



# CLACKAMAS COUNTY

## Pedestrian & Bikeway Advisory Committee

March 4, 2025 Meeting Agenda

Attendees: Joseph Edge, Bruce Parker, Dave Weber, Dick Weber, Emma Lugo, Kelli Grover, Mindy Montecucco, Del Scharffenberg

Destree Bascos and Geoff England (Steer) Mya Ganzer and Scott Hoelscher (Clackamas County)

---

### **6:30 p.m. – Welcome and Approval of Prior Meeting Minutes**

No quorum

### **7:28 p.m.**

Kelli: I motion

Dick: I second

Motion passes

### **6:35 p.m. – Public Comment**

No public comment in July

### **6:35 p.m. – Travel Options Action Plan – Steer Group**

I started working on this project in March of 2024, grant funded project, using a consultant team.

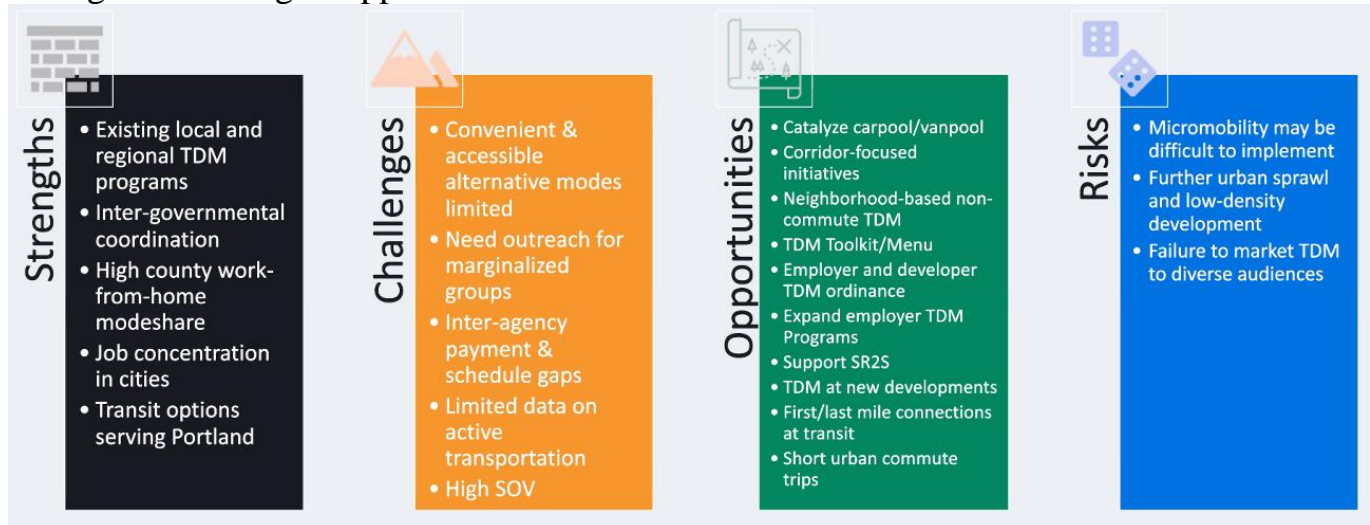
Oregon's Transportation Planning Rule, Statewide Planning Goal 12. Transportation Planning Rule updated in 2024, required to include Transportation Options

Project outcomes: ClackCo Travel Options (TO) Action Plane. In the plan it will have a TDM strategy toolbox, recommendations and strategies for TDM (Transportation Demand Management), and a framework to establish partnerships. Implement one or two near-term TDM activities.

# Project Timeline



## Strengths Challenges Opportunities Risk



Key strengths: intergovernmental coordination and existing regional programs

Key challenges: data gaps and diversity in community type (urban, suburban, rural)

Roughly half of Clackamas County has commutes under 10 miles

TDM examples: education around alternative modes, transit pass programs, last mile shuttles, vanpool programs, parking policies

Dave: Efficacy comes to mind here, a lot of these are great for urban areas, my company gives transit passes, but only 10% use. Could you speak to the actual use in areas with the geographic diversity and dispersion of Clackamas County?

Destree: we need to build diverse options so it comes together, we can also pilot a program to figure out what works in what areas, and what will work, and what wont.

Geoff: We don't have that answer now, but we need community input to determine what is needed and what works. We need programs like this to be promoted and educated so that they can use alternative options.

Dave: when I lived in LA they used disincentives to encourage people to carpool/bus. I don't know the answer to if there are any disincentives or incentives. The last mile is the most important.

### **What challenges or barriers do you face as a bicyclist or pedestrian?**

Dave: Safe Routes, connections are hard, and I live far away from transit, 213 has wide shoulders but not all are good or safe

Emma: As a pedestrian there are some barriers to access such as a lack of sidewalks, narrow and blind curves with no sidewalks and lack of crosswalks

Bruce: Safety, most of the County is rural and lacks sidewalks or bike lanes.

Dave: bike lanes by Oregon City high school because the students use it because there's no sidewalks. Rural areas are a major barrier. Cars take up the lane.

Bruce: no sidewalks, bike lanes, or shoulders. The urban area is built up but doesn't have these facilities either. No sidewalks in Canby, fighting history or urbanization and poor planning

Joseph: Truth to what Dave and Bruce are saying, I live in the unincorporated area, there's not a lot of rights-of-way to create separate and safe facilities. The city of Milwaukie has created multi-way paths. We need a comprehensive network of neighborhood greenways (aka shared streets) low stress shared streets, diverting car traffic and encouraging low traffic volumes. The key to this working is being a comprehensive network, which is challenging with a fracture's street grid. Right now, you have to go out of the way to create connections, we need to create low stress connections, and it is hard to navigate if you are staying off of high street facilities. We need to focus our investments on creating separate connections at high stress connections, and then wayfinding to low stress streets. We need to make key investments on high street connections and then invest in diversions to low stress streets.

Kelli: I think Joseph makes an excellent point - this can also apply to rural areas - Cazadero Trail

### **What would encourage you or others to use a bicycle, walk, or try other options?**

Dave: We already have a great incentive at our office. We have a locker room, showers and secure bike parking.

Emma: Better public transportation, light rail extending into Clackamas county, more sidewalks and walking options

Joseph: safe/high quality bicycle facilities with direct access to businesses and other key destinations

Scott: how safe is bike parking in the County?

Dave: safe bike parking is limited; there's not a lot of options. It's difficult to use the decorative bike parking facilities as well. I have had a bike stolen.

Dick: and stores won't let you bring the bike inside.

Joseph: getting across the parking lot with the bike can be a deterrent as well, especially at the regional center.

Emma: Also, public messaging from the city and county encouraging walking and biking.

Geoff: is there much visibility to cycle in the County?

Dave: there is a message on some billboards

Emma: putting stuff on the side of buses, public leaders like county and city commissioners encouraged people to bike and walk and host awareness events. Encouraging PS announcements on radio and TV.

Mindy: Identifying lower stress bike routes for connecting between communities in rural areas. (Canby- Oregon City- Molalla, etc.) Quieter side roads that might have less and slower traffic can be great options. As more and more people use electric bikes, the average bike rider will likely ride greater distances for more utilitarian daily tasks (i.e. work, shopping, etc.) Start outreach in the schools. Kids teach their parents.

Scott: Mindy brings up e-bikes, education needed rules of the road, use, and other e-bike factors. Observationally, no data, but we notice more e-bikes are on the road right now.

**What travel options strategies are available?**

**Bonus: Are there specific places that are hard to get around?**

Highway 99E past Oregon City, Linn Rd Oregon City, Redland Rd in Oregon City.

**What is good to get around on?**

General consensus about the Trolley Trail.

Emma: New sidewalks on McLoughlin all the way from Milwaukie to Oregon City are nice.

Joseph: the MUP paths are great, but there are not great on-street facilities or connections to residents, commercial, business areas etc. there is no connected network. McLoughlin only has a paint buffer which is scary to bike on unprotected. McLoughlin needs to consolidate access points.

Mindy: Clackamas county significantly lags behind other nearby counties.

Scott: there is a live survey. We are doing public engagement right now, and all this input will feed us in to draft recommendations, which we will bring to the committee, and then it will be off for a pilot.

**7:28 p.m. – Oregon State Park E-Bike Rules and Legislative Updates – Scott Hoelscher, Clackamas County**

SB471 has been dropped that was supposed to ban Class 3 e-bikes.

OPRD is updating rules, e-bikes allowed currently on path of 8-foot wide and beaches that allow motor vehicle access.

New rules for e-bikes are open for public comment, e-bikes are now allowed in more places than the past, done away with the 8-foot rules, e-bikes given the same rules as regular bikes when it comes to what trails they can go on. Would allow e-bikes outside of where cars are allowed, only allowed on wet sand and paths, restricted in snowy plover areas (where no bikes are allowed anyways).

Bruce: another key rule, if the e-bike does not fit one of the 3 classes of e-bike then it is considered a motor vehicle.

Del: Here is the bikeportland link to what is being discussed:

<https://bikeportland.org/2025/03/03/proposed-rules-would-expand-e-bike-access-on-oregon-state-park-roads-trails-and-beaches-393035>

Scott: I will share the public comment link and link to the rules in the next-day email.

Deadline: April 1<sup>st</sup>

Bruce: I personally support these rules, but I do not believe that the committee has time to draft a letter and vote on it.

Dave: I think we could individually respond, since this is what we support, and we don't necessarily need to respond.

Bruce: I agree

**7:35 p.m. – Cazadero Trail – Mya Ganzer, Clackamas County**

The meeting was organized by OPRD and attended by City of Estacada, Clackamas County Planning, Clackamas County Parks, OPRD, Metro, PGE

Metro has recently acquired old Salvation Army property, potential connection by deep creek.

Cazadero in City of Estacada Parks Plan, which they will be updating soon. Potential to connect the Cazadero to the city's Lakeshore Trail.

Clackamas Parks does not have funding for taking on the trail at this time, however currently drafting the Scope of Work for the County's Park System Plan, could lead to conversation about Public Funding for Parks.

The most difficult connection is over Eagle Creek (Dick Weber echoed this). Connecting to Barton or Estacada also worthwhile, PGE will be pulling in gravel for some sections for tower replacement.

Biggest issue is funding, capital funds are easier to get than operational funds. OPRD will pull together examples of Joint Management Agreements, showing how the burden can be shared jurisdictionally.

ODOT is repaving Hwy 224 (on short list) which may be able to fold in Cazadero paving.

General consensus the trail should be paved, not gravel.

This group will reconvene in October.

Kelli: is the trail currently all public access?

Mya: the land is public, but some parts can only be accessed through private property.

**7:45 p.m. – Online Bicycle Map – Scott Hoelscher, Clackamas County**

Tech issues on the bike map, so this is getting moved to April. The tool is a public comment portion of the map, and you can leave comments on where and what improvements are needed. Where there are gaps in the system, this can help create an important database for future funding. I'll share this in April.

**7:50 p.m. – Hot Spots | Project Updates | Open Discussion | Recruitment Update | I-205 MUP Alternatives Analysis**

Scott: with the walk bike plan, going through the adoption process, going before the Planning Commission and BCC. There will be hearing dates, to provide testimony.

Planning Commission Hearing Date: 4/14/25 6:30 pm

Board of County Commissioners' Hearing Date: 5/13/25 11:00 am

Will give an overview at the April meeting.

**7:51 p.m. - Adjourn**

Dick Weber: motion to adjourn

Kelli Grover: Seconded

Adjourned.

Staff Liaisons: Scott Hoelscher • Senior Transportation Planner • Dept. of Transportation & Development (503) 742-4533 • [scotthoe@clackamas.us](mailto:scotthoe@clackamas.us) | Mya Ganzer • Planner 1 • Dept. of Transportation & Development (503) 742-4520 • [mganzer@clackamas.us](mailto:mganzer@clackamas.us)