



# CLACKAMAS COUNTY

## Pedestrian & Bikeway Advisory Committee

Sept 3, 2024 Minutes

### Attendees

County Staff: Karen Buehrig, Anthony De Simone, and Mya Ganzer

Committee Members: Pete Ihrig, Joseph Edge, Dale, Dave Weber, Del Scharffenberg

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### 6:35 p.m. – Welcome and Approval of June 2024 Minutes

Quorum not reached

### 6:35 p.m. – Public Comment – Committee

### 6:40 p.m. – Safe Routes to School Grant: Oak Grove Crosswalks – County Staff

Karen introduces herself, Anthony joins her to discuss projects Scott is working on.

Safe Routes is a biannual grant, County has previously earned two large grants.

Currently aiming for 2025/2026 funding year.

Oak Grove and View Ridge elementary, both applied. Oak Grove was the highest scoring, so county applied just for a Safe Routes grant for that project.

Enhanced crossings at key intersections near the elementary school, Courtney and River rd, curb bulb out ramps, connects to existing Complete Streets program.

RRFBs at Oak Grove and Arista

Close to New Urban high school, and will also benefit this school

Project cost is around \$900,000

Letter of support provided by multiple agencies, including PBAC

Review of application this fall, ODOT may come back for additional information.

Will know on January 2025, funds available in the spring.

### 6:45 p.m. – Walk Bike Clackamas Plan– County Staff

Scott was finalizing public engagement for the program. Here is a summary of the outreach.

Discussion will follow after this. Summary of takeaways – safety top priority, large loop trails, Concord Rd, and OGLO project also stuck out in the surveys.

The surveys were based on areas in the County, to see what different areas of the county prioritize.

OGLO was put aside due to community concerns, specifically in Lake Oswego.

Around ~500 unique IP addresses, high turnout. High level of turnout in the southern area of the county, which includes Clackamas County.

Some respondents were from non-Clackamas County areas, perhaps for people who work in the County, but most respondents responded in and live in the county.

Largest age groups in respondents were 35 – 54.

New programs, survey respondents indicated promotion of safe options is highest priority.

Safety spot studies another significant interest.

Bike share did not have significant interest.

Clackamas Town Center area more interested in illegal parking and bike lane awareness compared to the county average.

NOTE

East county concerned about hot spots.

Project prioritization preference. Scaled for the amount of the projects, tier 1 were the only ones included, however people wrote in tier 2 and 3 projects.

Top ranked projects were in the more urban areas.

In the Northwest people are interested in Willamette River Greenway (county line to Lake Oswego) project and OGLO project (bridge)

In the East County, Cazadero garnered the most interest.

In the South, Leland Rd paved shoulders

McLoughlin, Oatfield Rd biked facilities and projects or OR-99E garnered significant interest.

CTC area has a lot of interest in extensions of MUP and loop trails.

Joseph: was there any information gleaned from the small amount of Spanish speaking respondents, or other demographics?

Anthony: not yet but that is something we can take a look at.

Joseph: that would be interesting to see, what various demographics values and want to see in the County. CTC is very densely populated, if we got significant responses from different communities, we may see different priorities. It'd be worthwhile to see what these opinions are, and how we can reach groups that are not represented and address their priorities. Based on the new TSP rules, do you see some of these projects raising up to a higher priority?

Karen: we will be updating the TSP, selecting a consultant come this fall, these surveys will be used as inputs. We will be doing an equity analysis, and partnering with public health to ensure that engagement is more equitable and have connections to a community group. Developing an equitable engagement framework that is designed specifically to Clackamas County. This will be used in addition to the inputs from the Walk Bike Plan survey and those inputs.

Del: trestle between Milwaukie and lake Oswego is damaged and cannot be used for rail, could it be used for OGLO?

Karen: it can be challenging to work with the rail road, so they will have to do an assessment on if they are going to continue to use it or decommission it.

Anthony: going over organic inputs, OGLO called out, as well as Willamette Dr. In the East area, Welches stood out, however the Tier 1 projects in the area were not prioritized, we should go back and see what people are seeing.

In the south area, areas within the OC city limits, stood out, which we can call out to our partners in Oregon City. McLoughlin area, areas around Concord and Oatfield stood out,

should get moved to tier 1, as well as areas around the Safe Routes to school grant. View Acres is a hotspot, may revisit as a safe route to school grant because there are community concerns.

CTC has less “hot” hotspots, sunrise area crossing are called out, likely do to unsafe crossings.

Joseph: Walk Bike Clackamas Plan, first update in 20 years, focus area, west of I-205, most dense unincorporated area of the county, and also only area within the UGB not covered by an UGMA. Network planning is hard in more fractured or less dense areas of the county. Essential pedestrian network overlayed with existing sidewalks, not significant overlap or infrastructure, significant portions of the plan have not been built out. Shared street network, may be a good substitute for sidewalks, rethinking how we build out the pedestrian network. The plan touches a lot of the existing bikeways, and planned bikeways. Shared street network is complimentary to the bikeway network and will create key connections.

Ambition vs capacity.

We do not have substantial resources.

Sidewalks are built out as a part of subdivisions, but rarely benefit the greater good. The fee in lieu of construction, may allow development that benefits more of the community on more local streets.

These areas of high density tend to have older and less developed infrastructure, important to consider where we invest and who will benefit.

Lower income is concentrated around high traffic and high-density areas, are out projects serving these communities?

Geographic barriers: railroads, highways, etc. create islands with limited crossing points. The crossings tend to be high stress and high traffic, targeted improvements or additional crossings to increase safety and ease of travel.

Should take inspiration from Portland’s neighborhood greenway network.

Additional connections on Walk Bike plan (prioritize)

CC-75

CC-38, segments north of Oak Grove Blvd.

Lamphier Shared Street, extend to Linwood Avenue, would connect to Milwaukie’s improved street.

P8 (CCATP)

Mix of Tier 1 and 2, aligns with shared street proposal on Oetkin.

Not expressed all the way in the project list, the route turns away from highest density population area. New connection from Thiessen to Oetkin. Maple, another good connection, can connect to trolley trail and river rd. Emphasis for connections.

NOTE

Karen: we can forward this to Scott and include as a final element of our public engagement. We will be doing more summary and analysis of the draft plan.

Final draft plan will go through planning commission and then being adopted into the comprehensive plan. TSP update will go over specific updates that need to happen to make plan happen

Scott will be back to carry it across the finish line.

Joseph: I am curious since we couldn't prioritize the Tier 2 or 3, was a bit of a missed opportunity in survey? Since we can't a formal recommendation, I would like to emphasize that we want various projects prioritized, not just tier 1

Karen: once we get the plan, will be another opportunity for a formal letter from PBAC.

Joseph: do we want a October meeting?

Karen: One thing happening in October is the regional flexible source funding

Letter of support, have time to speak in November meeting. Travel options plan can also meet in November.

Trimet will also come in November.

Will we meet on election night or following Tuesday?

**8:00 p.m. - Adjourn**

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