

# WALK BIKE CLACKAMAS

## WBAC #2 Meeting Minutes

February 8, 2023 | 6:00-8:00 PM | Virtual (Zoom)

### Attendees

**WBAC Members:** Dean Apostol, Jake Anderson, Jenny Masculine (on behalf of Allina Cannady), Aaron Lierseman, Jay Panagos, Kevin Haro, Katie Dunham, Kimberly Kalu, Marika Yumang, Mark Bentz, Nicole Perry, Sandra Henderson, Joseph Edge

- **Unable to attend:** Allina Cannady, Joe Marek, Josh Fisher, Natasha Muro, Mike Cardwell, Rob Sadowsky

**Clackamas County Project Management Team:** Scott Hoelscher, Ellen Rogalin, Brett Setterfield

**Consultant team:** Jeri Stroupe, Layne Wyse (Nelson\Nygaard); Kerry Aszklar (Toole Design)

### Meeting Summary

The second Walk Bike Advisory Committee (WBAC) meeting took place on Wednesday, February 8, 2023, virtually on Zoom. The intent of the second WBAC meeting was to share work completed, and discuss performance measures and mode share targets, Shared Streets criteria and candidate streets, and potential bike and pedestrian programs for the County to explore in support of plan goals. WBAC meetings are open to the public; 3 people joined.

### Project Updates

Jeri recapped takeaways from WBAC meeting #1, held in October 2022. In a follow-up survey sent after the first meeting, participants indicated they wanted more clarity about anticipated outcomes of Walk Bike Clackamas, and expressed some support for in-person meetings in the future. The third WBAC meeting, to be held sometime late spring or early summer, is tentatively planned as a hybrid experience, with the option to join remotely or in person. Jeri also provided a reminder of the project outcomes that were presented at the first WBAC meeting.

Kerry presented an overview of work completed on the countywide Existing Conditions assessment, including summary numbers regarding sidewalk coverage, miles of existing and planned bikeways, and an overview of collision data.

Scott described the process and outcomes from Public Engagement #1, held in November-December 2022. Feedback gathered through Community Conversations and online survey responses indicated that lack of walking and biking infrastructure and an emphasis on improving safety are top concerns. Scott also encouraged WBAC members to share links to Public Engagement #2 ([online open house and surveys](#)) with their networks.

### Discussion

- WBAC members noted that the interactive Wikimap survey doesn't always work well on a mobile device. The project team acknowledged the tool's limitations and will work on a few fixes.

- WBAC noted that Damascus is shown as grayed out in the map survey tool (showing the old city limits). Scott indicated the city of Damascus has disincorporated and should be shown within the study area. The project team corrected and Damascus is shown within the study area as of 2/18/2023.

## Defining Success

Jeri provided an overview of the draft goals, objectives, and performance measures for Walk Bike Clackamas, and led a brief discussion to gather feedback. Jeri indicated that Goal 1 may be separated into two goals to allow Safety and Accessibility to be addressed individually. WBAC members were invited to provide additional comments via a Mentimeter survey by the end of February. The project team will finalize the goals, objectives, and performance measures in March after considering WBAC and public feedback. Draft goals are shown below. No one provided direct comments on either *Goal 4: Equity* or *Goal 5: Health*.

- **Goal 1: Safety and Accessibility** – *Establishing networks of walkways and bikeways that are accessible and safe for people of all ages, abilities, and income levels.*
  - **WBAC Comment:**
    - Safety goal doesn't address road design and driver responsibility. The burden to keep themselves safe is placed on vulnerable road users.
- **Goal 2: Connectivity** – *Establishing networks of walkways and bikeways that connect parks, schools, town centers, businesses, and other significant destinations in Clackamas County.*
  - **WBAC Comment:**
    - Regarding performance measures, how about measuring the number of schools and parks that have walkable access within a certain distance, like ½-mile. This might better address Connections than simply the number of miles of walkways and bikeways.
    - Is there a way to measure difficult connections or perceived difficult connections, such as pinch points that discourage people from using active transportation?
    - Suggest using bollards to separate drivers from walkways and bikeways.
- **Goal 3: Sustainability** – *Establishing networks of walkways and bikeways that expand and promote active travel options that optimize benefits to the environment, the economy, and the community.*
  - **WBAC Comment:**
    - Suggest measuring the number of bike parking spaces available and the actual usage of those spaces.
    - Bike parking needs to be safe and secure to encourage use.

## Shared Streets

Layne introduced the concept of Shared Streets and presented the draft framework for identifying and prioritizing Shared Streets. Scott presented an initial map of candidate Shared Streets the County has produced by applying the screening criteria, and Jeri walked through several example locations using Google Streetview images. WBAC members were invited to leave additional feedback on the candidate Shared Streets via the Mentimeter survey.

## **Discussion**

- WBAC members were generally supportive of the concept of Shared Streets in the interest of creating safer places with slower vehicle speeds for people of all ages to walk or bike.
- On the east side of Highway 99, it feels more difficult to get to key biking infrastructure. Shared Streets could make these connections easier.
- If shared with a public audience, the draft map could use icons to emphasize how these initial candidate streets improve active transportation connections to parks, schools, and other proposed destinations (commercial areas, transit stops, trails, etc.).

## **Active Transportation Programs**

Scott described some of the existing County active transportation programs, including Safe Routes to School and a crosswalk safety education campaign. Kerry then presented an overview of potential programs the County could consider for future implementation. WBAC members provided a few brief comments before the group split into two breakout rooms for further discussion of program opportunities.

## **Discussion**

- Suggest “Safe Routes to Parks” program, similar to Safe Routes to School.
- There should be a program and enforcement to educate contractors, public works departments, inspectors, and utility companies how to set up their traffic control work zones and keep bike lanes and sidewalks open during maintenance and construction work.

## **Breakout Room Discussion**

Key themes and points from the breakout room discussions are presented below. Many comments touched on the complementary nature of education and programming and infrastructure investments, and acknowledged limitations to invest in both areas given finite funding resources.

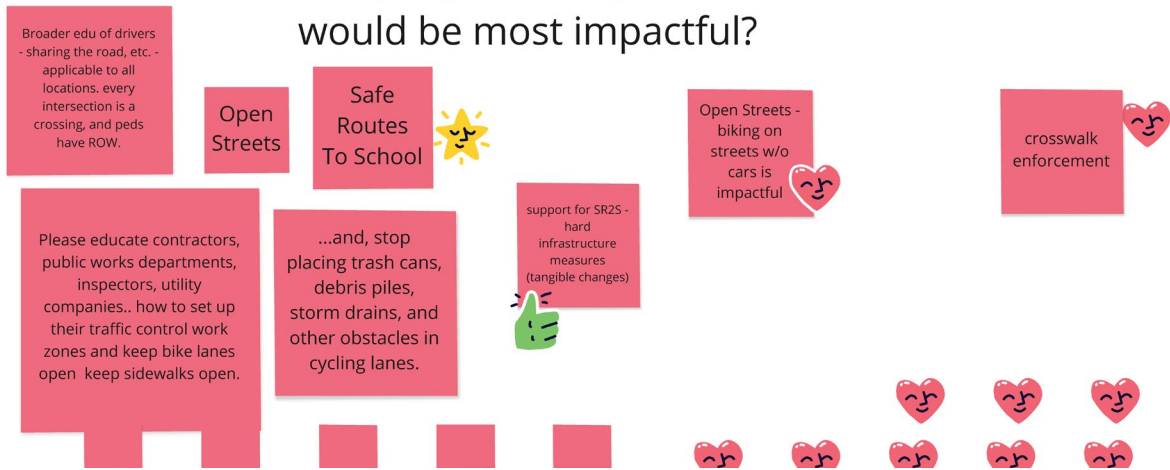
- Strong support for anything that’s educational, since it’s not site specific and could apply countywide, especially the need to emphasize the crosswalk law and bike safety programming, including illegal parking and blockage within designated bike lanes.
- Education may not be as useful as hard infrastructure. The County needs to support Safe Routes to School to install more traffic calming and other infrastructure improvements.
- Programs need to be supported by more money for marketing and enforcement.
- We need major emphasis on crosswalk compliance for drivers.
- Many drivers aren’t receptive to programs, but infrastructure changes get their attention.

Participants shared their comments and ideas in an interactive Miro board. Details of these discussions are shown below.

# WHAT PROGRAMS WOULD BE MOST IMPACTFUL?

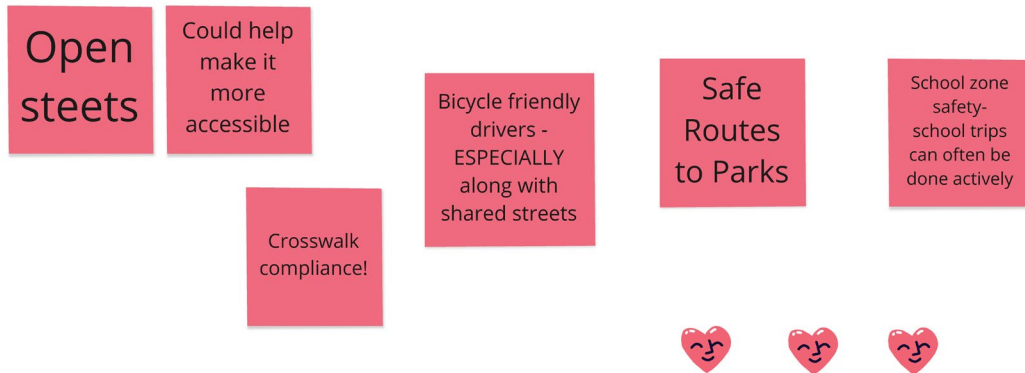
## Group 1

What programs do you think would be most impactful?



## Group 2

What programs do you think would be most impactful?



**WHICH EXISTING PROGRAMS WOULD YOU LIKE TO SEE IMPROVED?**

**Group 1**

Which existing programs would you like to see improved?

Tell us how

More communities need Shared Streets with reduced speed limits, repositioned stop signs, and speed bumps

**Group 2**

Which existing programs would you like to see improved?

Tell us how

Enforcing bike lane laws to keep them clear

Safe routes to school/parks, but also shopping / errands?

**WHICH PROGRAMS SHOULD OR SHOULD NOT BE PRIORITIZED?**

**Group 1**

Which programs should/should not be prioritized?

**Priority:** Signage, or education to help bicyclists/drivers understand others' experience

Amazon driver trianing example

**Priority:** Manage bike/e-bike/walking traffic on multiuse paths

Don't prioritize Micromobility - maybe a big ask for unincorporated Clackamas

**Priority:** Combine difficult crossings with education campaigns about where to walk/cross

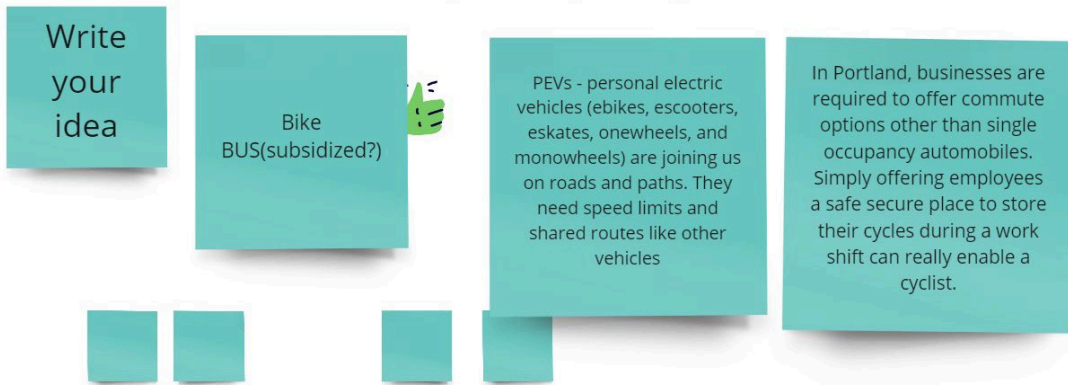
**Potential Programs and Draft WBC Goals**

	Program	Goal 1: Safety & Accessibility	Goal 2: Connectivity	Goal 3: Sustainability	Goal 4: Equity	Goal 5: Health
<b>Existing</b>	Safe Routes to School 🧡 🌟 🌟	✓				✓
	Crosswalk Safety Campaign 🌟 🌟	✓		✓		✓
	Tourism Campaign/ Ambassador Rides				✓	
	Safety Street					
	High School Traffic Safety Classes	✓				
	Slow Down Signs	✓				✓
<b>Potential</b>	<b>Events</b> Open Street Events 🌟 🌱					✓
	<b>Campaigns</b> School Zone Safety 🌟	✓			✓	✓
	No Parking in Bike Lane	✓	✓			✓
	Bicycle-Friendly Driver	✓				
	Crosswalk Compliance/Enforcement 🧡 🌟	✓	✓			
	Transportation Demand Management	✓		✓		
	<b>Mode Shift</b> Micromobility program			✓		

## WHAT OTHER PROGRAMS SHOULD THE COUNTY EXPLORE?

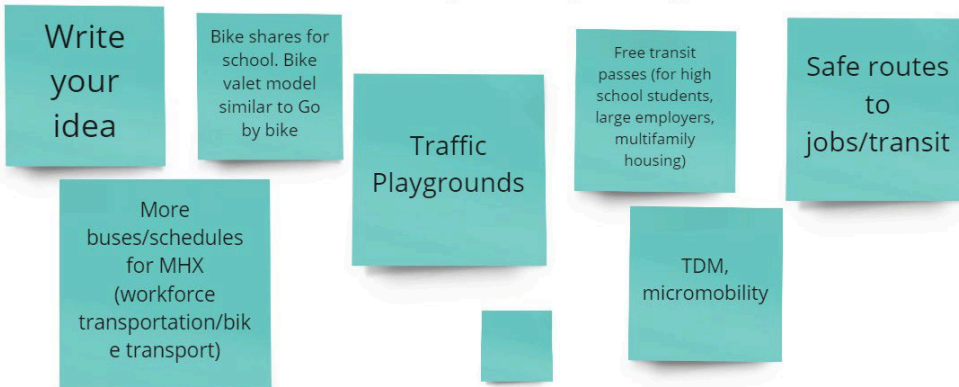
### Group 1

What other programs should the County be exploring?



### Group 2

What other programs should the County be exploring?



## **Public Comment**

Approximately ten minutes was set aside for members of the public in attendance to provide comments. These are detailed below.

- Commenter lives in unincorporated Happy Valley area.
  - Commenter supports the concept of Shared Streets. Can the prioritization measures include access to preschools/daycares, elder care centers, and medical clinics? Recommend checking with emergency services to coordinate so that any installations don't impede emergency response.
  - Safe Routes to School should be expanded and more completely funded.
  - Commenter referenced a street widening project on SE 172<sup>nd</sup> Avenue. She is happy to see separated bike lanes as part of the concept, and wants to make sure this project shares design considerations with the ongoing widening project. 172<sup>nd</sup> is a freight route and a bike route and also carries transit service.
- Commenter lives adjacent to Lake Oswego in unincorporated Clackamas County.
  - There's an affordable housing project happening in an area with no safe biking, walking, or transit access. This neighborhood needs better multimodal options and multifamily housing should be a consideration in Shared Streets development.

## **Next Steps**

Jeri presented the next steps and upcoming work for the project team, including gaps and deficiencies analysis informed by the ongoing Virtual Open House and beginning to identify discrete active transportation projects. The next engagement opportunities will be a Spring workshop with public agency partners, followed by WBAC Meeting #3 in Summer.

## **Additional WBAC Comment**

- Jay mentioned a dangerous situation involving utility relocations and traffic operations on Linwood Avenue in association with an upcoming capital project. People biking are forced into the general purpose travel lane due to blockage of bike lanes. Jay indicated need for warning signage. Scott will follow up.