DRAFT

Appendix 2

Public Workshop #1 Results and Public Survey Results

MEMORANDUM

The Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan Public Workshop Summary

DATE: May 25, 2016

Overview

This memorandum summarizes the first public workshop for the Villages at Mt. Hood Pedestrian and Bikeway Implementation Plan.

Where: The Resort at The Mountain (Lolo Pass Room)

When: Thursday, April 14, 2016, 6:00-8:00PM

The purpose of the workshop was for community members to learn about potential walking and biking projects in The Villages at Mt. Hood. County staff had the opportunity to hear from community members about how well the proposed list of bicycle and pedestrian improvements address walking and bicycling challenges within the area. Community members were provided the opportunity to voice opinion to add or drop potential improvements.

Approximately 39 people attended the workshop, which included seven project staff and three staff from Bureau of Land Management (BLM).

The workshop agenda included:

- Welcome and introductions of staff by Lori Mastrantonio
- Introduction of the workshop's purpose and attendee's role by Catherine Ciarlo
- Presentation of project status and overview including goals, planning time horizon, schedule, the case for walking and bicycling, and types of improvement proposed by Sumi Malik
- Small group discussions by sub-geography (Brightwood, Welches/Wemme, and Rhododendron) facilitated by Catherine Ciarlo, and staffed by Sharon Daleo (Brightwood), Kate Drennan (Welches/Wemme), and Sumi Malik (Rhododendron).
- Report back to the entire group facilitated by Catherine Ciarlo.
- Bureau of Land Management (BLM) staff had a table in the corner to provide the opportunity for the public to learn about their current planning efforts.

Announcing the Event and Online Questionnaire

The County provided written notice of the workshop and the questionnaire to the following entities:

Project Advisory Committee (PAC)
Technical Advisory Committee (TAC)
Mt. Hood Chamber
Stakeholders Interviewed
Clackamas County Pedestrian Bicycle Advisory Committee (PBAC)

PBAC Interested Parties
Sandy River Watershed Council
Welches Schools
Hoodland Fire Station
Dragon Fly Restaurant
Hoodland/Sandy Library
Senior Center
Bicycle Transportation Alliance
bikeportland.org
Mountain Times
Sandy Post
Community Planning Organizations (CPO)
Sandy Ridge Trail Group
Oregon Backpackers
Barlow Trail Association/Susan Corwin
Hoodland Fire
The Villages at Mt. Hood Pedestrian and Bicycle Coalition

Presentation Details

Doors opened at 6PM, and attendees were greeted and asked to place a dot on a study area map where they live, have a business or work, and recreate or visit. All who came were asked to place a dot(s) on a map.

At 6:15, Lori Mastrantonio welcomed attendees, and introduced project staff. Lori stated the project is a planning effort, and there are no dedicated funds for project improvements. A plan is necessary in order to apply for grants to pay for the project improvements. Lori also noted the planning time horizon of 20 years.

She noted that this is the first public workshop for the project, and that the team has been working with area residents and businesses over the last year to gain input on what has been done so far. This outreach included the involvement of:

- PAC (Project Advisory Committee); some of the members include area residents, Rhododendron CPO representative, Sandy River Watershed Council, Mt. Hood Chamber of Commerce, and the Senior Center, among other stakeholders.
- TAC (Technical Advisory Committee); some of the members include County staff from Social Services (Mt. Hood Express), Engineering and Planning, US Forest Service, Oregon Department of Transportation (ODOT), and BLM.

In addition to committee involvement, Lori noted the involvement of stakeholders through interviews:

Oregon Trucking Association	US Forest Service
Resort at the Mountain	BLM
Mt Hood Chamber	Mt Hood Express
Barlow Trail Association	Ski Bowl Resort

Lori referred attendees to Technical Memorandums that were completed to date:

- TM#1; Existing Conditions; Needs, Constraints and Opportunities
- TM#2; Review of State and County Plans and Policies; Creation of Evaluation and Prioritization Criteria for evaluating Proposed Projects
- TM#4; Design Tools, e.g. for crosswalks, paths, shoulder widening, wayfinding
- TM#5; Potential Improvement Projects for Pedestrian, Cyclists and Transit Users – focus for tonight

Lori directed attendees to the project website for this information and more.

Gail Curtis, Contract Manager and Transportation and Growth Management (TGM) representative with ODOT added ODOT's perspective. ODOT is interested in evaluating the possibility of enhancing existing crossings or adding another crossing of US 26, but wants to do so without giving pedestrians a false sense of security. To do so, visual cues within the area would need to reinforce to drivers they are passing through a village and place. This entails pedestrian scale lighting, gateway signs, sidewalks with plantings, and consolidated driveways. Aesthetic treatments such as hanging baskets could also provide a visual cue to drivers.

Catherine Ciarlo, CH2M, provided an overview of the workshop format and identified herself as the facilitator for the evening. She reiterated the purpose of the workshop. In conjunction with this workshop, Catherine reminded attendees the project has an online questionnaire, encouraged attendees to take it, and to encourage others to take it as well.

Catherine asked, by a show of hands, if attendees could indicate if they lived in The Villages, worked in The Villages, and recreated in The Villages. Most people raised their hands to all three questions.

Sumi Malik provided a presentation of the project status, including:

- Project goals, objectives, and planning time horizon
- Schedule
- Making the case for bicycling and walking
- Types of improvements (shoulder widening, multi-use path, safe routes to schools, and US 26 crossings)

Small Group Discussions

Catherine Ciarlo broke the approximately 40 attendees into three sub groups. Each group rotated between tables that were focused on a subarea: Brightwood, Welches/Wemme, and Rhododendron.

Attendees had 20 minutes at each subarea. They discussed the following questions for 15 minutes:

- Where are the biggest pedestrian and bike challenges located?
- What are the biggest opportunities?
- Are there things missing from the project list—i.e. hazard areas or improvement ideas?

Participants could give their feedback by marking maps or posting notes to them, and staff at each station recorded the discussion on flip charts.

Following the discussion, each individual was given a limited number of dots and asked to place dots next to the potential improvements they thought were most important. Attendees could decide how many dots they placed next to any improvement, including placing all dots next to one improvement.

Attendees rotated through each subarea. Appendix A contains photos of the dot exercise from each subarea.

Online Questionnaire

A 10-15 minute online questionnaire was posted to the project website between April 13th and May 8th.

Appendix B contains results of the online questionnaire.

Summary of Input

Following the small group discussions, all attendees and staff gathered and Catherine facilitated a report out. Catherine asked questions of individual audience members. The questions were:

- Did you change your mind about something after participating in the small group discussion?
    - One woman commented that coming into the meeting, she wanted overcrossings or under crossings of US 26 in Rhododendron. After hearing where entry points would need to be and the expense of such a treatment, she thought an at-grade crossing with multiple crossing enhancements and a pedestrian oriented environment would be acceptable.
    - Another person said gateway signage would be a good idea for all The Villages, not just Rhododendron.
- Is there an opportunity that the project team did not capture?
    - The project team should consider paths along rivers.
    - There are small, unimproved roads that connect to Rhododendron.
    - Call for maintenance of the swing bridge in Rhododendron. The community was afraid it may not be maintained in the future.
- What are your high level priorities for the area?
    - Addressing crossings on US 26.
    - Barlow Trail Road—supporting cycling tourism.
    - Working with property owners about liabilities with having a trail on their property. Work with them to minimize the liability.

The purpose of the following section is to summarize community input received by type of improvement or topic area through both the small group discussion and the report out. Improvements are ordered by priority, with improvements receiving the highest level of support and priority at the top of the list. Support and priority is determined by the number of dots an improvement received during the Public Workshop and the number of positive, high priority responses an improvement received through the online questionnaire.

This section details the feedback, including any issues or concern, and the project team's response that will be reflected in the draft Implementation Plan. Potential improvements that are not discussed below did not receive notable or only moderate support and did not generate discussion.

Topic (in order of priority based on feedback)	What we heard: feedback and discussion	Project Team Response
Multiuse Path along US 26 (South: Brightwood – Salmon River Road)	• South path received strongest support in the dot/prioritization exercise. • Concern for adjacent property owner's liability. • Attendees called for more lighting in the area. • Suggestion for some type of barrier from traffic.	• Ideal width is 12', with 2' shoulders for separation. • Determine if existing right-of-way (ROW) can accommodate a multiuse path. • Look into liability issues for adjacent property owners • Engagement of adjacent property owners during project development to discuss liability issues • Add pedestrian lighting to discussion and estimate for each subarea. • ODOT and Clackamas County to establish an agreement about maintenance responsibilities

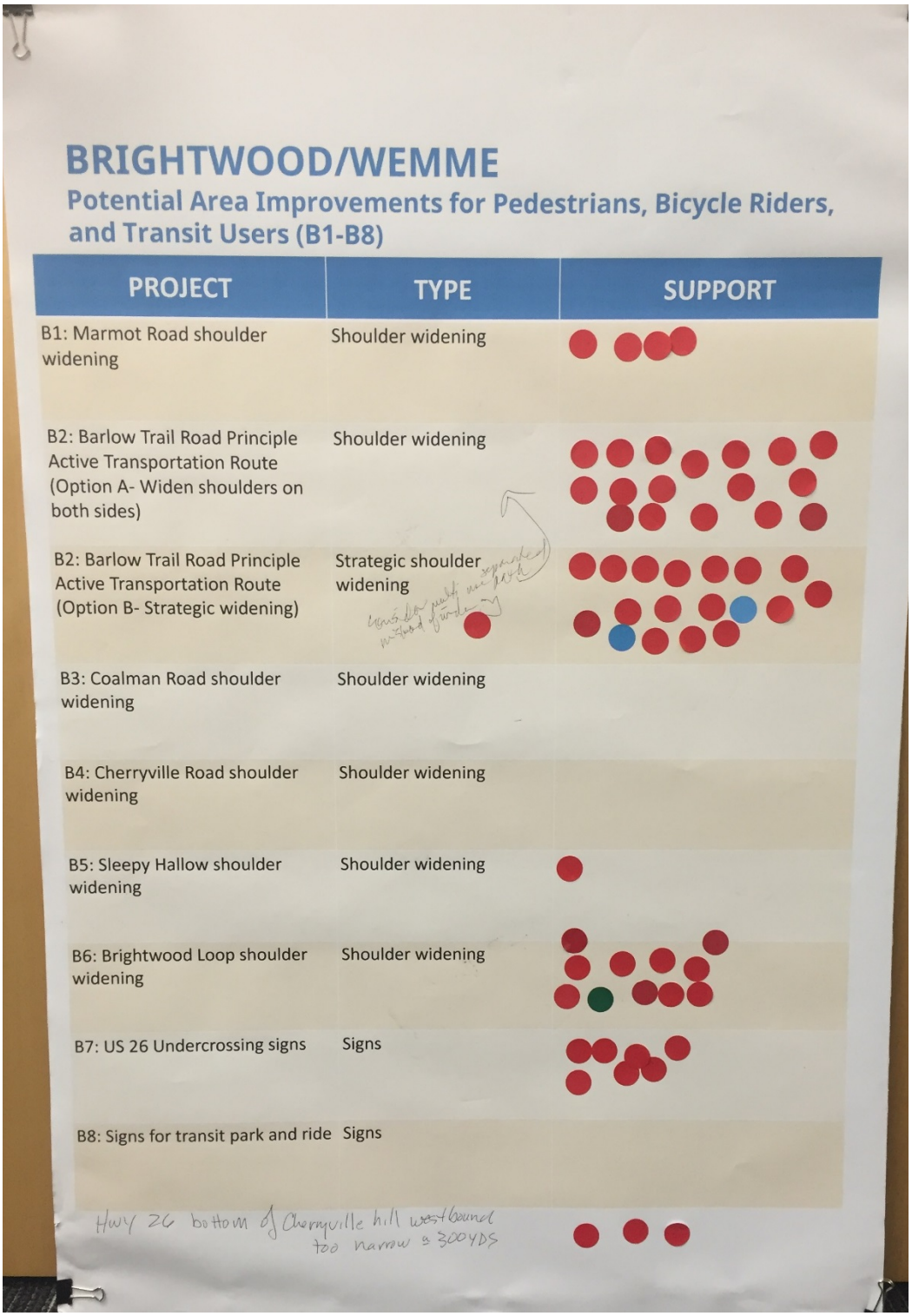
Topic (in order of priority based on feedback)	What we heard: feedback and discussion	Project Team Response
Multiuse Path along US 26 (North)	• North path received second highest support in the dot/prioritization exercise. • Concern for adjacent property owner's liability. • Attendees called for more lighting in the area. • Suggestion for some type of barrier from traffic.	• Ideal width is 12', with 2' shoulders for separation. • Determine if existing right-of-way (ROW) can accommodate a multiuse path. • Look into liability issues for adjacent property owners • Engagement of adjacent property owners during project development to discuss liability issues • Add pedestrian lighting to discussion and estimate for each subarea. • ODOT and Clackamas County to establish an agreement about maintenance responsibilities
Welches Road Shoulder Widening	• Received strong support in the dot/prioritization exercise, equal to multiuse path along US 26. • Feedback from community members to consider a multiuse path on one side of the roadway instead of expanded shoulders. • A new development constructed a multiuse path that meandered around trees and was very pleasant for walking. • Even during the day, Welches Road is extremely dark due to tree cover. Recommend lighting.	• Plan will recommend a multiuse path where feasible (ROW exists or an easement is obtainable), and widened shoulders elsewhere. All treatments should connect to one another for continuity. • Incorporate lighting that is down cast and in accordance to night sky ordinances. • Trails exist off of Welches Road. Place secured bike parking at trailheads to accommodate bicycle riding to trails.
Barlow Trail Road	• Barlow trail road too narrow for cars, bicycles, and pedestrians, but is currently is used by all. • It is a primary route for bicycle riders and provides access to Sandy Ridge Trail System. • Concerns with volumes and speeds of truck traffic in and out of the gravel pit off Barlow Trail Road. • Consider a multi-use, separated path instead of shoulder widening. • Full shoulder widening instead of spot treatment, but evaluate the feasibility.	• The Implementation Plan will recommend a phased approach where targeted shoulder widening in critical areas is built first (in places with sight distance issues or an uphill section). • Later phases will include full widening throughout the entirety of the corridor. • The improvement will meet shoulder standards of 4 feet.

Topic (in order of priority based on feedback)	What we heard: feedback and discussion	Project Team Response
Crossing of US 26 (in conjunction with the creation of a pedestrian-oriented environment to support a crossing)	• Concerns for pedestrian safety in Brightwood (in the vicinity of Arrah Wanna), Salmon River Road, and Rhododendron. Rhododendron received the highest support. • Preference for undercrossing or overcrossing but there was an understanding of such treatments being cost-prohibitive. • Concerns that at-grade crossings, even with rapid flashing beacons, would not be safe. • Project team led discussion that overcrossings and under-crossings create points of isolation and require entry points that may be far away from where pedestrians would like to cross). People often cross at-grade due to out-of-direction travel and a grade-separated crossing may not have high levels of adherence. Lastly, the high cost of construction will be a hurdle for implementation. • Rapid flashing beacons, in conjunction with a continental style (horizontal stripes), and sidewalks, pedestrian scale lighting, etc. alert drivers with cues that pedestrians are crossing. • Attendees called for more lighting in the area. • Attendees expressed concern about the compatibility of snowplowing with curbs and a pedestrian refuge island. • An attendee said she changed her mind about under/overcrossings, and realized at-grade crossing with flashing beacons is more feasible. Others agreed in support.	• Further detail how rapid flashing beacons, in conjunction with sidewalks, blub-outs, gateways signs, lighting, etc. can create a stronger sense that drivers are passing through a place with pedestrians crossing. • Further detail the considerations of under/overcrossings, and reasons for ultimate dismissal. • On this issue, ODOT's concern is safety over maintenance, and considers curbs to create safer conditions. Therefore, ODOT is willing to take on additional maintenance around curbs for safer conditions. • How do we integrate and implement multiuse paths and sidewalks? **1)** Create a multi-use path, using crushed gravel, with a landscape buffer. **2)** Install curbs and access management. **3)** Buildout full sidewalk. Priority areas for sidewalk buildout are in the vicinity of a US 26 crossing and more intense development. • In conjunction with design treatments, install temporary speed detectors to alert drivers how fast they are driving with the expectation that drivers are more likely to be compliant with the speed detector's presence.
Gateway Signs	• A gateway sign in Rhododendron received strong support during the dot/prioritization exercise. • During the report out, attendees suggested that each Village have a gateway sign to enhance driver's awareness of the communities and the presence of pedestrians.	• A gateway sign in Rhododendron is currently included in the projects and the project team will add gateway signs for Brightwood and Welches as well. • Gateway signs must meet local and state standards for roadway signs.

Topic (in order of priority based on feedback)	What we heard: feedback and discussion	Project Team Response
Lolo Pass Road Shoulder Widening	• Received strong support in the dot/prioritization exercise, equal to multiuse path along US 26. • Concern that this is a big ticket (expensive) item.	• Timeline would be as a long-term project. • Currently Lolo Pass Road is being evaluated as part of an Access Alternative Study, primarily due to the fact that it periodically becomes washed out. The entire roadway alignment is being evaluated. Tie this project to the outcomes of the Access Alternative Study. • Prioritize the section of Lolo Pass Road between US 26 and Barlow Trail Road.
Temporary Speed Monitors on Welches Road and Salmon River Road	• Received strong support in the dot/prioritization exercise. • Locations are: Welches Road, Salmon River Road, and US 26 in the vicinity of Rhododendron • Participants added a location: lower Lolo Pass Road.	• County has speed monitors and a waiting list exists to deploy them. • Highest priority is for US 26 in Rhododendron (ODOT may be able to place one on the highway).
Welches Road Crossing at Stage Stop Road	• New improvement location suggested by attendee. Pedestrians frequently cross at this location, and would like a safer facility. • The crossing should be in the vicinity of the post office, library, and the Hoodland Shopping Center. • Received strong support in the dot/prioritization exercise.	• A Safe Routes to School oriented crossing is proposed less than 400 feet south. However, the crossing proposed at Stage Stop Road is between two developments, and it is unlikely pedestrians would go 400 feet out of their way to cross. • The public process identified two crossing locations. During the next phase and project development, conduct pedestrian counts and evaluate standards to help define crossing locations, and perhaps narrow them.
Welches Road Advisory Bike Lanes	• Received strong support in the dot/prioritization exercise. • Some attendees said they could not see how these would work. • Others suggested considering these for low traffic portions of the roadway only.	• Define appropriate extents on Welches Road based on volumes and speeds. • Cite the threshold conditions for speed and volume for an advisory bike lane. • Use traffic analysis to evaluate appropriate locations.

Topic (in order of priority based on feedback)	What we heard: feedback and discussion	Project Team Response
Multiuse path between Lolo Pass Road and Rhododendron	• Received strong support in the dot/prioritization exercise. • Consider using Road 19.	• Road 19 is out-of-direction. • Road 19 is owned by Mt. Hood Forest Service, and work with them on developing a trail if appropriate. Culverts have been taken out and deep ruts exist in the roadway. • ODOT has a preference for locating pedestrian facilities off of US 26.
Consider paths along rivers	• Some of the most successful paths are those that run along rivers, and that the project should consider this. This can be particularly beneficial for promoting tourism in the area.	• The purpose of this project is to provide bicycle and pedestrian system made up of improvements that provide convenient access to daily needs. Paths along rivers are great recreational routes, and sometimes also serve transportation needs. • Add Plan language that future evaluation of paths along rivers could enhance and complement the proposed connected pedestrian and bicycle system.

Appendix A: Small Group Dot/Prioritization Exercise Results

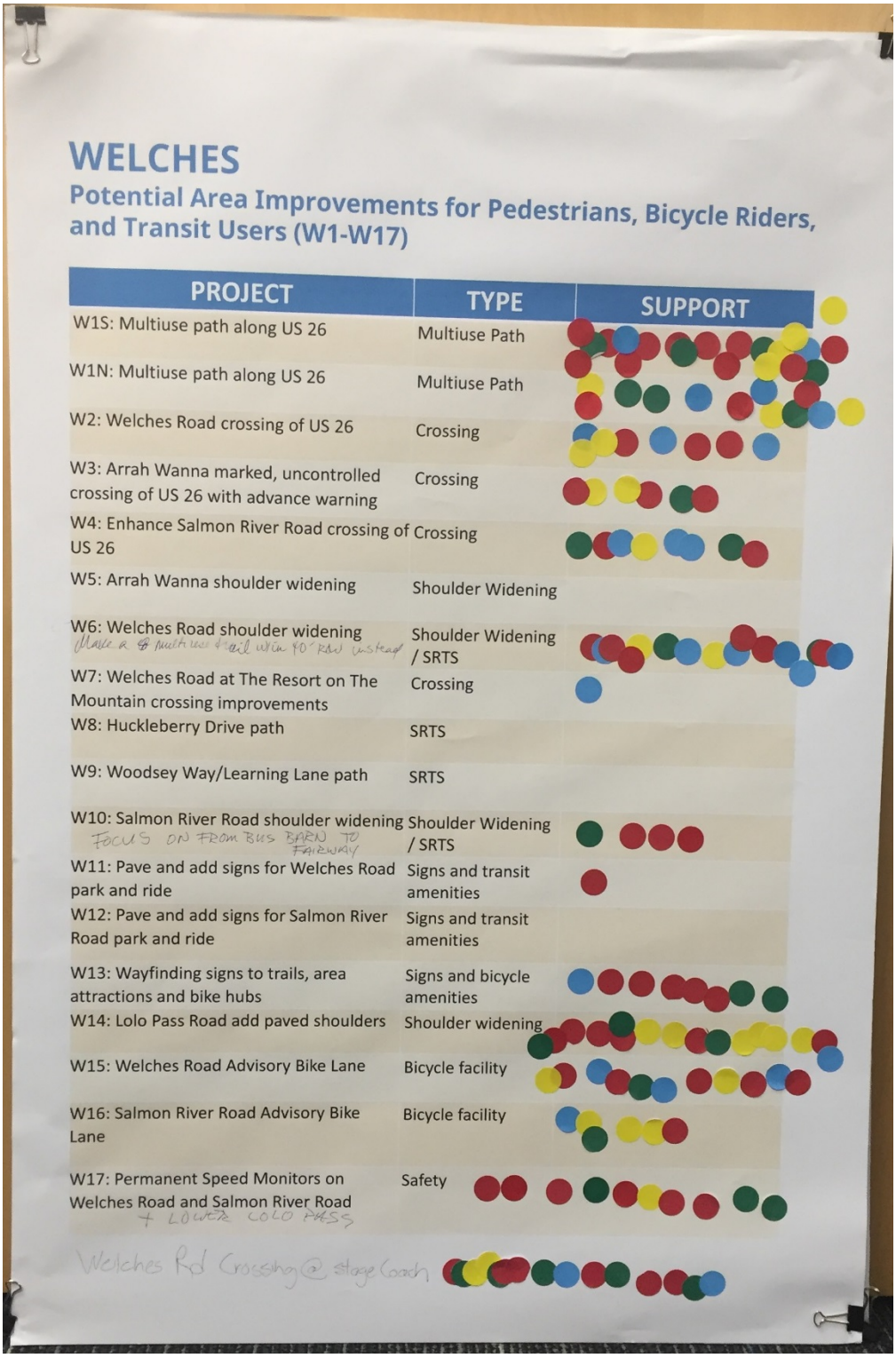


BRIGHTWOOD/WEMME

Potential Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (B1-B8)

PROJECT	TYPE	SUPPORT
B1: Marmot Road shoulder widening	Shoulder widening	
B2: Barlow Trail Road Principle Active Transportation Route (Option A- Widen shoulders on both sides)	Shoulder widening	
B2: Barlow Trail Road Principle Active Transportation Route (Option B- Strategic widening)	Strategic shoulder widening	
B3: Coalman Road shoulder widening	Shoulder widening	
B4: Cherryville Road shoulder widening	Shoulder widening	
B5: Sleepy Hallow shoulder widening	Shoulder widening	
B6: Brightwood Loop shoulder widening	Shoulder widening	
B7: US 26 Undercrossing signs	Signs	
B8: Signs for transit park and ride	Signs	

Hwy 26 bottom of Cherryville hill westbound too narrow a 300YDS

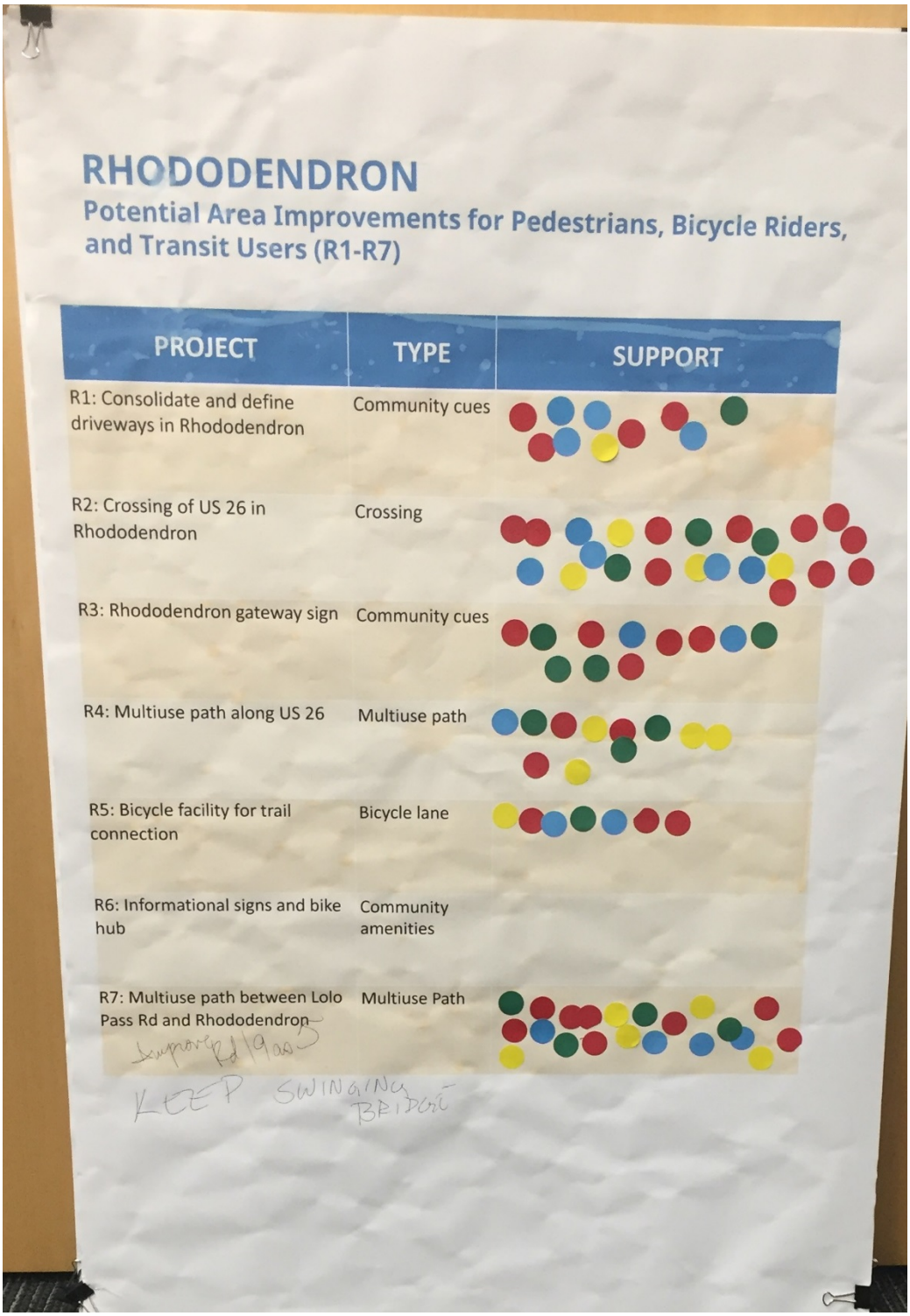


WELCHES

Potential Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (W1-W17)

PROJECT	TYPE	SUPPORT
W1S: Multiuse path along US 26	Multiuse Path	
W1N: Multiuse path along US 26	Multiuse Path	
W2: Welches Road crossing of US 26	Crossing	
W3: Arrah Wanna marked, uncontrolled crossing of US 26 with advance warning	Crossing	
W4: Enhance Salmon River Road crossing of US 26	Crossing	
W5: Arrah Wanna shoulder widening	Shoulder Widening	
W6: Welches Road shoulder widening Make a $ multiuse trail with 40' ROW instead	Shoulder Widening / SRTS	
W7: Welches Road at The Resort on The Mountain crossing improvements	Crossing	
W8: Huckleberry Drive path	SRTS	
W9: Woodsey Way/Learning Lane path	SRTS	
W10: Salmon River Road shoulder widening FOCUS ON FROM BUS BARN TO FAIRWAY	Shoulder Widening / SRTS	
W11: Pave and add signs for Welches Road park and ride	Signs and transit amenities	
W12: Pave and add signs for Salmon River Road park and ride	Signs and transit amenities	
W13: Wayfinding signs to trails, area attractions and bike hubs	Signs and bicycle amenities	
W14: Lolo Pass Road add paved shoulders	Shoulder widening	
W15: Welches Road Advisory Bike Lane	Bicycle facility	
W16: Salmon River Road Advisory Bike Lane	Bicycle facility	
W17: Permanent Speed Monitors on Welches Road and Salmon River Road + LOWER COLO PASS	Safety	

Welches Rd Crossing @ stage Coach



RHODODENDRON

Potential Area Improvements for Pedestrians, Bicycle Riders, and Transit Users (R1-R7)

PROJECT	TYPE	SUPPORT
R1: Consolidate and define driveways in Rhododendron	Community cues	
R2: Crossing of US 26 in Rhododendron	Crossing	
R3: Rhododendron gateway sign	Community cues	
R4: Multiuse path along US 26	Multiuse path	
R5: Bicycle facility for trail connection	Bicycle lane	
R6: Informational signs and bike hub	Community amenities	
R7: Multiuse path between Lolo Pass Rd and Rhododendron	Multiuse Path	

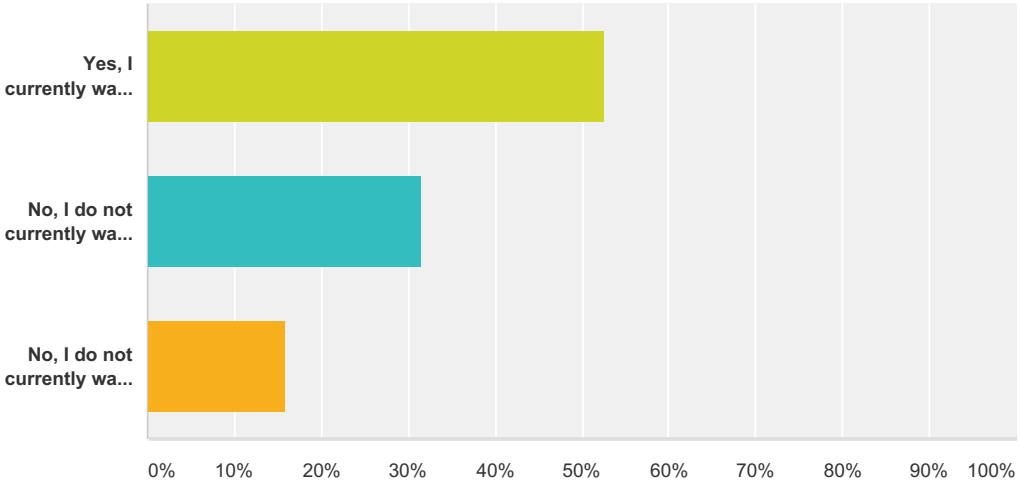
Improve Rd 19000

KEEP SWINGING BRIDGE

Appendix B: Online survey results summary

Q1 Do you walk or would you like to walk in this area?

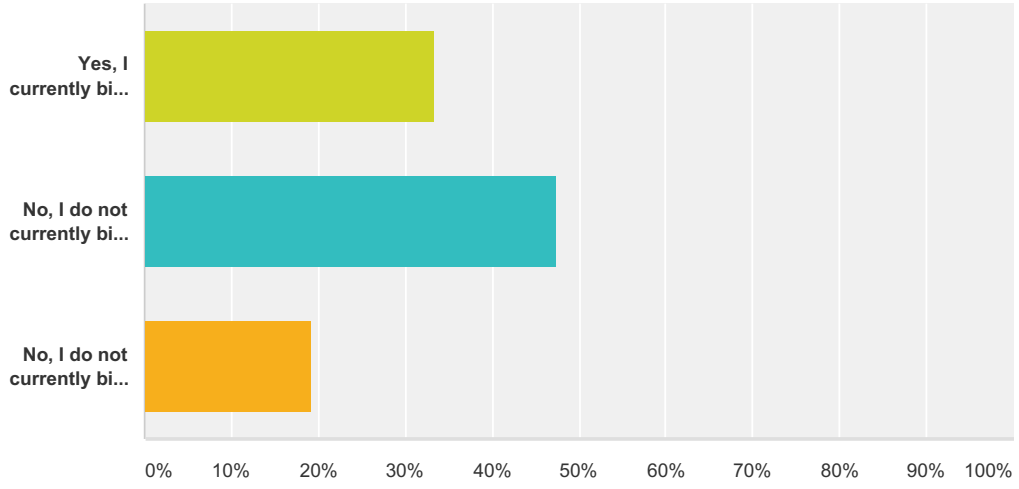
Answered: 57 Skipped: 2



Answer Choices	Responses	
Yes, I currently walk to places in this area.	**52.63%**	30
No, I do not currently walk to place in this area, but am interested in doing so.	**31.58%**	18
No, I do not currently walk to places in The Villages, and I have no interest in doing so.	**15.79%**	9
Total		**57**

Q2 Do you bike or would you like to bike in The Villages?

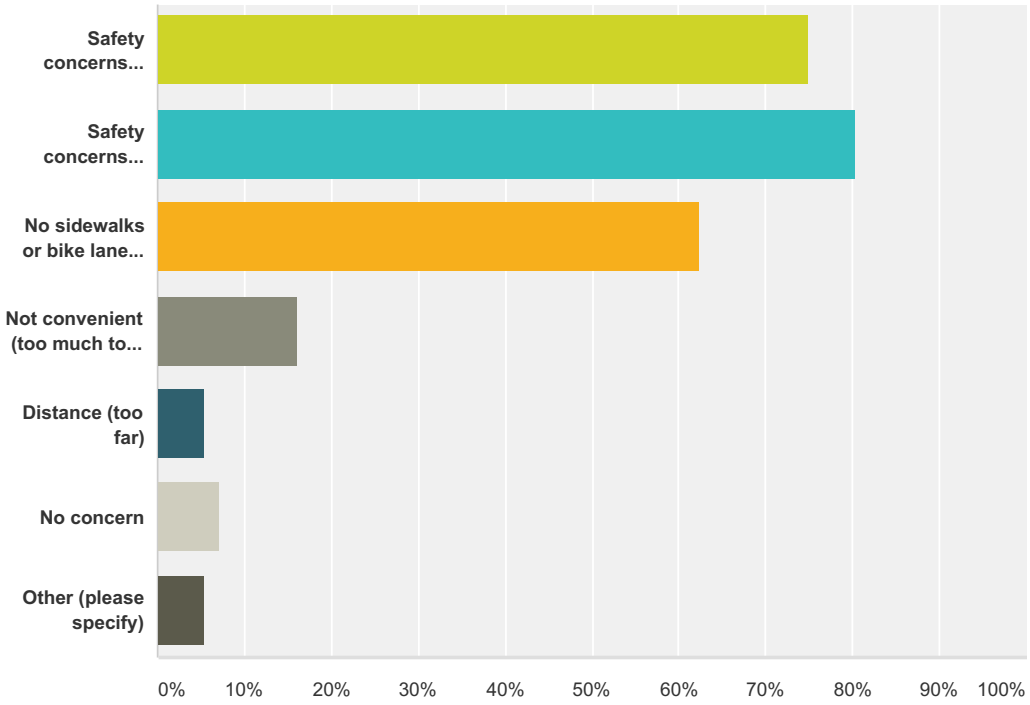
Answered: 57 Skipped: 2



Answer Choices	Responses	
Yes, I currently bike to places in this area.	**33.33%**	19
No, I do not currently bike to places in this area, but I am interested in doing so.	**47.37%**	27
No, I do not currently bike to places in this area and I have no interest in doing so.	**19.30%**	11
Total		**57**

Q3 What are your biggest concerns with walking/bicycling around this area? Select all that apply.

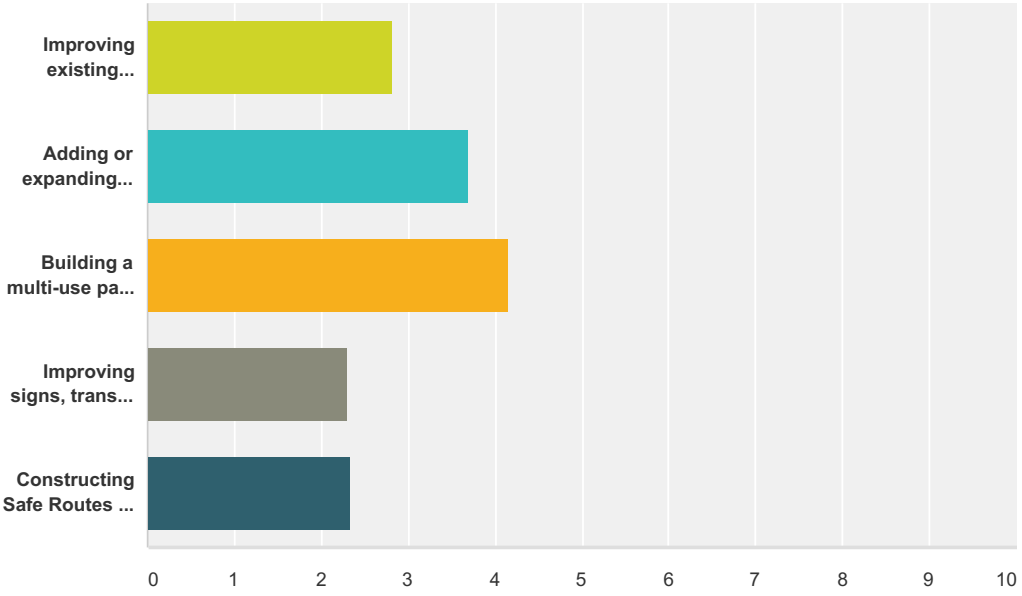
Answered: 56 Skipped: 3



Answer Choices	Responses	
Safety concerns related to a lack of walking/biking spaces, don't feel comfortable next to cars	**75.00%**	42
Safety concerns related to crossing US 26	**80.36%**	45
No sidewalks or bike lanes where I would like to go	**62.50%**	35
Not convenient (too much to carry, takes too long, don't know of a good route)	**16.07%**	9
Distance (too far)	**5.36%**	3
No concern	**7.14%**	4
Other (please specify)	**5.36%**	3
Total Respondents: 56		

Q4 What type of project is your highest priority for improving walking, bicycling, and access to transit within this area? (Rank in the order of 1 to 5. 1 is the most important, while 5 is the least important).

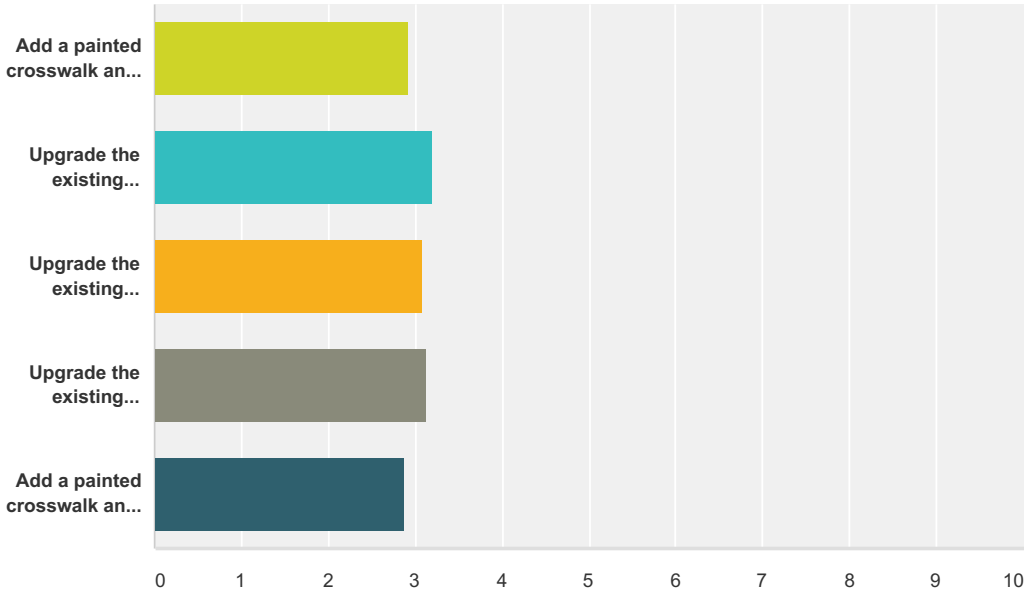
Answered: 54 Skipped: 5



	1	2	3	4	5	Total	Score
Improving existing crossings across US-26, or adding new crosswalks across US-26	**17.78%** 8	**13.33%** 6	**22.22%** 10	**26.67%** 12	**20.00%** 9	45	2.82
Adding or expanding shoulders on busy roadways (e.g. Welches Road, Barlow Trail Road)	**21.74%** 10	**39.13%** 18	**30.43%** 14	**4.35%** 2	**4.35%** 2	46	3.70
Building a multi-use path along US-26 to connect communities for walking and bicycling	**53.19%** 25	**23.40%** 11	**10.64%** 5	**10.64%** 5	**2.13%** 1	47	4.15
Improving signs, transit stops, and gateway signs that welcome people to the area	**6.25%** 3	**10.42%** 5	**22.92%** 11	**27.08%** 13	**33.33%** 16	48	2.29
Constructing Safe Routes to School projects that focus on improving walking and bicycling routes to Welches Elementary and Middle Schools.	**10.64%** 5	**12.77%** 6	**14.89%** 7	**23.40%** 11	**38.30%** 18	47	2.34

Q5 Several locations are being considered for added or upgraded roadway crossings. Please rank in the order of 1 to 5. (1 is the most important, while 5 is the least important).

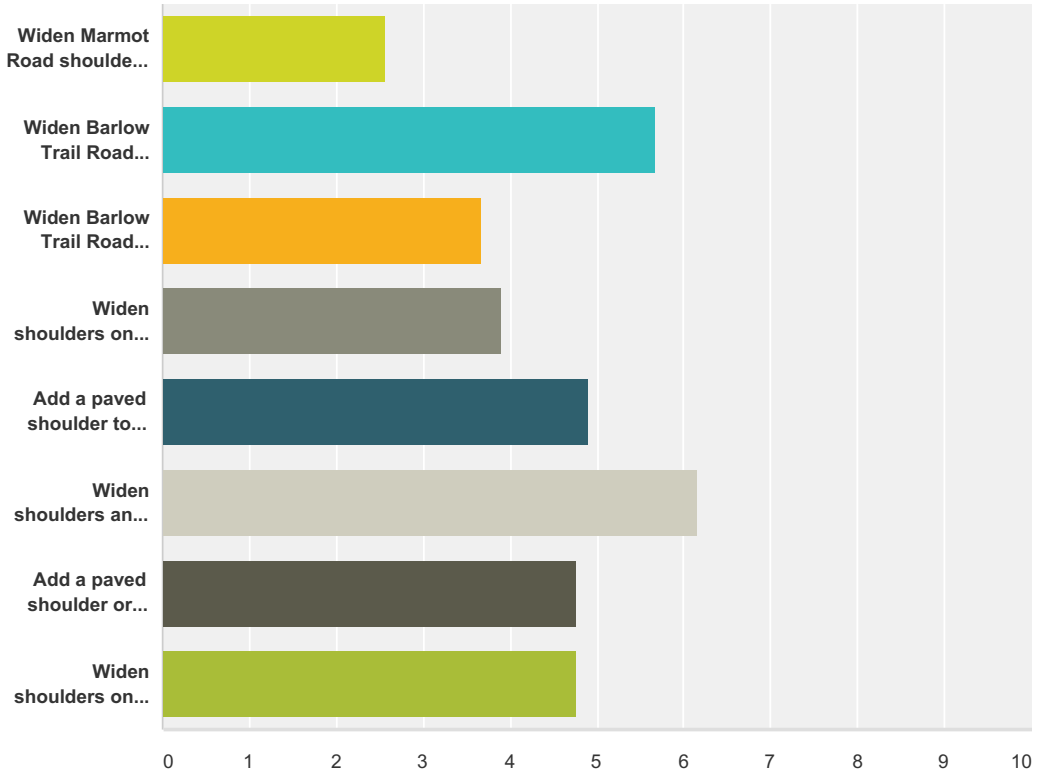
Answered: 41 Skipped: 18



	1	2	3	4	5	Total	Score
Add a painted crosswalk and a push-button activated flashing beacon across US-26 at Arrah Wanna Boulevard	**19.44%** 7	**13.89%** 5	**27.78%** 10	**16.67%** 6	**22.22%** 8	36	2.92
Upgrade the existing crossing on US-26 at Welches Road to comply with the Americans with Disabilities Act by relocating the crosswalk buttons to be accessible by wheelchair, and/or building sidewalks or curb-cuts for better access	**29.73%** 11	**18.92%** 7	**10.81%** 4	**21.62%** 8	**18.92%** 7	37	3.19
Upgrade the existing crossing of Welches Road at the Resort at the Mountain by adding advanced warning signs and a split beacon that warns drivers approaching from the south, where drivers have a limited view of the crossing	**21.62%** 8	**27.03%** 10	**13.51%** 5	**13.51%** 5	**24.32%** 9	37	3.08
Upgrade the existing crossing on US-26 at Salmon River Road by repainting the crosswalk and adding a push button activated flashing beacon	**21.05%** 8	**15.79%** 6	**28.95%** 11	**23.68%** 9	**10.53%** 4	38	3.13
Add a painted crosswalk and push-button activated flashing beacon across US 26 in Rhododendron next to Mt. Hood Express transit stops	**15.79%** 6	**23.68%** 9	**18.42%** 7	**18.42%** 7	**23.68%** 9	38	2.89

Q6 Several locations are proposed for potential improvements that add or expand shoulders on roadways for pedestrians and bicyclists. Please rank in the order of 1 to 8 as the most to least important. (Please note: Many of these roadway shoulder expansion projects are also included in the Clackamas County Transportation System Plan).

Answered: 35 Skipped: 24

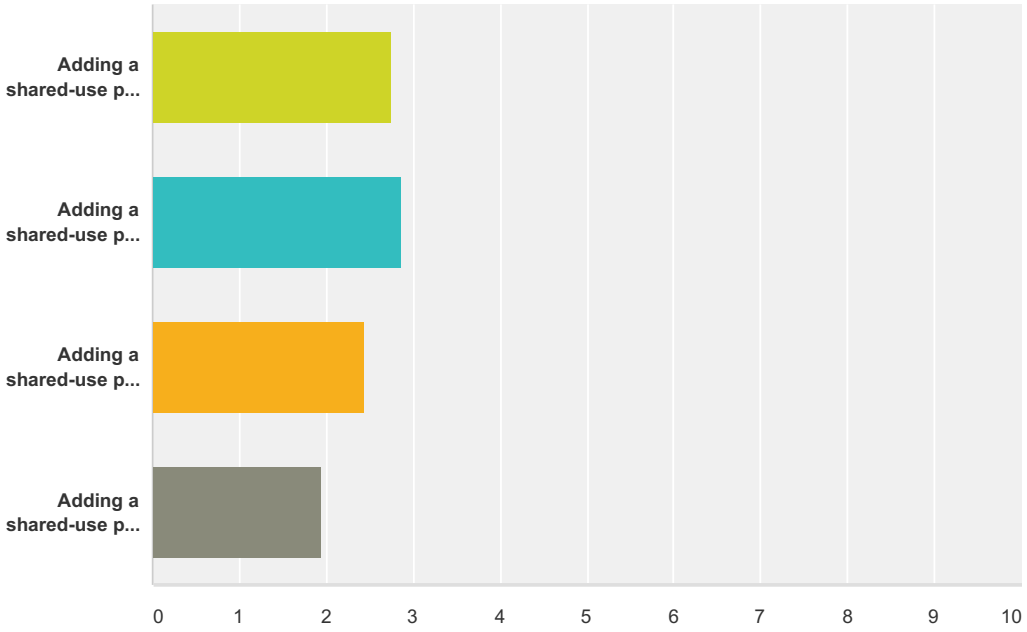


	1	2	3	4	5	6	7	8	Total	Score
Widen Marmot Road shoulders on each side from Big Sandy Dam Road to Barlow Trail Road	**3.57%** 1	**3.57%** 1	**3.57%** 1	**10.71%** 3	**7.14%** 2	**7.14%** 2	**14.29%** 4	**50.00%** 14	28	2.57
Widen Barlow Trail Road (designated as a principle active transportation route) shoulders on each side from Sleepy Hollow Road to Lolo Pass Road	**32.26%** 10	**12.90%** 4	**0.00%** 0	**19.35%** 6	**19.35%** 6	**12.90%** 4	**3.23%** 1	**0.00%** 0	31	5.68
Widen Barlow Trail Road (designated as a principle active transportation route) shoulders in key areas only (such as places where sight distance is limited, or where uphill climbs slow pedestrians and bicycles using the roadway)	**7.14%** 2	**3.57%** 1	**14.29%** 4	**3.57%** 1	**14.29%** 4	**25.00%** 7	**17.86%** 5	**14.29%** 4	28	3.68

Widen shoulders on smaller, local roads in Brightwood, including Coalman Road, Cherryville Road, and Brightwood Loop	**3.13%** 1	**15.63%** 5	**6.25%** 2	**12.50%** 4	**15.63%** 5	**9.38%** 3	**28.13%** 9	**9.38%** 3	32	3.91
Add a paved shoulder to each side of Arrah Wanna Boulevard from E Crystal Creek Road to US 26	**15.63%** 5	**15.63%** 5	**15.63%** 5	**6.25%** 2	**18.75%** 6	**9.38%** 3	**9.38%** 3	**9.38%** 3	32	4.91
Widen shoulders and/ or develop a shared use path on Welches Road between Fairway Avenue and Huckleberry Drive to US 26	**24.24%** 8	**27.27%** 9	**18.18%** 6	**15.15%** 5	**6.06%** 2	**3.03%** 1	**6.06%** 2	**0.00%** 0	33	6.15
Add a paved shoulder or path to Salmon River Road between US 26 and Fairway Avenue	**6.06%** 2	**12.12%** 4	**30.30%** 10	**15.15%** 5	**3.03%** 1	**15.15%** 5	**9.09%** 3	**9.09%** 3	33	4.76
Widen shoulders on Lolo Pass Road from US 26 to Muddy Fork Road	**16.13%** 5	**9.68%** 3	**12.90%** 4	**16.13%** 5	**16.13%** 5	**9.68%** 3	**9.68%** 3	**9.68%** 3	31	4.77

Q7 Shared use paths are proposed for several locations throughout the area. Please rank in the order of 1 to 4 as the most to least important.

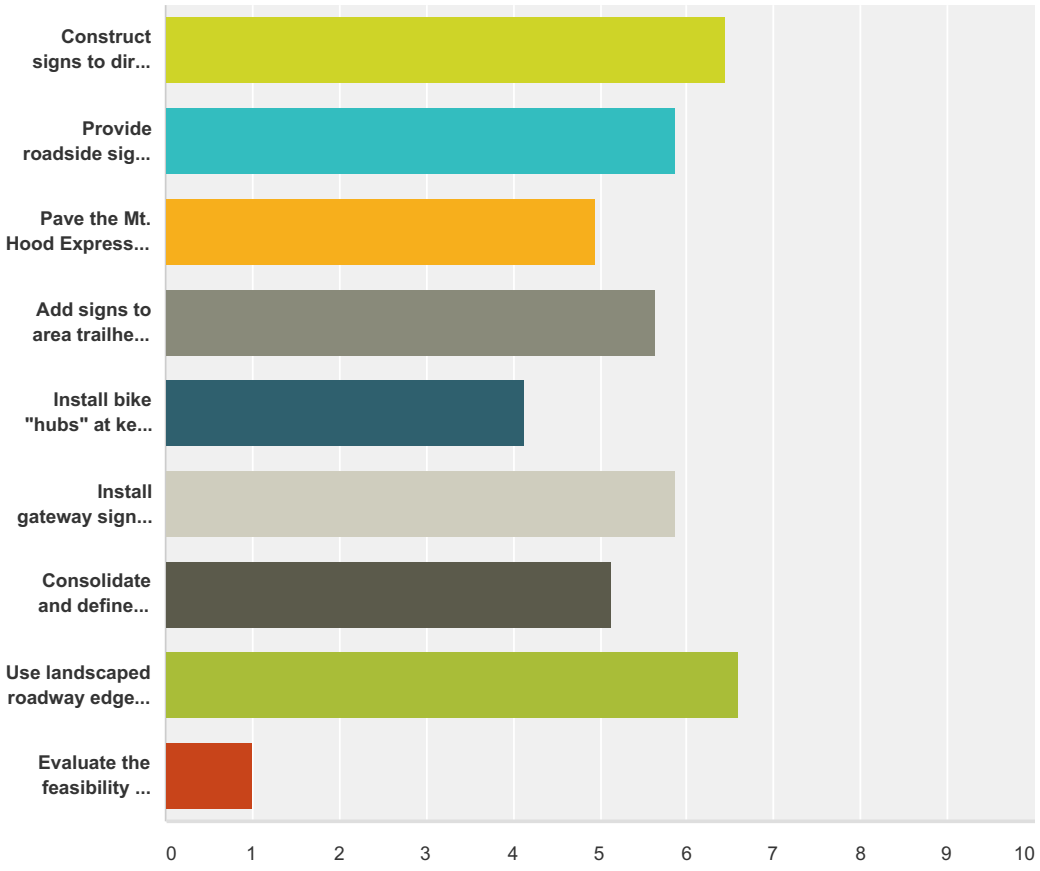
Answered: 34 Skipped: 25



	1	2	3	4	Total	Score
Adding a shared-use path on the north side of US-26 between Welches Road and Arrah Wanna Boulevard.	**24.24%** 8	**42.42%** 14	**18.18%** 6	**15.15%** 5	33	2.76
Adding a shared-use path on the south of US-26 between Salmon River Road and Wildwood Recreation Area.	**35.29%** 12	**26.47%** 9	**26.47%** 9	**11.76%** 4	34	2.85
Adding a shared-use path on the north side of US-26 between Salmon River Road and Lolo Pass Road.	**17.65%** 6	**23.53%** 8	**44.12%** 15	**14.71%** 5	34	2.44
Adding a shared-use path from the Mt. Hood Express transit stop in Rhododendron and the Pioneer Bridle Trailhead east of Rhododendron.	**21.21%** 7	**9.09%** 3	**12.12%** 4	**57.58%** 19	33	1.94

Q8 Area signs and improvements that provide information, facilities for transit riders, and traffic-calming features are proposed throughout the area. Please rank in the order of 1 to 8 according to what you think will provide the most safety and travel benefits for pedestrians and bicyclists.

Answered: 36 Skipped: 23

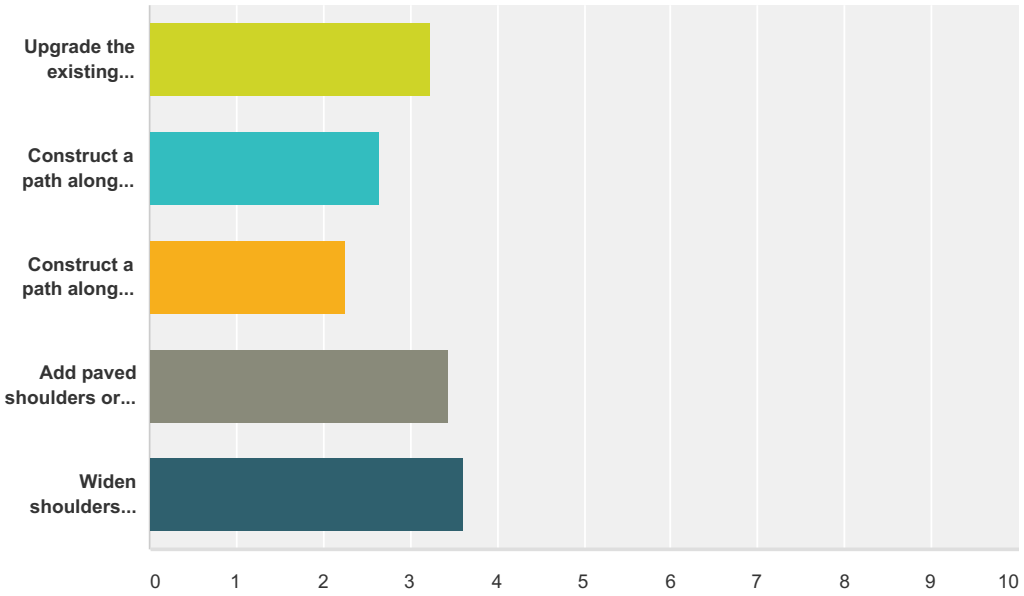


	1	2	3	4	5	6	7	8	9	Total	Score
Construct signs to direct bicycle riders and pedestrians to the existing undercrossing of US 26 in the vicinity of Country Club Road, off of Brightwood Loop Road	**25.81%** 8	**6.45%** 2	**19.35%** 6	**19.35%** 6	**9.68%** 3	**6.45%** 2	**9.68%** 3	**3.23%** 1	**0.00%** 0	31	6.45
Provide roadside signs to Mt. Hood Express Park and Ride locations	**3.23%** 1	**29.03%** 9	**12.90%** 4	**16.13%** 5	**9.68%** 3	**9.68%** 3	**12.90%** 4	**6.45%** 2	**0.00%** 0	31	5.87
Pave the Mt. Hood Express Park and Ride transit stops and parking at Welches Road and Salmon River Road	**12.90%** 4	**9.68%** 3	**9.68%** 3	**6.45%** 2	**6.45%** 2	**16.13%** 5	**19.35%** 6	**19.35%** 6	**0.00%** 0	31	4.94

Add signs to area trailheads and recreational opportunities	**12.50%** 4	**6.25%** 2	**15.63%** 5	**15.63%** 5	**21.88%** 7	**9.38%** 3	**12.50%** 4	**6.25%** 2	**0.00%** 0	32	5.63
Install bike "hubs" at key locations that provide recreation information, bike tools, and pump	**6.45%** 2	**3.23%** 1	**6.45%** 2	**6.45%** 2	**19.35%** 6	**12.90%** 4	**6.45%** 2	**38.71%** 12	**0.00%** 0	31	4.13
Install gateway signs in advance of Rhododendron in eastbound and westbound directions to alert drivers they are entering a community	**11.11%** 4	**16.67%** 6	**13.89%** 5	**16.67%** 6	**11.11%** 4	**16.67%** 6	**5.56%** 2	**8.33%** 3	**0.00%** 0	36	5.86
Consolidate and define driveways in Rhododendron to improve traffic safety	**6.25%** 2	**9.38%** 3	**15.63%** 5	**6.25%** 2	**15.63%** 5	**18.75%** 6	**25.00%** 8	**3.13%** 1	**0.00%** 0	32	5.13
Use landscaped roadway edges, decorative lighting, curb extensions, and other street beautification to define areas around roadway crossings so drivers are aware of pedestrians or bicyclists crossing	**29.41%** 10	**20.59%** 7	**8.82%** 3	**14.71%** 5	**2.94%** 1	**5.88%** 2	**5.88%** 2	**11.76%** 4	**0.00%** 0	34	6.59
Evaluate the feasibility of a fully paved shared-use path/ bike route between Rhododendron and Government Camp	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**0.00%** 0	**100.00%** 1	1	1.00

Q9 There are several proposed projects to increase the safety of children walking or bicycling to Welches Elementary and Middle Schools. Please rank in the order of 1 to 5 as the most to least important (Note: Some projects may have appeared in other categories).

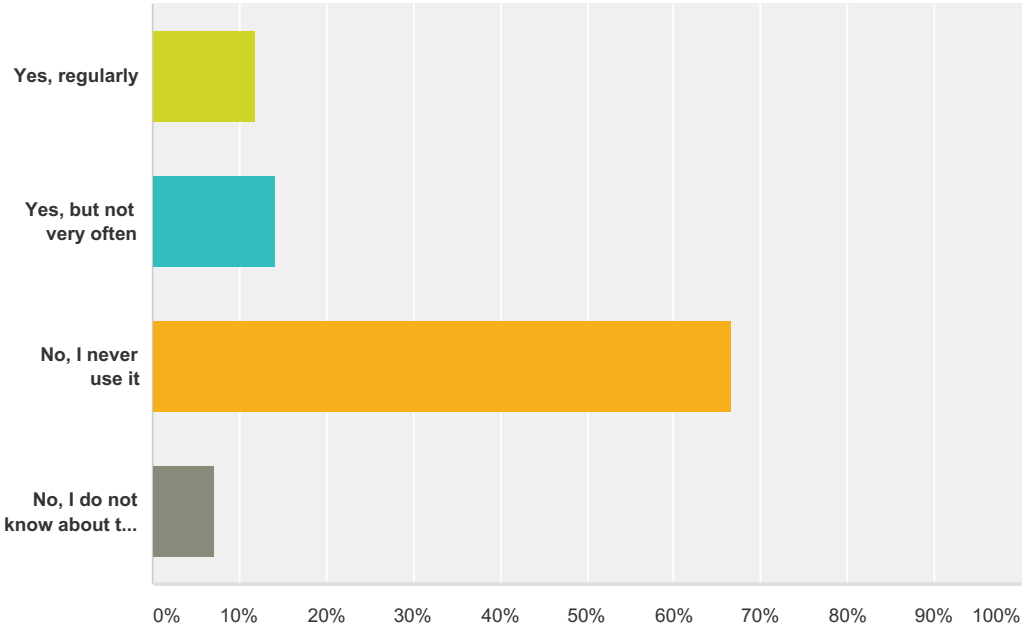
Answered: 35 Skipped: 24



	1	2	3	4	5	Total	Score
Upgrade the existing crossing on US 26 at Salmon River Road by repainting the crosswalk and adding a push-button activated rapid flashing beacon	**36.67%** 11	**6.67%** 2	**23.33%** 7	**10.00%** 3	**23.33%** 7	30	3.23
Construct a path along Huckleberry Drive to connect Welches Road to Woodsey Way	**13.79%** 4	**10.34%** 3	**24.14%** 7	**31.03%** 9	**20.69%** 6	29	2.66
Construct a path along Woodsey Way that connects to the sidewalk on Cedar Hill Terrace and add a crosswalk across Woodsey Way	**3.13%** 1	**15.63%** 5	**12.50%** 4	**40.63%** 13	**28.13%** 9	32	2.25
Add paved shoulders or a path to Salmon River Road between US 26 and Fairway Avenue	**20.59%** 7	**38.24%** 13	**14.71%** 5	**17.65%** 6	**8.82%** 3	34	3.44
Widen shoulders and/or develop a shared use path on Welches Road between Fairway Avenue and US 26	**29.41%** 10	**29.41%** 10	**26.47%** 9	**2.94%** 1	**11.76%** 4	34	3.62

Q10 Do you ride Mt. Hood Express transit service?

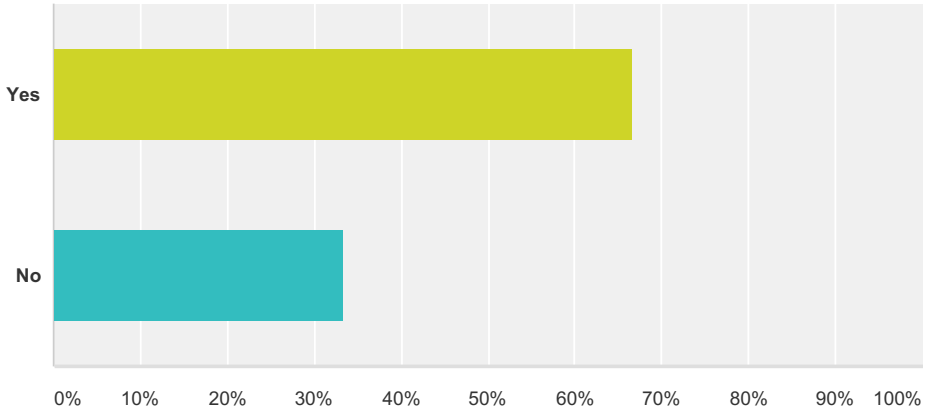
Answered: 42 Skipped: 17



Answer Choices	Responses	
Yes, regularly	**11.90%**	5
Yes, but not very often	**14.29%**	6
No, I never use it	**66.67%**	28
No, I do not know about the Mt. Hood Express Service	**7.14%**	3
Total		**42**

Q11 Would you walk or bicycle to a transit stop if you felt safer doing so?

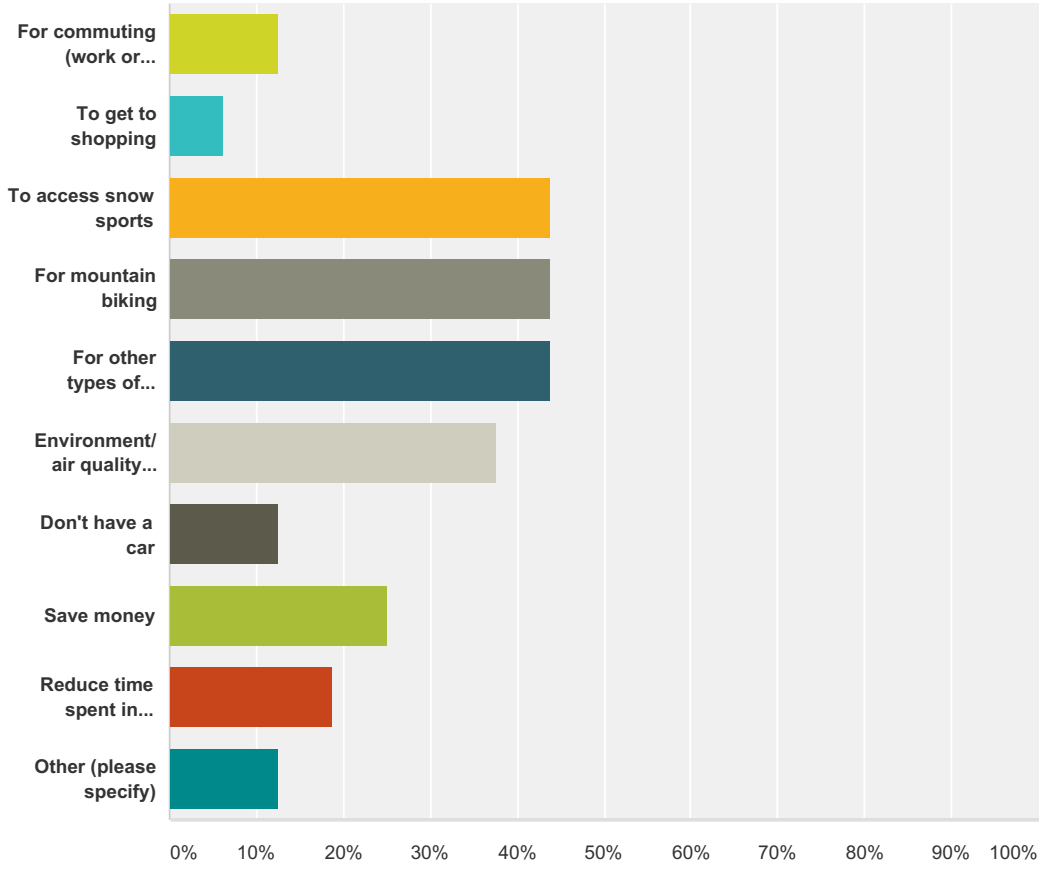
Answered: 42 Skipped: 17



Answer Choices	Responses	
Yes	**66.67%**	28
No	**33.33%**	14
Total		**42**

Q12 If you ride Mt. Hood express, please tell us why. Select all that apply.

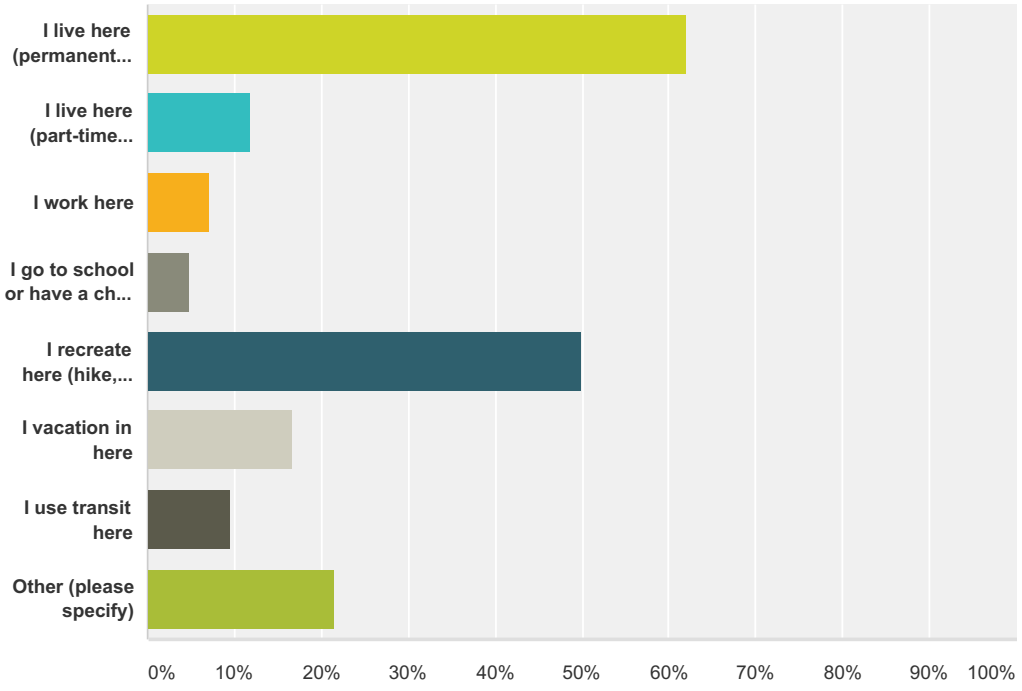
Answered: 16 Skipped: 43



Answer Choices	Responses	
For commuting (work or school)	**12.50%**	2
To get to shopping	**6.25%**	1
To access snow sports	**43.75%**	7
For mountain biking	**43.75%**	7
For other types of recreation	**43.75%**	7
Environment/ air quality benefits	**37.50%**	6
Don't have a car	**12.50%**	2
Save money	**25.00%**	4
Reduce time spent in traffic/car/finding parking	**18.75%**	3
Other (please specify)	**12.50%**	2
Total Respondents: 16		

Q13 Why are you interested in walking, bicycling, and transit improvements in this area? Select all that apply.

Answered: 42 Skipped: 17



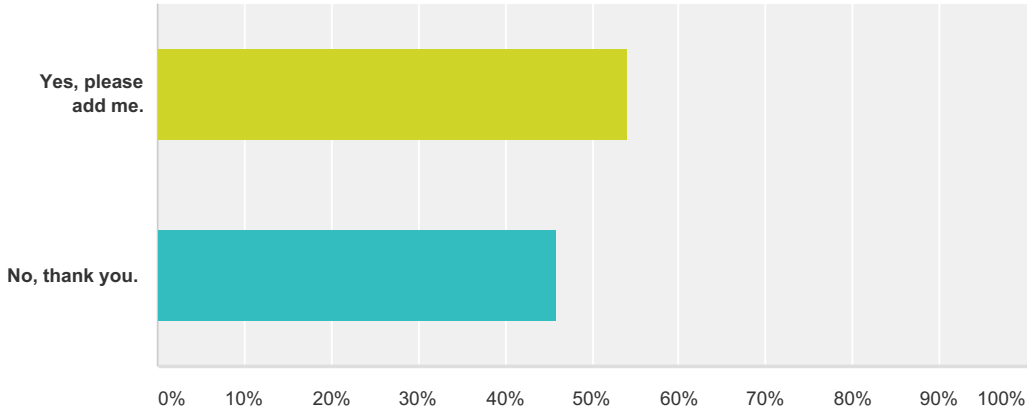
Answer Choices	Responses	
I live here (permanent resident)	**61.90%**	26
I live here (part-time resident)	**11.90%**	5
I work here	**7.14%**	3
I go to school or have a child who goes to school here	**4.76%**	2
I recreate here (hike, bike, ski, etc.)	**50.00%**	21
I vacation in here	**16.67%**	7
I use transit here	**9.52%**	4
Other (please specify)	**21.43%**	9
Total Respondents: 42		

Q14 Is there anything else the project team should know about walking and biking in this area?

Answered: 12 Skipped: 47

Q15 Do you want to be added to our mailing list?

Answered: 37 Skipped: 22



Answer Choices	Responses	
Yes, please add me.	**54.05%**	20
No, thank you.	**45.95%**	17
Total		**37**

Q16 Please enter your email address here. We will only contact you if you said 'Yes' to question 15.

Answered: 22 Skipped: 37

Answer Choices	Responses	
Name	**0.00%**	0
Company	**0.00%**	0
Address	**0.00%**	0
Address 2	**0.00%**	0
City/Town	**0.00%**	0
State/Province	**0.00%**	0
ZIP/Postal Code	**0.00%**	0
Country	**0.00%**	0
Email Address	**100.00%**	22
Phone Number	**0.00%**	0