

July 26, 2023

# Walk Bike Clackamas Plan

## WBAC Meeting #3

**Objectives:** Share findings from gaps & deficiencies analysis, describe the project ID process, present project opportunities, & discuss prioritization framework.

*Photo credit: NelsonWygard*

# Agenda

- 1 Welcome & Updates – 10 min**
- 2 Work Completed – 20 min**
- 3 Prioritization Framework & Project Identification – 45 min**
- 4 Public comment – 10 min**
- 5 Next steps – 5 min**



*Photo credit: NelsonNygaard*

# Welcome & Updates

We would like to acknowledge that Clackamas County sits on the **traditional lands and waterways** of the Clackamas, Chinook Bands, Kalapuya, Kathlamet, Molalla, Multnomah, Tualatin, Tumwater, Wasco and many other tribes of the Willamette Valley and Western Oregon. We thank those who have connection to this land and serve as stewards and commit to ensuring our ecosystem stays balanced and healthy by way of the work we are doing in this plan.



# In the chat...

- Name, pronouns, title
- Share one thing **you learned or you have questions about** among the materials we sent in advance



# Today's presenters:

## Clackamas County

- Scott Hoelscher, County



## Nelson\Nygaard

- Jeri Stroupe, Project Manager



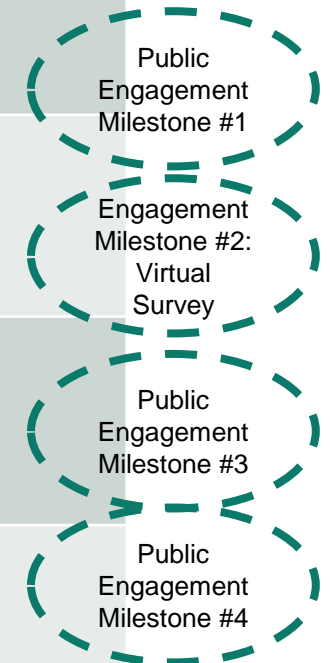
## Toole Design

- Kerry Aszklar, Deputy Project Manager



# WBAC & Public Engagement Milestones

WBAC Meeting	Date	Share	Related Deliverables
#1	October '22	Project Kickoff and Existing Conditions and Needs	<ul style="list-style-type: none"> <li>TM #2: County Baseline Health Conditions</li> <li>TM #3: Current Plans</li> <li>TM #4: Existing Conditions Analysis</li> </ul>
#2	February '23	Goals and Performance Measures	<ul style="list-style-type: none"> <li>TM #5: Goals, Objectives, Policies and Performance Measures</li> <li>TM #6: Supportive Programs</li> <li>TM #7: Slow Streets Network</li> </ul>
#3	July '23	Review Gaps and Network Priorities	<ul style="list-style-type: none"> <li>TM #8: Gaps and Deficiencies Analysis</li> <li>TM #9: Project Prioritization Methodology</li> <li>TM #10: Project Identification</li> <li>TM #11: Project Recommendations</li> </ul>
#4	October '23	Review Draft Walk Bike Clackamas Plan and Next Steps	<ul style="list-style-type: none"> <li>TM #12: Draft Zoning Ordinance and Comp Plan Compliance</li> <li>Preliminary Draft Walk Bike Clackamas Plan</li> </ul>



# Anticipated Project Outcomes



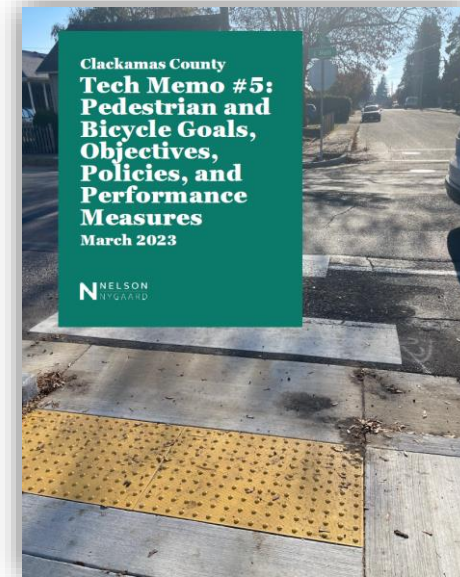
- Pedestrian & Bicycle Projects
  - 3 priority tiers (high, medium, low)
- Shared Streets Program Recommendations
- Facility Design Toolkit
- Performance Measures
- Policy and Program Priorities

**Work Completed**



# Since we last met...

- Updated and finalized goals
  - Separated Safety and Accessibility into separate goals
- Finalized program recommendations
  - Added events, campaigns, and programs to support mode shift
- Updated Shared Streets Network
- Conducted gaps and deficiencies analysis
- Met with Agency Partners
- Developed a prioritization methodology
- Developed an approach to project identification



*Final WBC Goals & Performance Measures*

Table 1. Summary of Potential Programs and Implementation Needs

Potential Programs	County Role	Partners	Level of Effort	County Staff Capacity	Level of Impact	WBAC Support**	
Events	Open Street Events	Lead/Support	Nonprofits	Medium-High	+ 1/2 FTE	High	High
	School Zone Safety Campaign	Lead	Local agencies and nonprofits	Low	May require additional FTE*	Medium	High
Campaigns	No Parking in Bike Lane Campaign	Lead	Local agencies and nonprofits	Low	May require additional FTE*	Low	Medium
	Bicycle-Friendly Driver Campaign	Lead	Local agencies and nonprofits	Low	May require additional FTE*	Low	Medium
Mode Shift	Micromobility program	Lead/Support	Metro, local agencies	High	+2 FTE	Medium	Low
	Bicycle and Pedestrian County Program	Lead	Metro, local agencies	Medium-High	+ ½ FTE	High	n/a***

\*If all campaigns are implemented, one full time employee would potentially be needed to handle all three campaigns.

\*\*As indicated from committee members in the February 8 WBAC meeting.

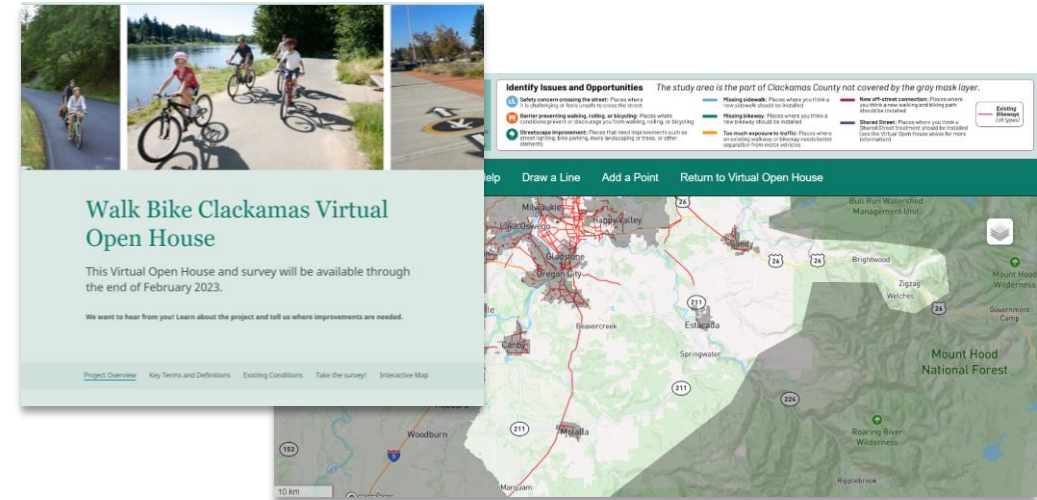
\*\*\*Program was added after the WBAC meeting, and therefore committee members did not have the opportunity to express their feedback.

*Pedestrian & Bicycle Supportive Programs*



# Stakeholder engagement update

- 2 of 4 Walk Bike Advisory Committee (WBAC) meetings
  - October 2022 and February 2023
- 2 of 4 engagement milestones: 1) Community Conversations; 2) Interactive mapping survey
  - 50 in-person participants
  - 265 online participants
  - 270 ideas submitted to the online map
  - More than 1,000 open ended comments submitted



# Themes from Engagement

## *Public feedback*

- People avoid walking and biking due to **lack of infrastructure** and **safety risks** from proximity to high speed/volume vehicle traffic
- Need more **sidewalks, protected bike lanes, and improved crossings**
- Strong support for **Safety, Connections, & Health** goals
- Support for **Shared Streets** if implemented thoughtfully

## *WBAC*

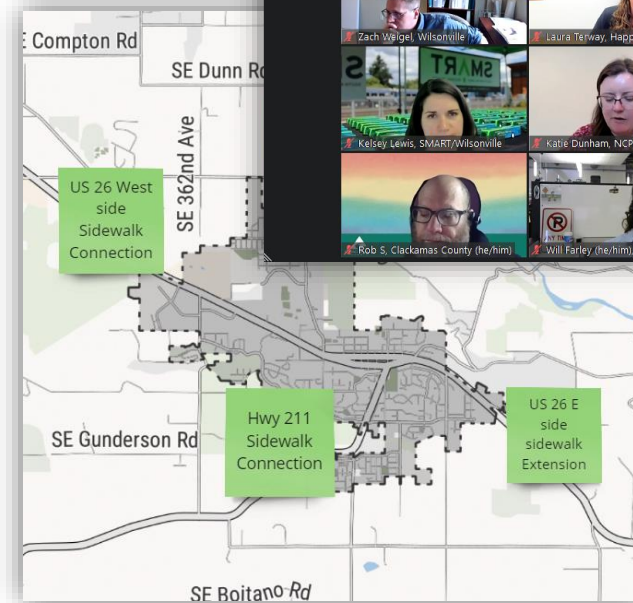
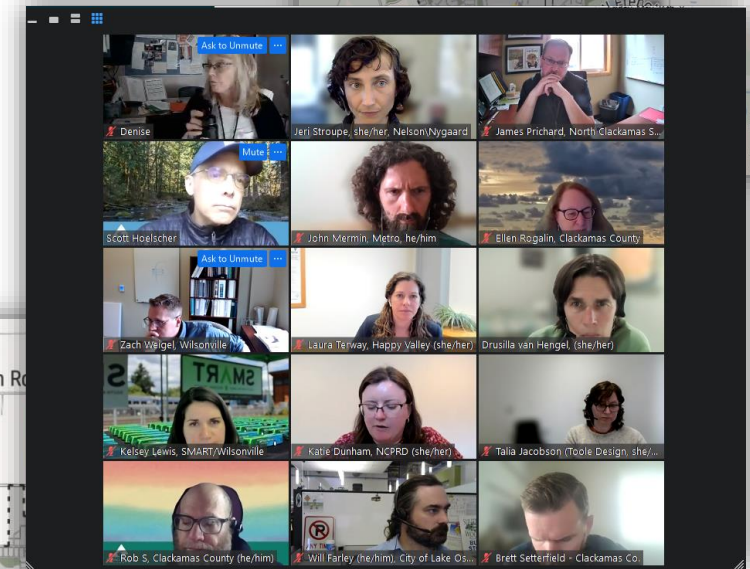
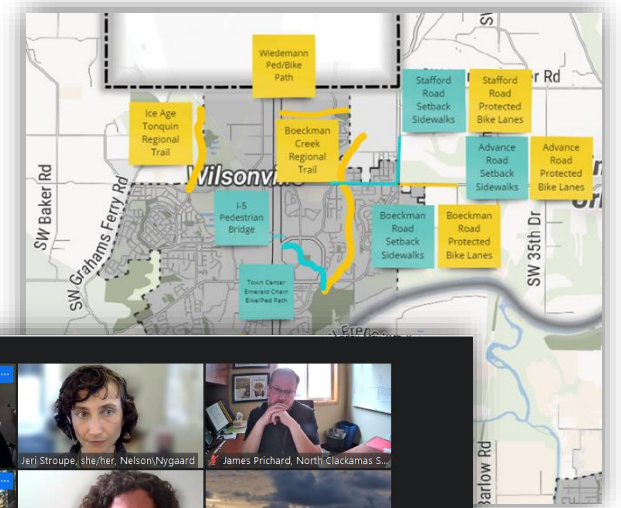
- Feedback largely echoed public input on goals & priorities, though WBAC ranks **Equity** higher than the public
- **Collaboration between County and incorporated areas** will be critical for building a connected network
- Infrastructure changes should be supported by **programs**.
- Programs will need adequate **funding** for marketing and enforcement.

“Parents don’t let their children walk or ride to school because it is so dangerous with speeding vehicles and no safe pathway.”

“The current network is very fragmented. Nice bike lanes are often separated by narrow road shoulders or no shoulder at all.”

# Agency Partner Workshop

- On June 20th, the Project Team convened 13 staff from municipal and regional agencies to discuss planned projects and opportunities to coordinate.
- Input informed / will inform:
  - Project identification process
  - Funding and implementation strategy
  - Facility Design Toolkit Update
  - Project Lists



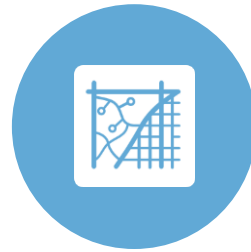
# Gaps and Deficiencies Analysis

We focused on three key aspects of analysis:



## Bicycle Level of Traffic Stress

Measures roadway characteristics and stress of bicycling



## Bicycle Network Analysis

Measures connectivity to destinations on low-stress roads



## Pedestrian Level of Crossing Stress

Measures roadway characteristics and difficulty crossing



Lower stress

Higher stress

**BLTS 1**

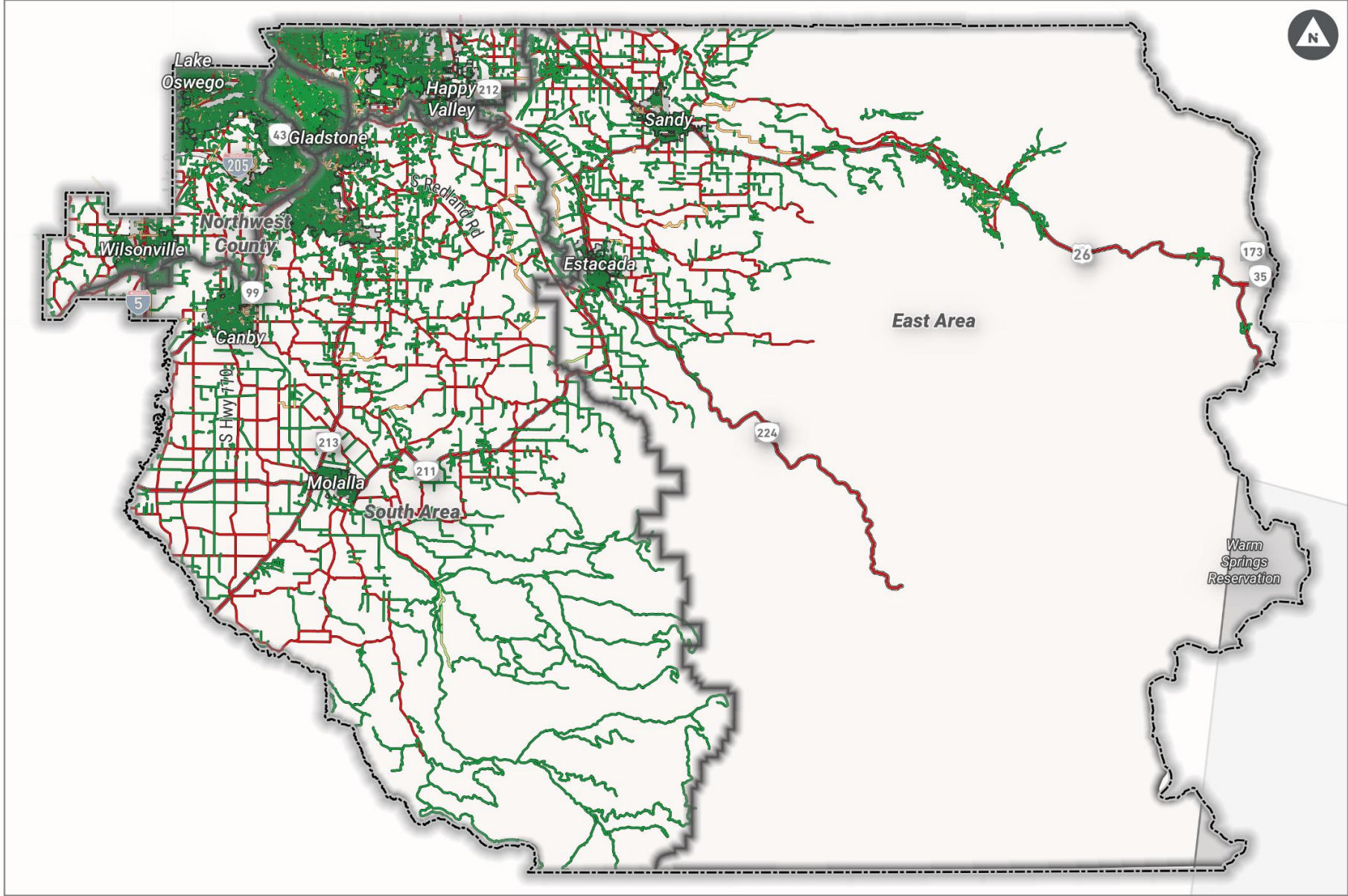
**BLTS 2**

**BLTS 3**

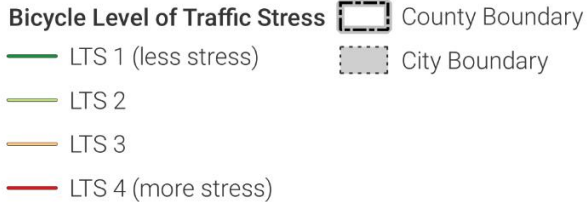
**BLTS 4**



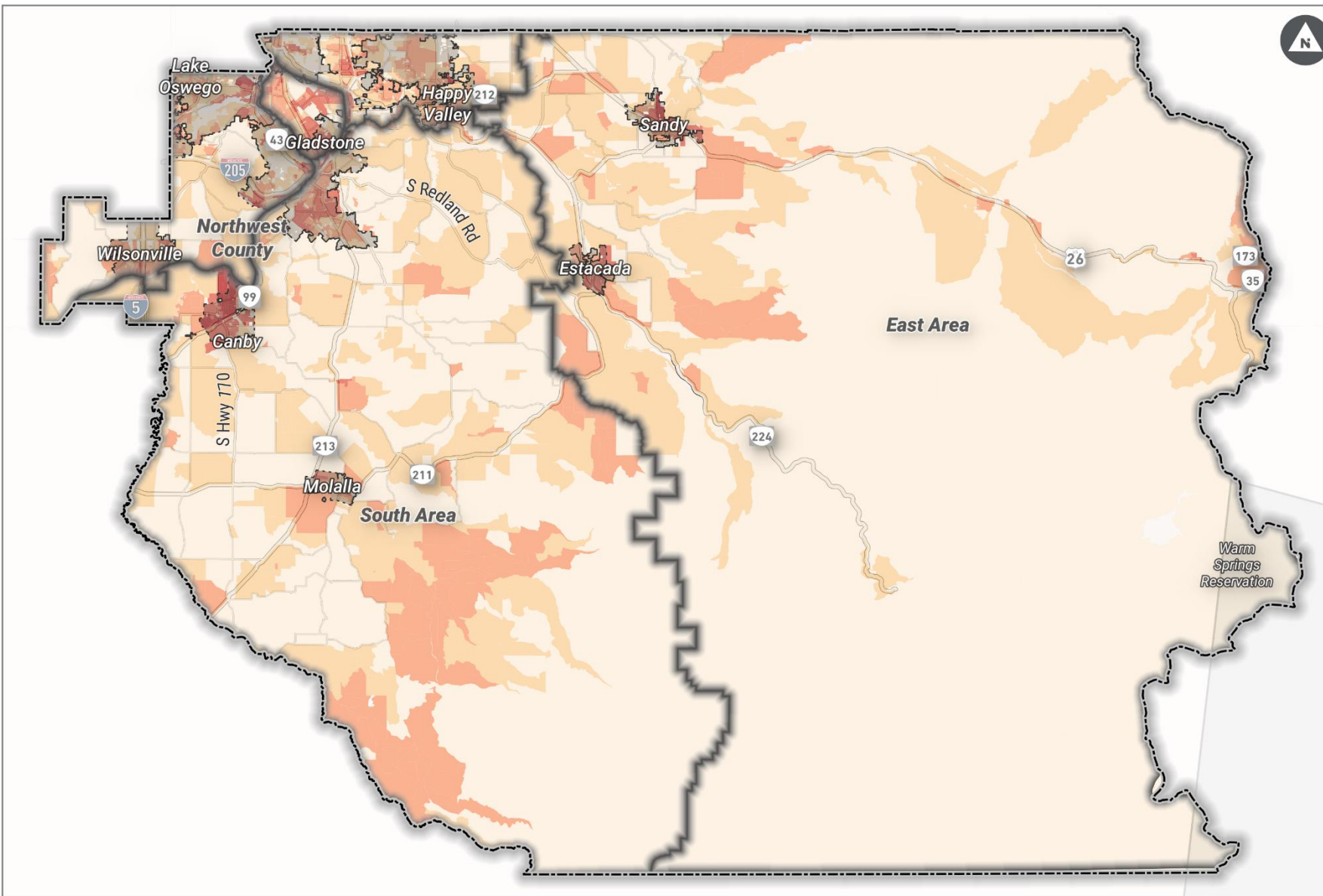
**Bicycle Level of Traffic Stress**



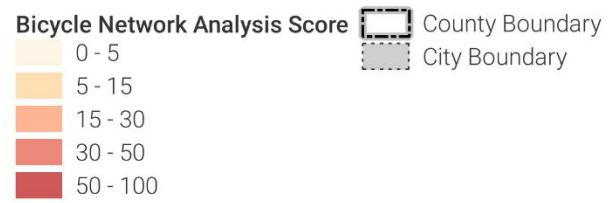
- Many roads are either BLTS 1 or BLTS 4; very few were BLTS 2-3.
- Most higher classification and higher volume roads are BLTS 4.
- Rural roads outside of incorporated areas that connect incorporated cities or activity areas were majority BLTS 4
- Few convenient and direct BLTS 1 connections across the County



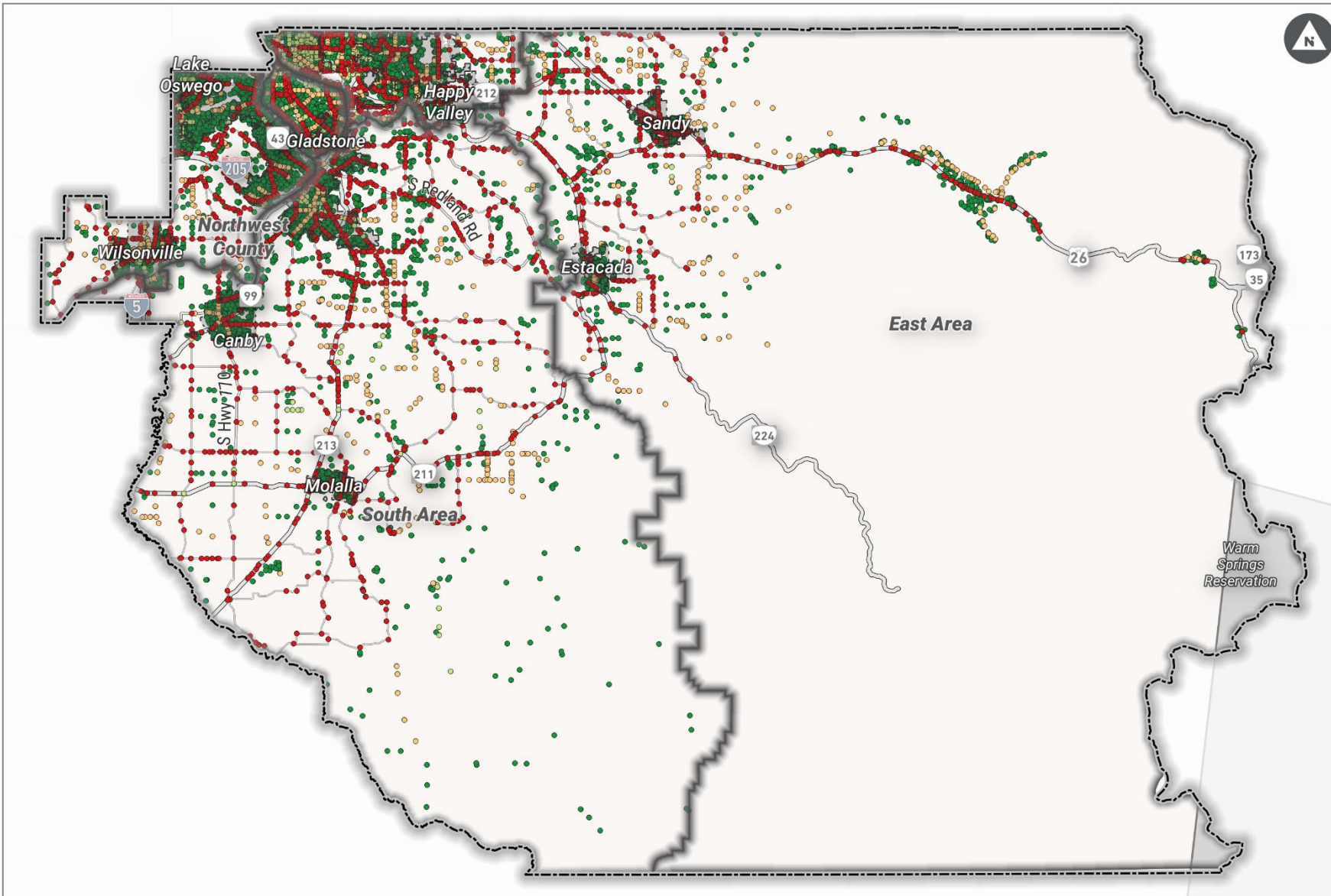
# Bicycle Level of Traffic Stress



- Builds upon BLTS analysis
- Focus is on low-stress connectivity to destinations
- Roads in unincorporated Clackamas County rely on high-stress roads
- Higher density low-stress connections are present on the outskirts of incorporated areas



# Bicycle Network Analysis Score

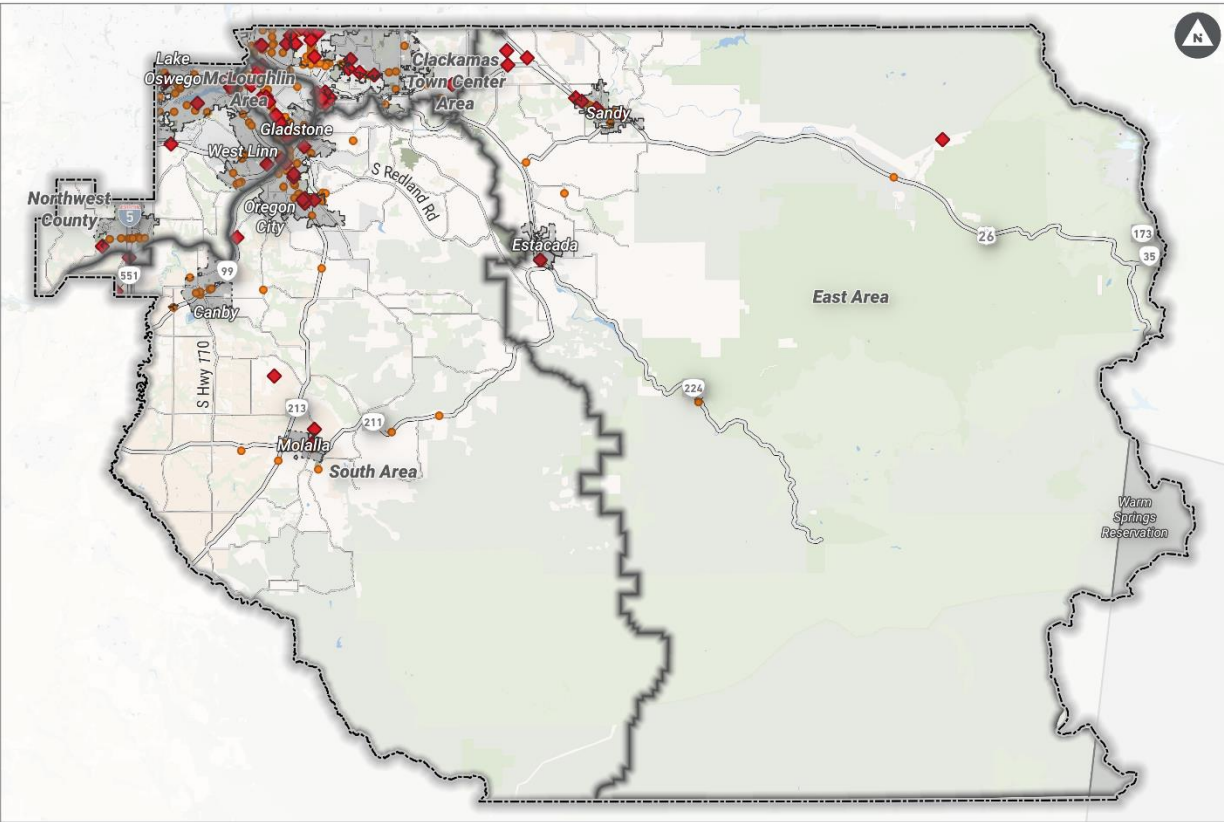


- Generally high stress on:
  - Higher classification roads
  - Higher volume roads
- Crossings, especially on major corridors, make it difficult to get to lower-stress routes for people walking and biking

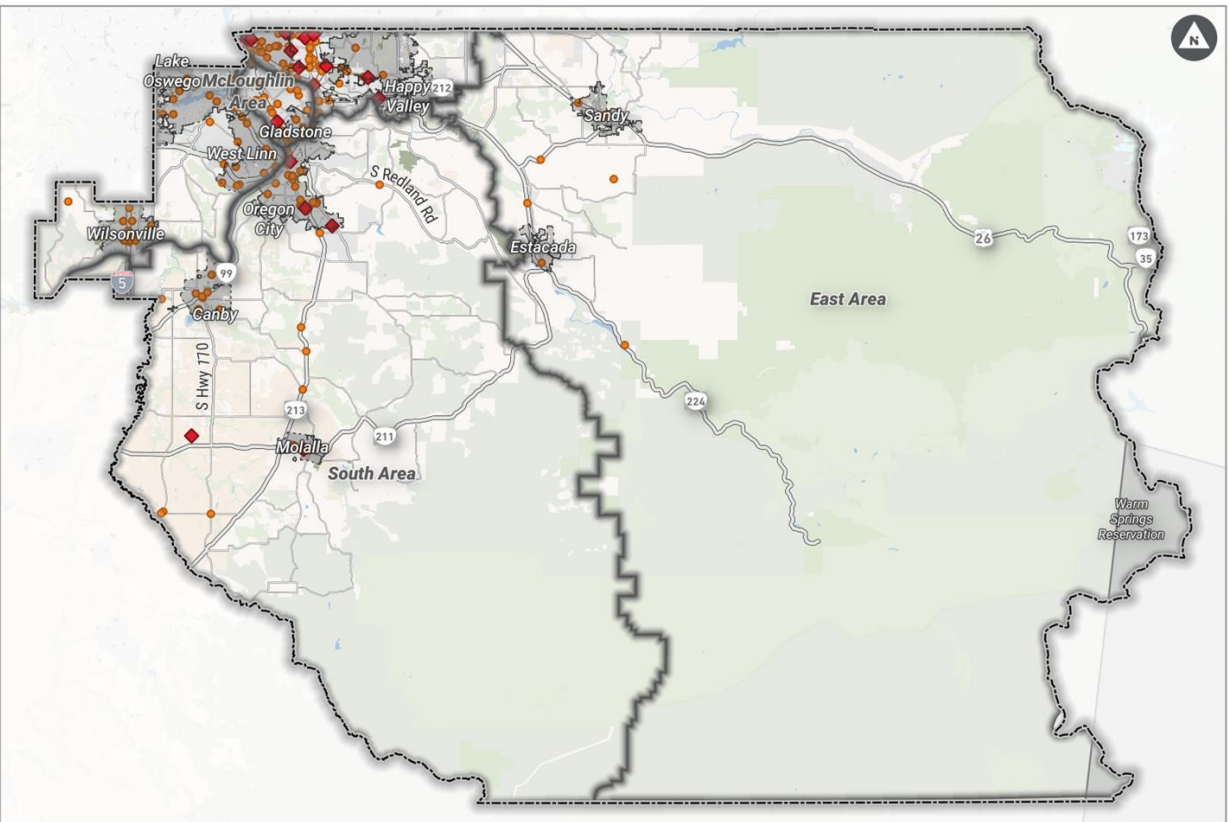
**Pedestrian Crossing Level of Traffic Stress**
 County Boundary  
 City Boundary  
 • LTS 1 (less stress)  
 • LTS 2  
 • LTS 3  
 • LTS 4 (more stress)

# Pedestrian Crossing Level of Traffic Stress





- Pedestrian Crashes**
- ◆ Fatal or Serious Injury
  - Other
  - ▭ County Boundary
  - ▭ City Boundary
  - ▭ Planning Areas
  - ▭ Warm Springs Reservation



- Bicycle Crashes**
- ◆ Fatal or Serious Injury
  - Other
  - ▭ County Boundary
  - ▭ City Boundary
  - ▭ Planning Areas
  - ▭ Warm Springs Reservation

# Crashes with People Walking

# Crashes with People Biking

# Key Opportunities

## **Improve walking and biking connections or crossings:**

- Along and across arterials east of Milwaukie, 82<sup>nd</sup> Ave, and SE Sunnyside Rd, River Rd
- Across state-owned roads and highways including I-205, US-26, and SR-99
- Along streets that connect/funnel to I-205 connections
- Network between Sandy and Estacada

## **Constraints:**

- I-205
- Topography
- Natural waterways/Clackamas River
- Swaths of agricultural land (north/northwest of Molalla)

# Project Identification & Prioritization



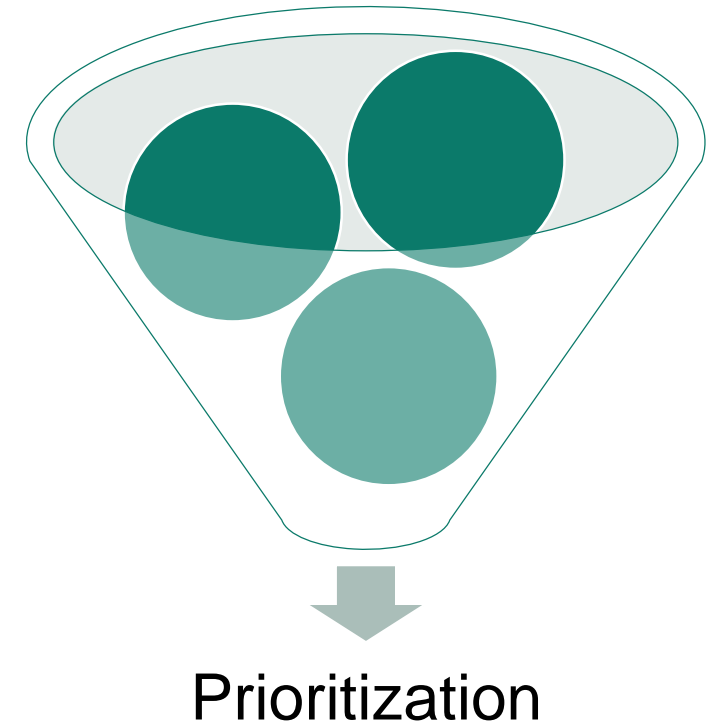
# Prioritization Goals & Measures

# Prioritization Framework

Plan Goals	Key Project Value
Safety	✓
Accessibility	
Connectivity	✓
Sustainability	
Equity	✓
Health	✓

# Prioritization Inputs

- Technical Memorandum 2: Baseline Health Conditions
- Technical Memorandum 4: Existing Conditions
- Technical Memorandum 5: Pedestrian and Bicycle Goals, Objectives, Policies, and Performance Measures
- The Walk Bike Clackamas Equity Index Methodology
- Technical Memorandum 8: Gaps and Deficiencies



# Measures for Safety Goal

- Within ½ mile of serious injury or crash location involving people walking or biking
- Includes crossing improvements
- From a Safe Routes to School Plan
- Addresses concerns expressed through public comment

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# Measures for Accessibility Goal

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- Improves walkways and is within ½ mile of one or more destinations
- Improves bikeways and is within 1 mile of one or more destinations
- Within ½ mile of existing bus stop
- Within 1 mile of existing MAX light rail stop
- Within the Clackamas Regional Center area or within a Rural Community
- Addresses concern expressed through public comment





# Measures for Connectivity Goal

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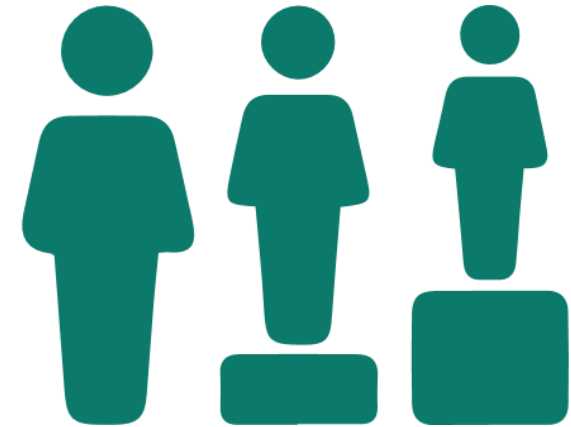
- Completely fills a missing bikeway segment along a road that scored as highly stressful
- Expands miles of bikeways along a road that scored as highly stressful
- Overlaps the Essential Pedestrian Network
- Completely or partially fills a missing sidewalk gap on:
  - One, both, or either sides of an arterial or collector
- Addresses concern expressed through public comment



# Measures for Equity Goal

- 50% or more Of the project is located in census block group(s) with “above average” or “well above average” equity index score

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# Measures for Goal 6: Health

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- Within a ½ mile radius of:
  - A park
  - A hospital or medical clinic
  - A long-term care facility
  - A pharmacy
  - A grocery store
  - A public elementary or middle school, or a daycare
- Addresses concern expressed through public comment



# Discussion: What needs adjusting?

Safety	Accessibility	Connectivity	Sustainability	Equity	Health
<ul style="list-style-type: none"> <li>• Within ½ mile of serious injury or crash location involving people walking or biking</li> <li>• Includes crossing improvements</li> <li>• From a Safe Routes to School Plan</li> <li>• Addresses concern expressed through public comment</li> </ul>	<ul style="list-style-type: none"> <li>• Improves walkways and is within ½ mile of one or more destinations</li> <li>• Improves bikeways and is within 1 mile of one or more destinations</li> <li>• Within ½ mile of existing bus stop</li> <li>• Within 1 mile of existing MAX lite rail stop</li> <li>• Within the Clackamas Regional Center area or within a Rural Community</li> <li>• Addresses concern expressed through public comment</li> </ul>	<ul style="list-style-type: none"> <li>• Completely fills a missing bikeway segment along a road that scored as highly stressful</li> <li>• Expands miles of bikeways along a road that scored as highly stressful</li> <li>• Overlaps the Essential Pedestrian Network</li> <li>• Completely or partially fills a missing sidewalk gap on:               <ul style="list-style-type: none"> <li>• One, both, or either sides of an arterial or collector</li> </ul> </li> <li>• Addresses concern expressed through public comment</li> </ul>	<ul style="list-style-type: none"> <li>• No recommended criteria because the goal focuses on expanding and promoting active travel options rather than adding or improving infrastructure.</li> <li>• This goal will be addressed through policy, programming, and design toolkit recommendations.</li> </ul>	<ul style="list-style-type: none"> <li>• 50% or more of the project is located in census block group(s) with “above average” or “well above average” equity index score</li> </ul>	<ul style="list-style-type: none"> <li>• Within a ½ mile radius of:               <ul style="list-style-type: none"> <li>• A park</li> <li>• A hospital or medical clinic</li> <li>• A long-term care facility</li> <li>• A pharmacy</li> <li>• A grocery store</li> <li>• A public elementary or middle school, or a daycare</li> </ul> </li> <li>• Addresses concern expressed through public comment</li> </ul>

**Visit [www.menti.com](http://www.menti.com)**

# Project Identification

# Identifying Projects

## Existing Projects from Past Plans

- Transportation System Plan (~300 projects)
- Safe Routes to Schools (>100 projects from 10 action plans)

## Public Feedback

- Over 280 comments from WBC online map in Feb/Mar

## Existing networks

- Priority Active Transportation Routes
- Essential Pedestrian Network
- Shared Streets

## New Analyses

- Bicycle Level of Traffic Stress
- Pedestrian Crossing Stress
- Equity index

# Project Recommendations

Transportation System Plan



Safe Routes to School  
Action Plans



New projects addressing gaps  
of TSP & SRTS projects



- Located within unincorporated Clackamas County
- Bridge County and local jurisdictions
- Located on Oregon DOT facilities

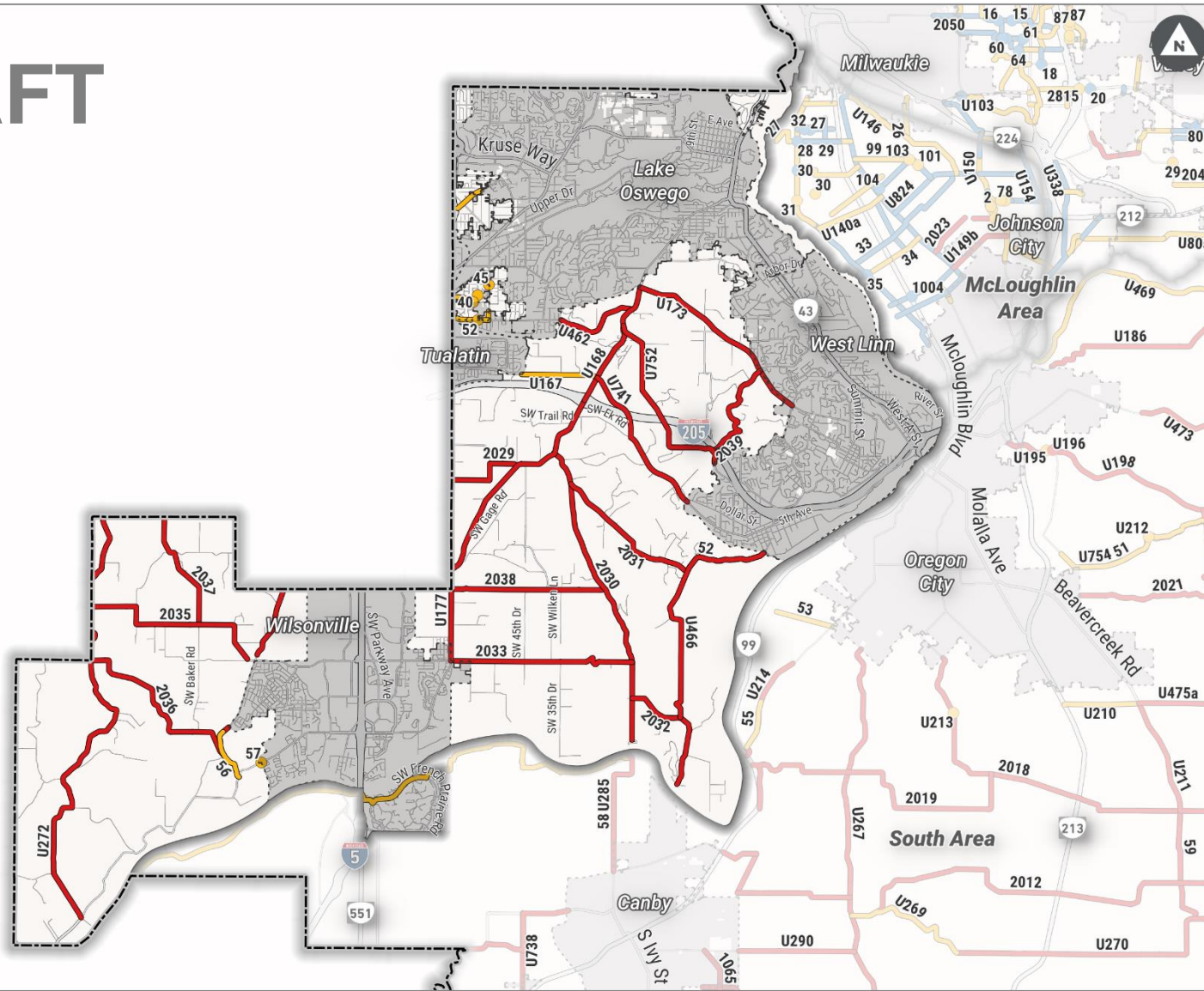


# Draft Projects by Subarea – By Tier

	Tier 1 – High Priority	Tier 2 – Medium Priority	Tier 3 – Low Priority	Total Projects
<b>Northwest</b>	0	6	28	<b>34</b>
<b>Greater McLoughlin Area</b>	28	35	4	<b>67</b>
<b>Greater Clackamas Regional Center /Industrial Area</b>	43	57	1	<b>101</b>
<b>Southwest</b>	0	22	67	<b>89</b>
<b>East</b>	0	11	34	<b>45</b>
<b>All unincorporated Clackamas County*</b>	<b>71</b>	<b>131</b>	<b>134</b>	<b>336</b>

\* There are 127 additional projects located on ODOT facilities or within local jurisdictions.

# DRAFT



Tiers	# Projects
1	0
2	6
3	28
Tot.	34

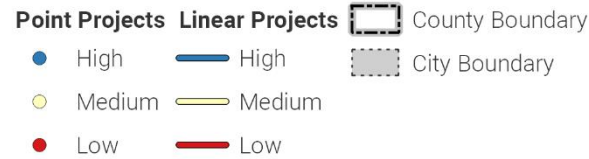
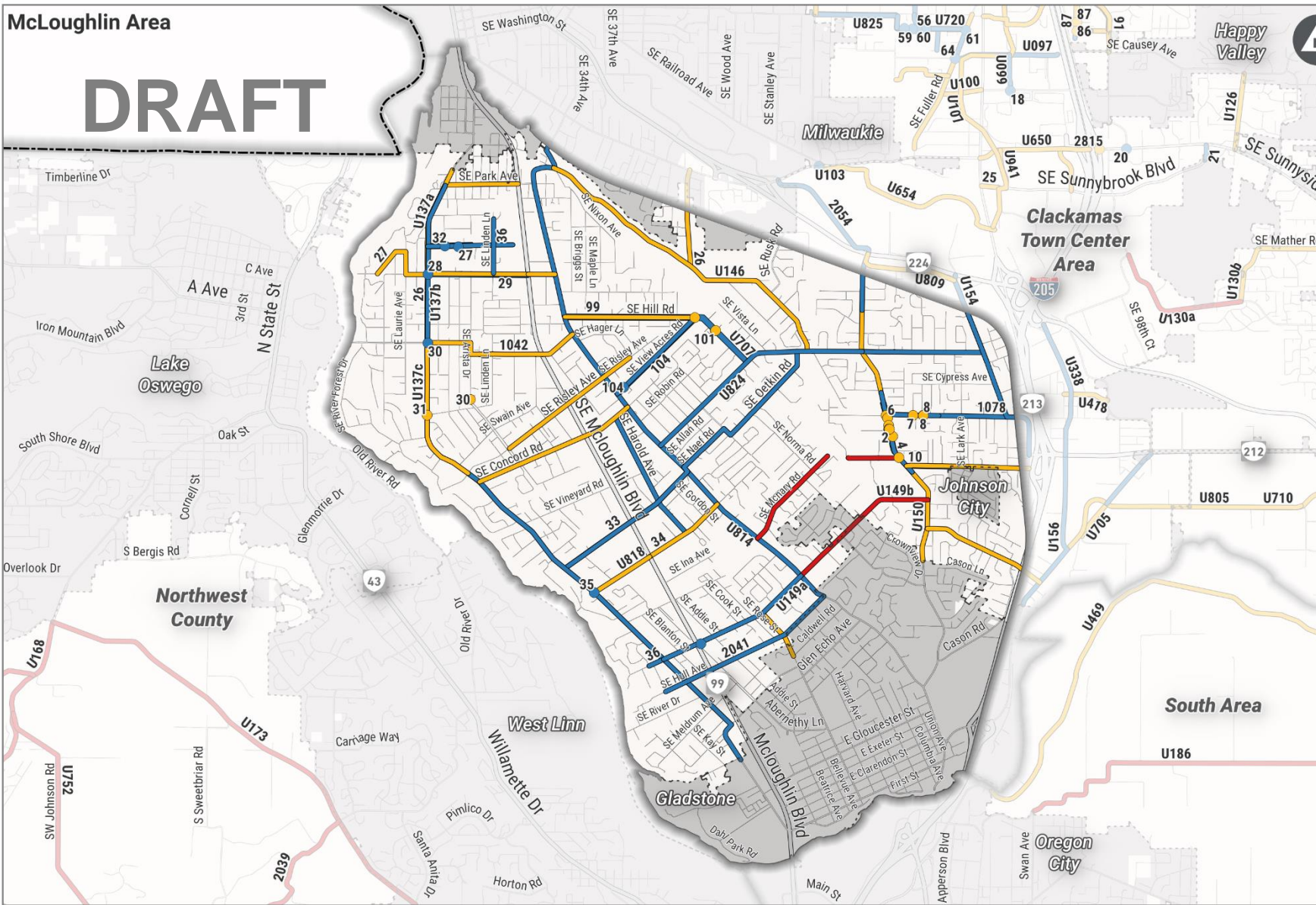
Tier 2 project examples:

- **SRTS:** Stripe crosswalk at Kenny St with pedestrian warning signs
- **TSP:** Add bikeways and pedestrian facilities on Carman Dr between Lake Oswego and Roosevelt Ave
- **Manual:** Enhance existing crossing from SW Wilsonville Rd to Willamette Way W

## Northwest Area

*Note: These maps only show projects in uninc. County*

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Tier	# Projects
1	28
2	35
3	4
Tot.	67

Tier 1 projects:

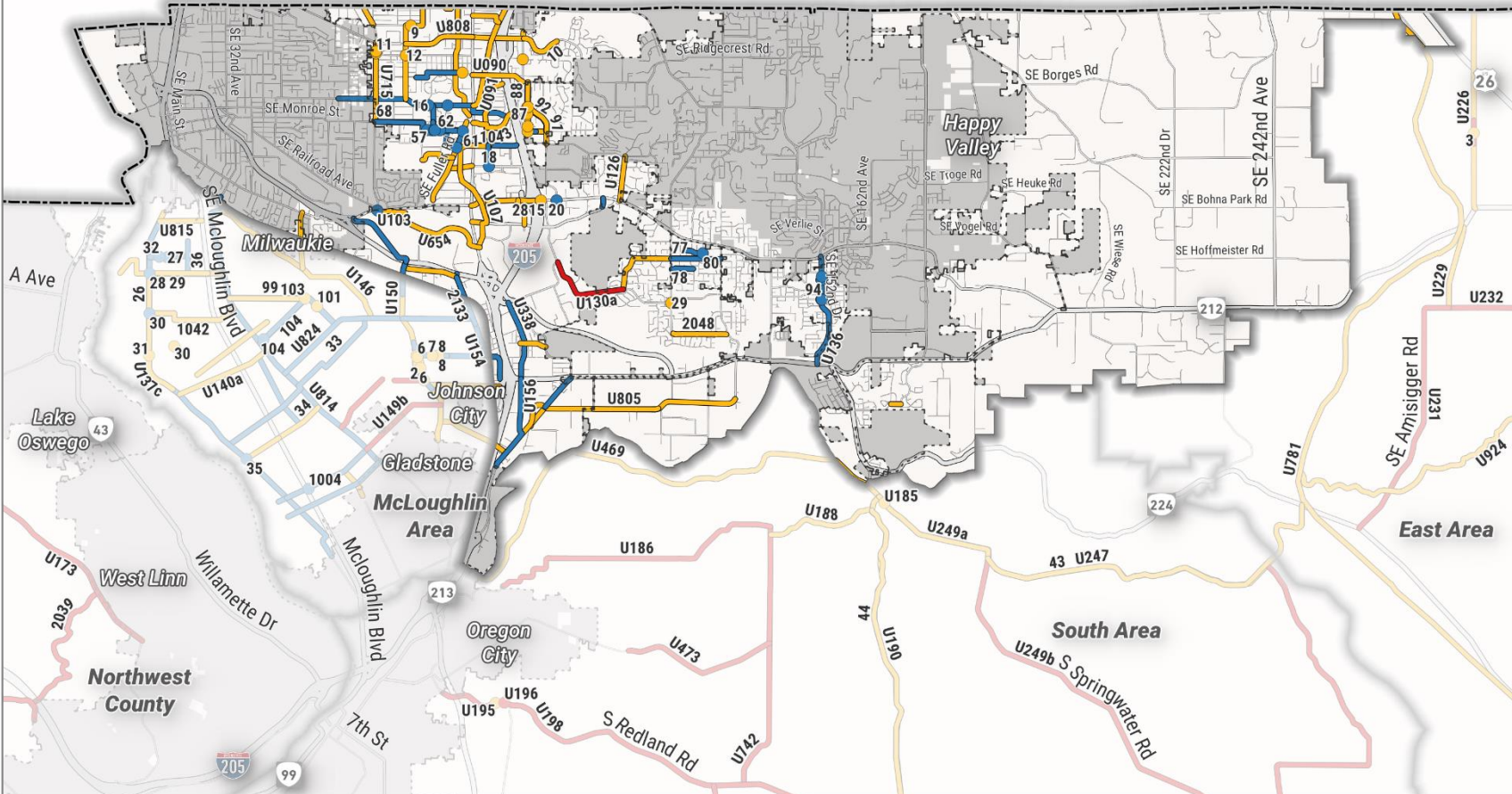
- Many east-west crossings over McLoughlin Blvd
  - SE Nael Rd
  - SE Roethe Rd
  - SE Jennings Ave
  - SE Hall Ave
  - SE Thiessen Rd
- North/south segments
  - SE River Rd
  - Oatfield Rd

# Greater McLoughlin Area

*Note: These maps only show projects in uninc. County*



# DRAFT



**Point Projects**   **Linear Projects**   County Boundary  
 High   High   City Boundary  
 Medium   Medium  
 Low   Low

Tiers	# Projects
1	43
2	57
3	1
<b>Tot.</b>	<b>101</b>

Tier 1 projects:

Northern part of area:

- SE King Rd
- SE Monroe St
- SE Harmony Dr

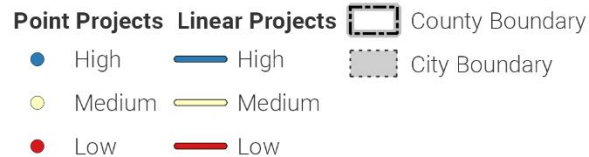
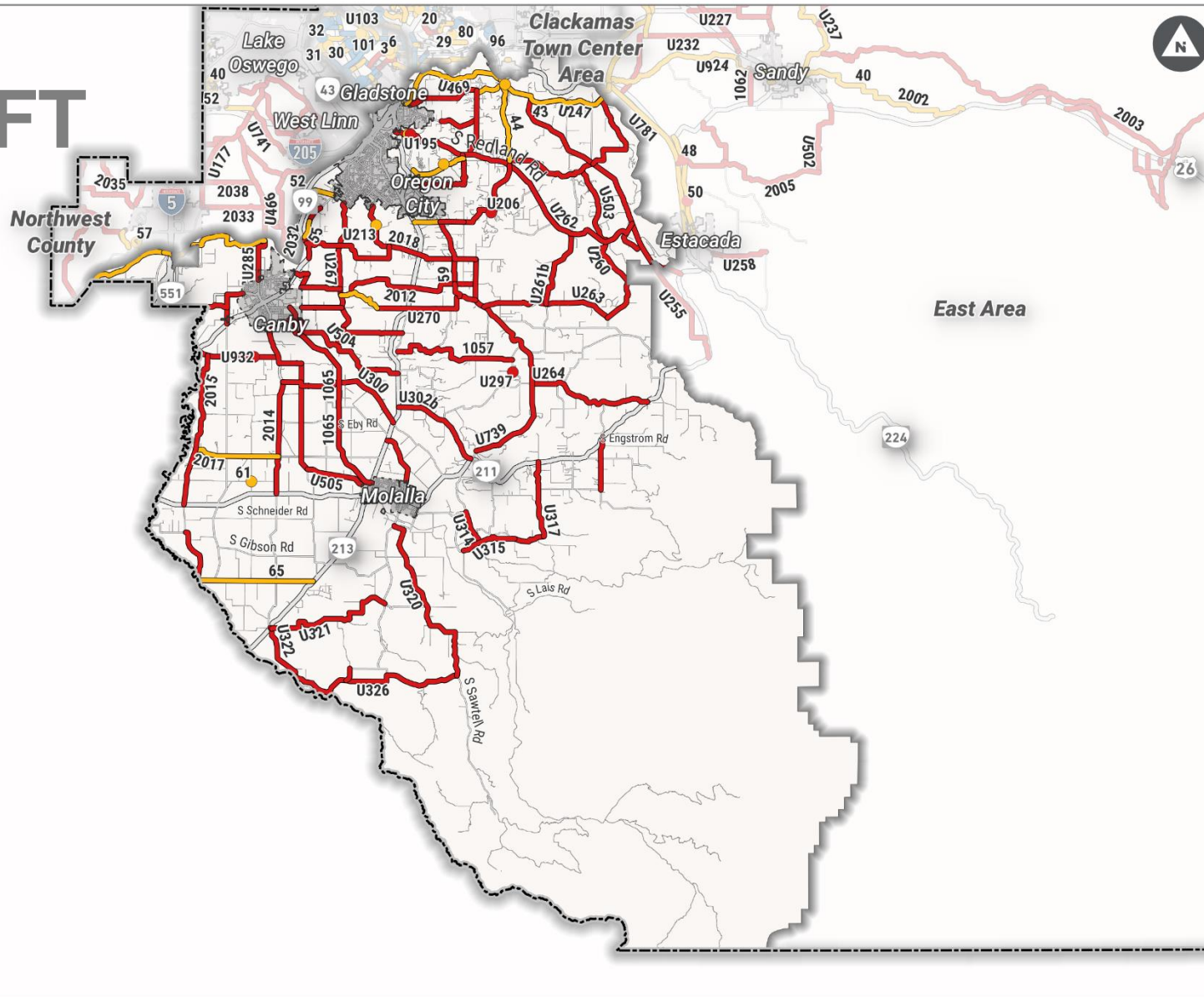
South and west areas:

- SE 82<sup>nd</sup> Dr
- SE Evelyn St
- SE 152<sup>nd</sup> Ave

*Note: These maps only show projects in uninc. County*

## Greater Clackamas Regional Center/Industrial Area

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Tier	# Projects
S	
1	0
2	22
3	67
Tot.	89

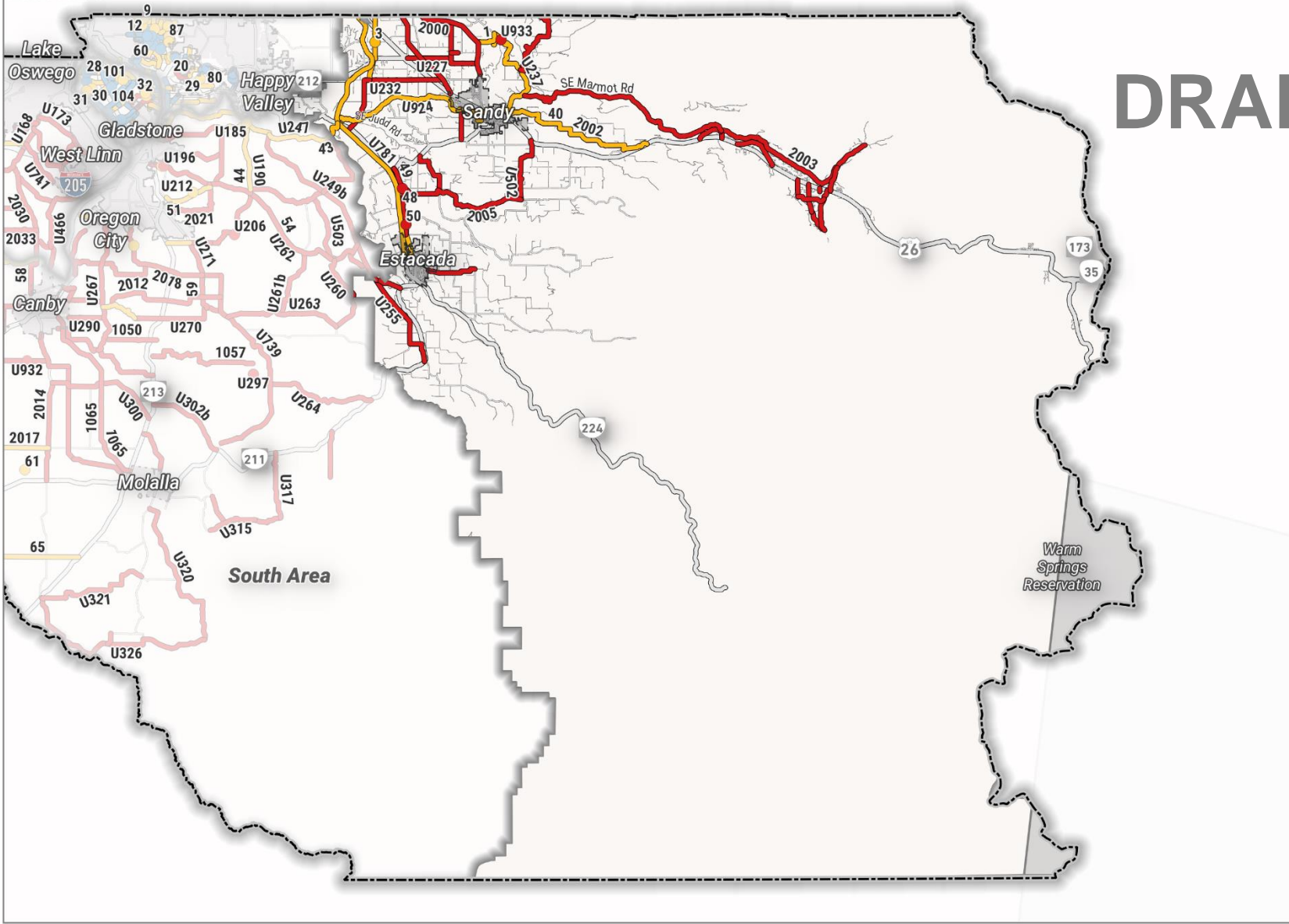
Tier 2 projects:

- S Clackamas River Dr
- S Springwater Rd/Bakers Ferry Eagle Creek Dr
- S Hattan Rd
- S Henrici Rd
- Butteville Rd NE
- S Barnards Rd

## Southwest Area

*Note: These maps only show projects in uninc. County*

East Area



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Tier	# Projects
1	0
2	11
3	34
Tot.	45

Tier 2 projects:

- Clackamas Hwy
- SE Eagle Creek Rd
- Cazadero Multi-Use Trail
- Tickle Creek Trail
- Coalman Rd/Cherryville Dr
- Ten Eyck Rd

**Point Projects**   **Linear Projects**   County Boundary  
 High   High   City Boundary  
 Medium   Medium  
 Low   Low

**East Area**

*Note: These maps only show projects in uninc. County*

# Discussion

[Visit Miro Board](#)

# Public comment

1. Indicate your interest to speak by “raising your hand” in the Zoom reactions.
2. Participants will be called upon in the order they raise their hands.
3. You will have up to 2 minutes to comment.





**Next steps**



# Next Steps

- August**
- Share draft prioritization and projects with the public
  - Tabling at local events and an online survey open through August 20<sup>th</sup>
- September**
- Finalize projects and develop cost estimates and funding strategy
  - Update Design Toolkit
- October**
- Preliminary Draft Walk Bike Clackamas Plan
  - WBAC #4
- November**
- Draft Zoning Ordinance and Comp Plan Compliance
  - Public Draft Walk Bike Clackamas Plan



**Saturday, August 12**  
**@ North Clackamas Park**  
7:30 – 9:00 PM  
(movie starts ~9:00)

**Mon-Thurs, August 15-18**  
**@ Clackamas County Fair**  
Approx. 10:00 AM – 3:00 PM

# WBAC Homework

- ❑ Promote our upcoming outreach events and online survey
- ❑ Provide comments on Draft Priority Projects by end of day 8/31

The next WBAC meeting will take place in October 2023.

Stay tuned for more information about stipends!



**Saturday, August 12**  
**@ North Clackamas Park**  
7:30 – 9:00 PM  
(movie starts ~9:00)

**Tues-Sat, August 15-19**  
**@ Clackamas County Fair**  
Approx. 10:00 AM – 3:00 PM

**Thank you!**