



CLACKAMAS COUNTY

Pedestrian & Bikeway Advisory Committee

Meeting Minutes

Tuesday, September 6, 2022

Hybrid Meeting Held at Clackamas County Development Services Building
(150 Beavercreek Rd, Oregon City, OR 97045) Room 301 & Remotely via Zoom
<http://www.clackamas.us/engineering/pbac.html>

6:30 p.m. – Welcome

Bruce Parker, Dick Weber, Pete Ihrig, Steve Adams, Hans Tschersich, Dave Weber, Kenath Sponsel, Mindy Montecucco

Staff: Scott Hoelscher – Engineering Division (ED), Brett Setterfield – ED

Representatives: Rachel Haukkala – WSP, Gareth Prior – ODOT, Gregory Mallon – WSP, Thelma Haggenmiller – Friends of the Trolley Trail

Members of the Public: Sarah Quay

6:30 p.m. – Approval of August Minutes

Dick made a motion to approve, Pete seconded and the motion passed unanimously.

6:35 p.m. – Public Comment

Thelma said they had a very successful Trolley Trail Festival in July, the striping has been done by the County, and the question we heard most was how to slow down the bikers on the trail. At their next meeting they'll be discussing adding chicanes to the trail. Hans added that it might work to separate the trail indicating pedestrians and bicyclists. Kenath said that a lower bicyclist speed might work in specific instances, such as 10 mph when passing a pedestrian. Bruce asked Mindy (who is the chair of the Canby Bike/Ped Committee) to send the verbiage they used about different user groups on the Canby Logging Rd.

6:45 p.m. – I-205 Tolling

Gareth gave a presentation on the I-205 Tolling project with the help of Gregory and Rachel. He showed a map of the Portland Metropolitan area with the ODOT projects on I-5, I-205 and a few other local highways. He discussed how tolling is designed to help with the seismic upgrades of the Abernathy Bridge between West Linn and Oregon City, and it will be all electronic, no stopping.

Rachel went over the multimodal analysis results showing the areas where pedestrian and transit Level of Service will be improved, and where it will be worsened. They provided a table

outlining pedestrian/bicycle mobility and safety mitigation strategies such as traffic calming and bike lanes, as well as the cost range for each strategy.

Pete said he'd like to see an extension of the I-205 bike path at least down to Willamette Falls as there currently isn't a safe route for bikes, particularly over the Oregon City Arch Bridge and the increased traffic from this project, Mindy, Kenath and Dave agreed. Garett said the modeling doesn't show a large increase in level of stress or service over the Arch Bridge because that area already has high traffic impacts. Pete said the City of West Linn has plans for bike lanes along Hwy 43, but not sure when and where exactly those will be implemented. But this project will definitely increase traffic and those bike lane updates should be incorporated in this project. Mindy added that the roads impacted are some of the main biking routes, and they're not adequate currently and this will only impact that more. Garett said that's why the bike/ped bridge is on the ODOT map and they're working with the cities to make that happen in the future. Steve said he always had safety concerns riding along Willamette Falls Dr and the Arch Bridge.

Garett mentioned the Borland Rd impact that currently looks like Level of Service for pedestrians will be worsened and that they've heard there aren't many pedestrians there right now and questioned if they should be focusing on that, and asked the group their thoughts. Bruce said if there aren't sufficient pedestrian accommodations, you aren't going to see a lot of pedestrians. Kenath said when there's limited roadway width and a bike lane needs to be removed, prioritize the uphill portions and remove it on the downhill portion of the road as it's easier for bicyclists to get higher speeds and less impact on car traffic, and Steve agreed. Pete said there are green and white stripes that define the bike lane quite noticeably at an intersection of Terwilliger and I-5 on the onramp, and that is at least something that can help. Garett agreed and said paint is a cheap solution.

Bruce asked about the map that shows improved travel time between Canby and Oregon City from the Transit Analysis Results. Rachel and Garett said that's specific to the northbound AM peak, and the analysis indicates that people will choose to stay on the toll road and avoid 99E, meaning less congestion. Bruce added there could be bicycle and pedestrian improvements along 99E as it's currently quite dangerous to bike or walk along that roadway. Mindy says the truck traffic along 99E has increased quite dramatically, and to ensure that has been incorporated into this analysis.

Garett provided a timeline of the potential project implementation, with the earliest tolling starting near the end of 2024. He asked the group to contact them if they have any questions moving forward.

Dick made a comment about the \$2.40 cost for crossing a single tolling spot, and with there being two tolling locations, that's almost \$5 one way. Bruce agreed that the daily commuter cost would be almost \$10 per day.

7:50 p.m. – Hot Spots Update

Scott went over several hot spots that the committee has submitted and discussed at previous meetings. The five he went over were:

- 17th Ave & McLoughlin Blvd – adding “slow down” paint on the sidewalk several feet before the blind corner to encourage bicyclists to lower speed and avoid conflict.

- Clackamas River Dr between Oregon City limits and Carver Bridge – adding “Bicyclists on Road” signs throughout the corridor.
- SE East Ave – utility poles in center of sidewalk. Ken mentioned making this street an Advisory Bike Lane, and Scott said that was a good idea and he’ll look into for the Bike/Walk Clackamas Plan
- Canby Marquam Hwy – adding signage for drivers reading “bikes on roadway” where the bike lane narrows on the uphill turn.
- Courtney Ave & McLoughlin – adding ladder striping between where the bike lane ends and the intersection. Looking to add this to the larger Courtney Ave Complete Streets project on the other side of McLoughlin, scheduled to begin in 2025.

Dick asked about potential repaving of 142nd just north of Hwy 212 since that roadway is quite rough, and Scott said he’d look into and get back to the group.

Pete said underage kids using electric motorcycles are riding on the curb going 15-18 mph without having to pedal, just using a throttle. They’re heavy and he sees them becoming an issue.

8:05 p.m. – Adjourn

Dick made a motion to adjourn, Mindy seconded and the motion passed unanimously.