



Department of Community Services

MULTNOMAH COUNTY OREGON

Land Use and Transportation Program

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February 17, 2009

Multnomah County wishes to express our thanks for the efforts expended by Mr. Nick Fortey, the FHWA, and members of the Cornelius Pass Road Safety Audit (RSA) team for their energy and objectivity in conducting the review.

The proposed safety improvements are welcome additions in our evaluation of the issues around driving this route. Staff reviewed the December 2008 report and offers our responses and actions taken towards those suggestions. As with most public demands and limited resources, the costs of the needed improvements to Cornelius Pass Road greatly exceed the financial resources available; the County appreciates the RSA team's recognition of this fact in evaluating achievable improvements. As such, we found the priority matrix used in this report very helpful in assisting us prioritize how to use our limited resources. To follow that structure, responses will be related directly to the recommendations and in the order of priority listed in the report.

The County's response includes the attached Recommendations-County Response Table (the Table). The Table provides the County's responses to the various issues addressed in the Audit in an easy to read and follow format.

The Table lists each respective item and the actions taken or to be taken and any associated cost, if known. Lastly, we will attempt to illustrate which elements we think can be achieved with existing resources, the proposed economic stimulus project, a project identified to be funded based upon the Governor's transportation plan and lastly, those elements which are beyond our foreseeable financial forecast.

Numerous County staff are involved in the development of this response, installation of already placed improvements and in identifying attainable goals. For coordination purposes however, the County's primary points of contact for this audit and this response are:

Mr. Kim Peoples
Road Services Manager
Multnomah County Land Use and Transportation Division

Mr. Brian Vincent
County Engineer
Multnomah County Land Use and Transportation Division

Copies of this response have been provided to the Cornelius Pass Road Task Force co-chaired by Oregon State Senator Betsy Johnson and Multnomah County Commissioner

Deborah Kafoury. We look forward to any assistance they may lend towards resolving any of the suggested improvements.

Executive Summary

- Multnomah County Land Use and Transportation Program concurs with all strategies proposed in the RSA which make Cornelius Pass Road safer, including those initiatives directed at improving the road network, making vehicles safer and changing road user behavior.
- We have already accomplished a number of strategies recommended in the report, including the application of a no-pass zone through the entire study area; the upgrade of street name signs and installation of advance intersection signs at key intersections; the update of the County's roadway cleaning policy to implement a semi-annual road maintenance schedule; and a speed zone review.
- We have committed to implementing proposed strategies that focus on improving the visibility and functionality of signage and lane markers; improving sight distance at key intersections; reducing pavement drop-offs; improving roadway delineation; minimizing vehicles crossing over the centerline; and aiding drivers in winter conditions.
- We are actively pursuing outside funding sources for proposed improvements to the road including the installation of additional roadside barriers, which may include guardrails; the addition of end treatments to fixed objects in the right-of-way; curve widening at selected locations; and the installation of a vehicle activated advance warning sign.
- A modification of the wireless communication system in the study area was also proposed to make emergency medical services more responsive to accidents and other emergency events.
- The strategies that have been identified in this report should be prioritized into short-, medium- and long-term activities. The prioritization process should incorporate realistic assessments on the timing of implementation, based on available funding.
- Multnomah County looks forward to ongoing coordination with, and the active participation of, the Cornelius Pass Road Task Force, Taija Bellwood Foundation, ODOT, the FHWA, Metro, Washington County, and other stakeholders to help promote an awareness of key road safety problems unique to, or most prevalent on, rural roads such as Cornelius Pass. These efforts will be key to developing strategies and initiatives region-wide to address the issues raised in the RSA.