissatisfied	10.14%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	48.78%
Neither	37.40%
Dissatisfied or Very Dissatisfied	13.82%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Feedback that current protections are adequate
- Better notification and involvement of property owners
- Desire to know costs of this analysis process—want to keep cost down

Natural Hazards

10) How satisfied or dissatisfied are you with the policy direction on landslide hazards? (275 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	62.91%
Neither	26.18%
Dissatisfied or Very Dissatisfied	10.09%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	56.91%
Neither	28.46%
Dissatisfied or Very Dissatisfied	14.63%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Feedback that current protections are adequate
- Better notification and involvement of property owners
- Concern that the 20% requirement is arbitrary
- Suggestion to use sound engineering information to identify the right slope
- Belief that engineering can overcome slope issues so this is not necessary
- Question the elevated risk associated with 25% slope compared to 20% slope

11) How satisfied or dissatisfied are you with the policy direction on flood hazards? (275 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	66.18%
Neither	28.73%
Dissatisfied or Very Dissatisfied	5.09%

- **Respondents who Live or Work in Rural Multnomah County**

Slightly fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and slightly more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	63.41%
Neither	30.08%
Dissatisfied or Very Dissatisfied	6.51%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Concern that many of the federal studies and updated FEMA maps have been shown to contain gross errors in data-suggestion that code policy is able to fluctuate as flood zones do
- Concern that maps are not accurate
- Suggestion to do more than the minimum

12) How satisfied or dissatisfied are you with the policy direction on wild fire? (275 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	66.36%
Neither	28.00%
Dissatisfied or Very Dissatisfied	11.64%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	54.48%
Neither	26.83%
Dissatisfied or Very Dissatisfied	18.07%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Concern that existing limitations on the removal of underbrush in natural areas makes this a challenge
- Suggestion to leave decisions to the Fire Marshal
- Suggestions to clear brush from the roadways and ban fuel tankers in the West Hills
- Concern about ability to rebuild a home after a disaster
- Suggestion that standards should be less restrictive for buildings that are not habitable
- Preference to severely limit all development in fire prone areas
- Suggestion that encouraging more logging would reduce fire danger

Transportation

The transportation questions asked participants to provide feedback on general policy direction statements and then asked them to identify how important each was.

13) Do you agree or disagree with the following transportation policy direction statements?

A total of 251 people answered this question. Results are similar between all respondents and the 118 participants who said they live or work in rural Multnomah County.

Policy Direction	Agree or Strongly Agree	
	All respondents (251)	Live or Work (118)
Maintain rural character when making road improvements	67.89%	71.05%
Increase safety for all travel modes	83.61%	77.88%
Reduce traffic pressure on County roads	59.41%	66.37%
Support projects that improve operations instead of increasing capacity	77.36%	72.56%
Reduce transportation impacts to air, water and wildlife	75.82%	68.14%
Support projects that increase physical activity (walking and biking) and/or reduce adverse health impacts (pollution)	76.30%	66.67%

14) In your opinion, how important are each of the following topics in the selection and prioritization of transportation projects?

Next, participants were provided a list of criteria for the prioritization of future transportation projects. A total of 252 participants answered at least some of this question. They identified the following as the least and most important issues.

Most Important:

- Maintenance (75.82% Very Important / 4.00% Not Important)
- Active Transportation (69.23% Very Important / 15.79% Not Important)
- Environment (67.21% Very Important / 8.5% Not Important)
- Safety (59% Very Important / 4.10% Not Important)

Least Important:

- Mobility and Freight (37.04% Not Important / 17.70% Very Important)
- Transportation Demand Management (19.42% Not Important / 59.50% Very Important)
- Funding (11.16% Not Important / 46.69 Very Important)

The 120 participants who said that they live or work in rural Multnomah County and answered this question provided similar preferences. Maintenance and safety were the two most important topics for this group with 71.43% and 68.38% of participants listing these as very important. Only 2.52% of these respondents said that maintenance was not important, and 5.98% said the

same about safety. Instead of active transportation, the next topic with high levels of importance for this group was environment with 58.26% of participants expressing that it is very important to consider environmental impacts when making transportation decisions. Active transportation and funding were very close with 49.57% and 49.12% of participants identifying these topics as very important. Mobility and freight was the least important topic amongst this group with 34.21% responding that this topic was not important.

15) Please rank these topics in order of importance from 1 to 10 with one being most important and ten being least important.

In the last question, participants were asked to rank the same list of topics in order of importance from 1 to 10 with one being most important and 10 being least important. A total of 241 people answered this question. The results are shown below.

	Rank All respondents (241)	Rank Live or Work (113)
Safety	1	1
Maintenance	4	2
Environment	3	3
Overall Transportation System	6	4
Active Transportation: Bikes, Pedestrians, Safe Routes to School	2	5
Funding	8	6
Health	5	7
Transportation Demand Management	9	8
Equity	7	9
Mobility and Freight	10	10

Respondents who said they live or work in rural Multnomah County answered this question differently than the group of all respondents. Although both groups ranked safety and environment as most important, and mobility and freight least, the other rankings differed among the two groups. The people who said they live or work in rural areas put a higher priority on maintenance and a lower priority on active transportation. They also put a higher value on the overall transportation system and funding. The complete respondents put a higher priority on

active transportation, health and equity than the group that identified as living or working in the rural area of Multnomah County.

DEMOGRAPHIC DATA

The comment form asked participants to answer a few demographic questions, but made them optional. About 230 people or 71% of participants provided some responses to these questions.

Race

Almost all participants who answered this question (224 responses) identified as Caucasian (84.89%). Eight people identified as American Indian or Alaskan Native and five people identified as Asian/Pacific Islander. Three identified as Black or African American and two identified as Hispanic or Latino. 11% of respondents said they preferred not to answer this question.

Language Spoken

Of those who responded (225 responses), 99% said that they mainly speak English at home. Two people reported that they mainly speak Spanish.

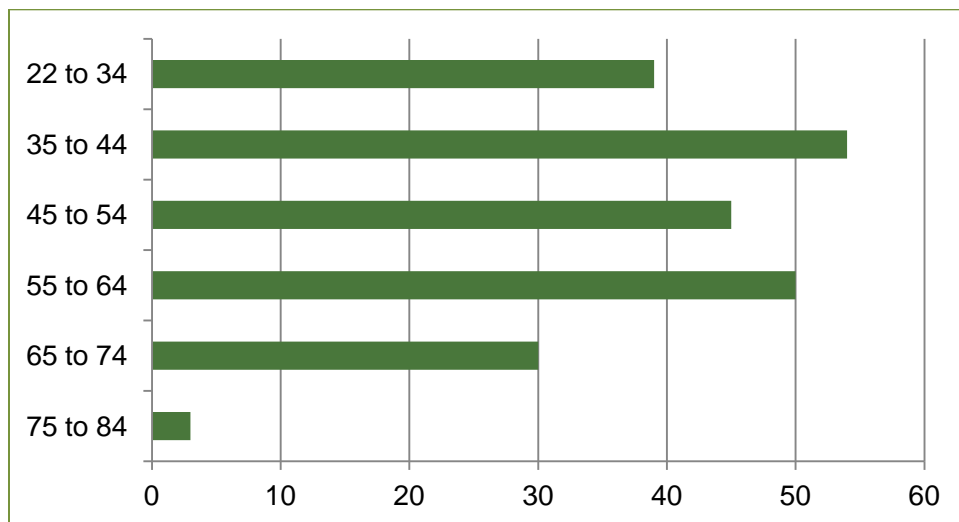
Gender

Nearly 60% of people who answered this question (233 responses) identified as male, 34% as female, and 6% declined to answer.

Age Range

Participants were asked to indicate their age. Ages ranged from 22 to 84. The average age reported was 49 years old, the median was also 49. The two largest age groups represented were 35 to 44 and 55 to 64.

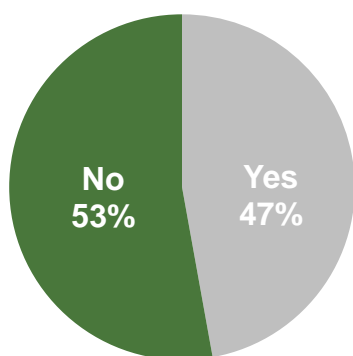
Age range of participants



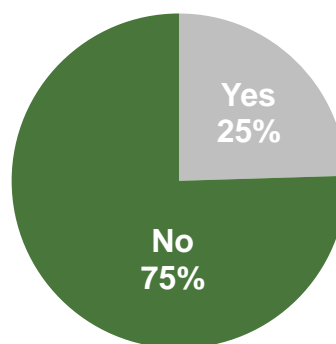
Residency and Employment in Multnomah County

Participants were asked whether they live or work in rural Multnomah County. Just under half (47%) of those who responded (229 responses) said that they live in rural Multnomah County. Fewer people answered the second part of the question (208 responses). Of those, only 25% said that they work in rural Multnomah County. A total of 123 people reported that they either work or live in rural Multnomah County.

Do you live in Rural Multnomah County?



Do you work in Rural Multnomah County?



Notification

Participants were asked how they found out about the events or online comment form. Of those to answer this question (107 responses), most said they were notified via a news article, email or word of mouth.

How did you find out about the Community Event and this survey?

