



MEMORANDUM

To: Scott Hoelscher, Clackamas County
From: Jeri Stroupe and Layne Wyse, Nelson\Nygaard
Date: March 30, 2023
Subject: Walk Bike Clackamas Public Engagement Milestone #2 Summary

INTRODUCTION

This memo summarizes the approach, activities, and feedback from Walk Bike Clackamas Public Engagement Milestone #2. Walk Bike Clackamas centers community input to inform work at all stages of the planning process. The second round of public engagement in February 2023 consisted of a Virtual Open House hosted on an ArcGIS Online StoryMap webpage, surveys, as well as an interactive map-based survey hosted on Wikimap.

Engagement Milestone #2 was designed to:

- Explain the project to members of the public.
- Share and request feedback on draft goals.
- Solicit feedback on challenges to walking, rolling, and bicycling and inform the team's analysis of barriers and opportunities in the active transportation system.
- Introduce the concept of Shared Streets and gather suggestions on potential locations.

During the outreach campaign, the Virtual Open House webpage received more than 900 page views, more than 200 people responded to the surveys and shared nearly 800 written comments and participants shared 270 submissions to the online map tool highlighting barriers and opportunities for active transportation.

Key takeaways from Engagement #2

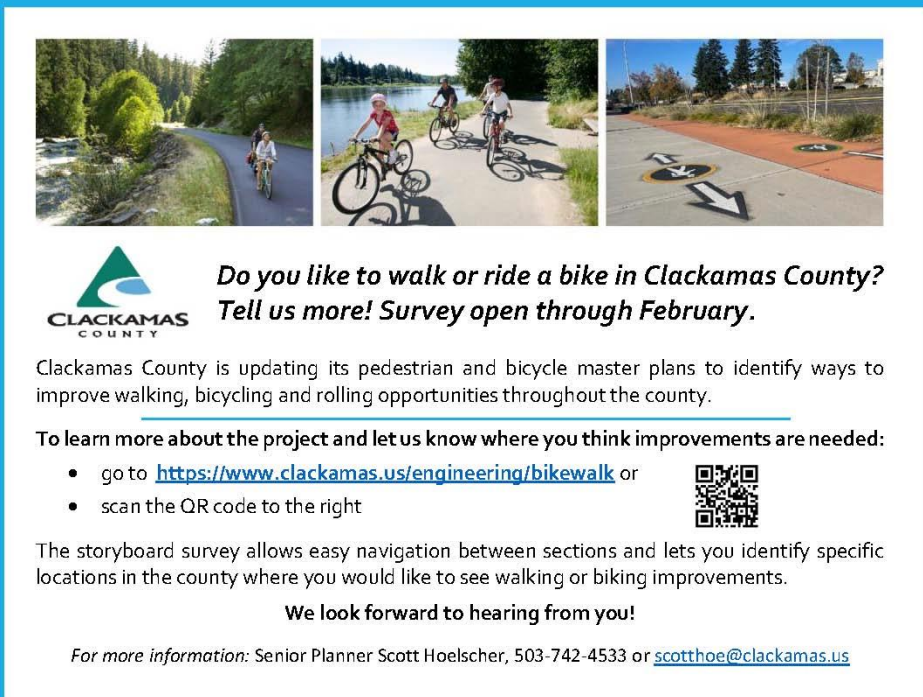
- Respondents to the surveys indicated solid support for the draft goals and for the Shared Streets concept. More than 70% of respondents indicated strong support for all five goals; the safety goal had the most support, while the equity goal had the least.
- Feedback in the interactive map survey was concentrated in urbanized areas in the northwest area of the county. Few ideas or comments pertained to rural areas.
- Respondents to the surveys are largely from urbanized areas in the northwest area of the county and are older and slightly less racially diverse than the county as a whole.

METHODS AND ACTIVITIES

Promotion and marketing

The Walk Bike Clackamas team reached community members throughout the month of February with promotional efforts for the Virtual Open House, including:

- County social media and articles in weekly and monthly newsletters.
- Email announcements to Community Planning Organizations (CPOs) and Hamlets.
- Emails to the Walk Bike Advisory Committee and Interested Parties list.
- Presentations to the Pedestrian and Bicycle Advisory Committee (PBAC).
- Printed flyers posted at restaurants, coffee shops, community centers, bike shops, libraries, and senior centers in Damascus and Sandy.



**Do you like to walk or ride a bike in Clackamas County?
Tell us more! Survey open through February.**

Clackamas County is updating its pedestrian and bicycle master plans to identify ways to improve walking, bicycling and rolling opportunities throughout the county.

To learn more about the project and let us know where you think improvements are needed:

- go to <https://www.clackamas.us/engineering/bikewalk> or
- scan the QR code to the right

The storyboard survey allows easy navigation between sections and lets you identify specific locations in the county where you would like to see walking or biking improvements.

We look forward to hearing from you!

For more information: Senior Planner Scott Hoelscher, 503-742-4533 or scotthoe@clackamas.us

The flyer was posted in businesses and public locations.

Virtual Open House

The Virtual Open House was entirely online and accessible via laptop computers, desktop computers, and mobile devices. The live surveys in the Virtual Open House were available for public input for more than four weeks, from late January through the beginning of March. After the surveys closed, all informational content was left on the Virtual Open House page for the public.

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Walk Bike Clackamas Virtual Open House

This Virtual Open House and survey will be available through the end of February 2023.

We want to hear from you! Learn about the project and tell us where improvements are needed.

Sample of content from the Virtual Open House.

The Virtual Open House offered informational and interactive content with links to further information on the main project website, including:

- A project overview and schedule.
- Key takeaways from the existing conditions and public health conditions analyses.
- An introduction to active transportation terms and concepts.
- Three surveys to gather input on draft goals, Shared Streets, and information about respondent demographics.
- An interactive map for participants to highlight gaps, deficiencies, and opportunities in the active transportation network.

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Project Overview

Welcome to the Walk Bike Clackamas virtual open house! Here you will find:

- An overview of the Walk Bike Clackamas project, including what we've heard from the community so far;
- An opportunity to let us know what you think about the draft project goals; and
- A map where you can leave feedback and ideas about walking, rolling, and biking at specific locations.

You can use the bookmarks at the top of the page to navigate between sections. Jump to the last two sections to take our surveys!

What is Walk Bike Clackamas?

Clackamas County is updating its pedestrian and bicycle master plans to create a comprehensive, long-term vision and to identify ways to improve walking, bicycling, and rolling for all people who live, work, and recreate in the county.

While we are focused on the unincorporated portions of the county, we are also keeping in mind how we link to connections in cities within the county.



Project staff talk with members of the public at outreach events in Summer 2022.

What we've heard so far

Since summer 2022, we've heard from people at public and county events, farmers markets, public plazas, holiday festivals, web surveys, and the Walk Bike Advisory Committee meeting.



Samples of content from the Virtual Open House.

SURVEY FINDINGS

Findings from the survey and interactive map are described below.

Goals Survey

More than 200 people responded to the draft goals survey, which began with a list of the proposed goals for the project:

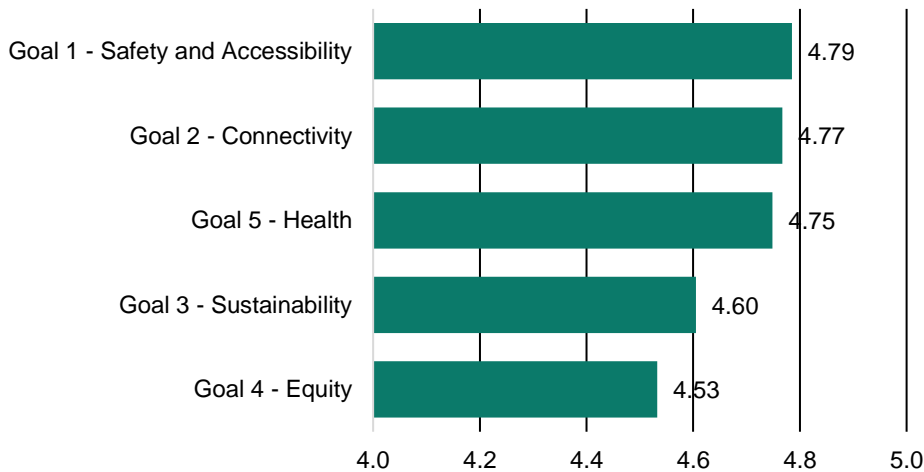
1. **Goal 1 – Safety and Accessibility:** Establishing networks of walkways and bikeways that are accessible and safe for people of all ages, abilities, and incomes.

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2. **Goal 2 – Connectivity:** Establishing networks of walkways and bikeways that connect parks, schools, town centers, businesses, and other significant destinations in Clackamas County.
3. **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.
4. **Goal 4 – Equity:** Establishing networks of walkways and bikeways that include interconnected pedestrian and bicycle facilities for every age and ability.
5. **Goal 5 – Health:** Establishing networks of walkways and bikeways that allow people to safely walk, run, or bicycle for improved health.

Participants scored their support for each goal from “strongly support” (5) to “strongly oppose” (1). Goals 1, 2, and 5 ranked highest in support, with very similar overall scores ranging from 4.75-4.79 (Figure 1). *Goal 4 – Equity* ranked lowest, with an overall score of 4.53. A selection of representative comments for each goal is detailed below, while the full set of comments is included in Attachment A.

Figure 1 Average Score by Goal



Goal 1 – Safety and Accessibility

Ninety-six percent of respondents support or strongly support Goal 1 (Figure 2). Key comments include the following:

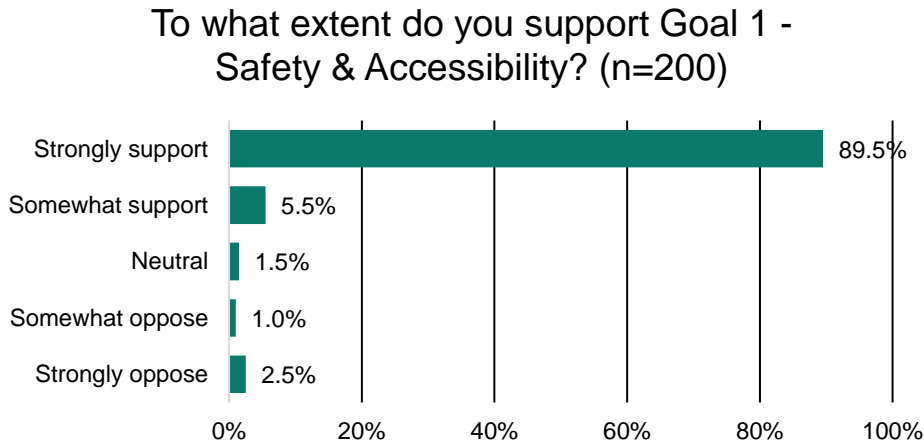
Supportive comments:

- “Safe and accessible means we are building not just for the experienced riders/athletes, but for everyone. [It’s] the right thing to do.”
- “Parents don’t let their children walk or ride to school because it is so dangerous with speeding vehicles and no safe pathway.”
- “I am a very active senior. I bike, walk or run almost every day year round. Current traffic conditions in most of Clackamas County force me to restrict my activities to the same handful of routes. I would greatly appreciate seeing more alternatives - especially for biking.”
- “Something needs to change if we want people [to] use biking and walking for their daily transportation or exercise. The only way I would feel safe walking and biking on major roads if the speed limit stays what it is would be wider, or protected, or off road bike/walking paths and more sidewalks.”

Unsupportive comments:

- “Rather see money used for better roadways.”
- “We can’t afford to repair our existing roads. Until you are able to maintain, and replace when needed, Bull Run bridge for instance, money should not be spent on new nonessential projects.”

Figure 2 Support for Goal 1 – Safety & Accessibility



Goal 2 – Connectivity

Ninety-four percent of respondents support or strongly support Goal 2, with 3% in strong opposition (Figure 3). Key comments include the following:

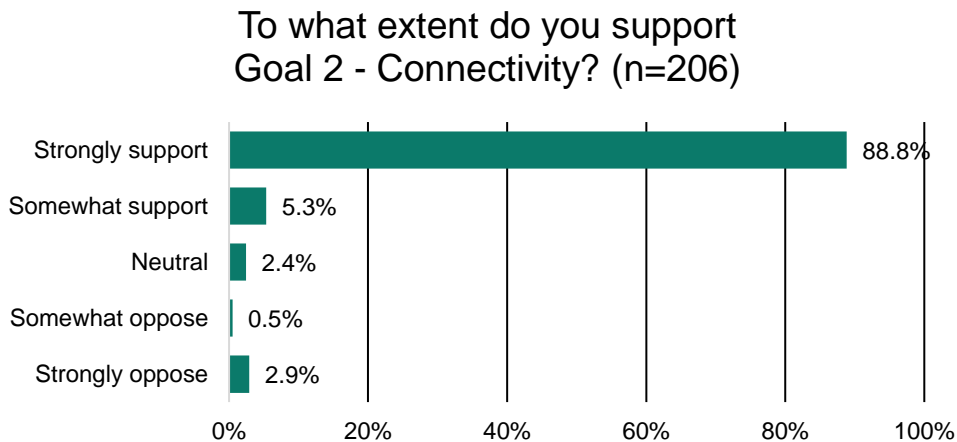
Supportive comments:

- “We need to get beyond a car-centered culture and make it convenient and safe for people to get out and about on foot and bikes.”
- “The current network is very fragmented. Nice bike lanes are often separated by narrow road shoulders or no shoulder at all.”
- “If you just build bike paths without [connecting to] destinations, you're just catering to those who want exercise, not those who want to use alternatives to cars.”

Unsupportive comments:

- “I do not need this capability, but others might find great value in this type of network.”
- “The county should prioritize other things before this. The homeless crisis is a good example of something that should take priority over walkways and bikeways.”

Figure 3 Support for Goal 2 - Connectivity



Goal 3 – Sustainability

Eight-nine percent of respondents support or strongly support Goal 3, with more than 11% neither opposed nor supportive (Figure 4). Key comments include the following:

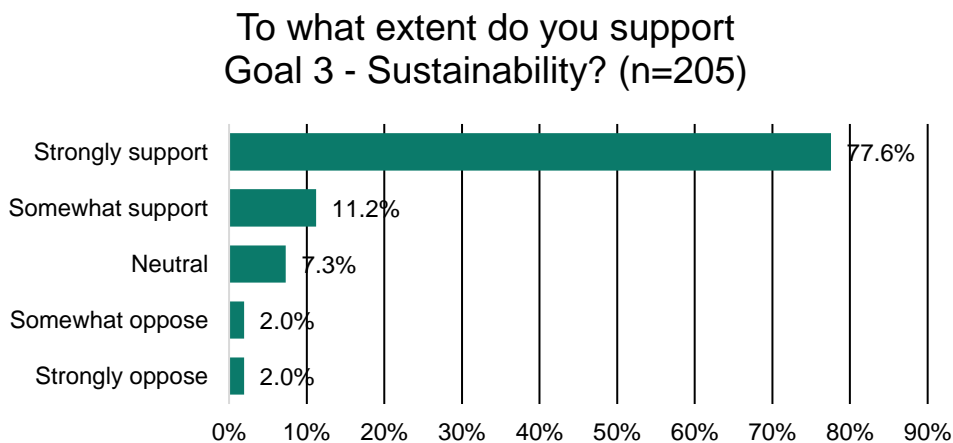
Supportive comments:

- “Multimodal transportation options is the best way to reduce car pollution.”
- “Rural roads need to allow pedestrian and bicycle travel to benefit the sense of community and to allow no-emission travel to protect climate that impacts farming and forestry with droughts and heat, etc.”
- “Everything about active transportation is positive and more sustainable. Car-dependent development is bankrupting the country, tears communities apart (or hampers community connections from building in the first place), and is the source of most of our environmental problems.”

Unsupportive comments:

- “While I think sustainability is important - I’m more focused on the benefits of exercise and reduction of cars on the road.”
- “It sounds good but I’m not sure what it really means.”
- “The economy isn’t as important here - while biking and walking do support the economy, to me it’s less crucial than the other two points included.”
- “I only support this where it makes sense. I do not support ruining the countryside and making it part of the city. People live in our rural community because we like it that way. We do not want city streets out in the countryside.”

Figure 4 Support for Goal 3 - Sustainability



Goal 4 – Equity

Twelve percent of respondents were neutral or in opposition to Goal 4, the highest proportion among all five goals, however nearly three-quarters of respondents strongly support the goal (Figure 5). Key comments include the following:

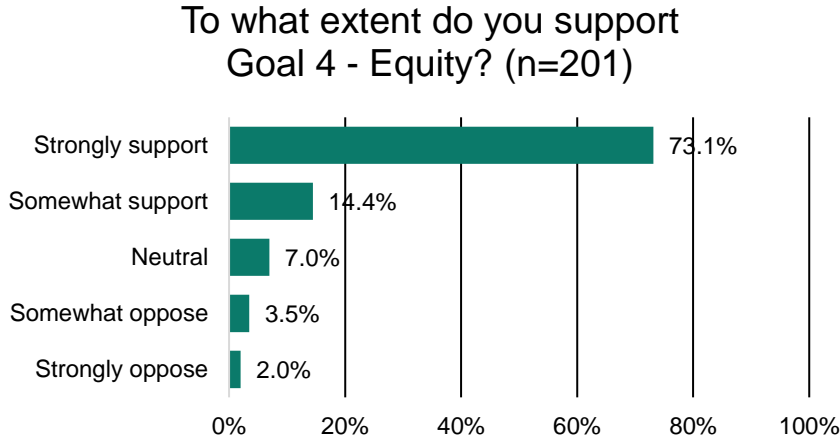
Supportive comments:

- “I...teach people of all ages, from little kids to 70-years-plus grandmas and grandpas, to ride a bike for the first time. A major deterrent for these folks wanting to ride more is not feeling safe on the roads.”
- “I want everybody, no matter what handicap or ability issues they may have being able to partake in society and the community. It's their right!”
- “I have disabled children who will likely rely on walking and bike access into adulthood.”

Unsupportive comments:

- “Children need a place to ride too, but it's not about equity. Make it about family, but realize those people ride a fraction of the miles that committed cyclists ride. People that are putting out the effort should be serviced first.”
- “I'm not sure what trails for every age and ability are? If there is a trail, everyone who can and wants to will use it.”

Figure 5 Support for Goal 4 - Equity



Goal 5 – Health

Ninety-four percent of respondents support or strongly support Goal 5, with just 2.5% in opposition, the lowest opposition among the five draft goals (Figure 6). Key comments include the following:

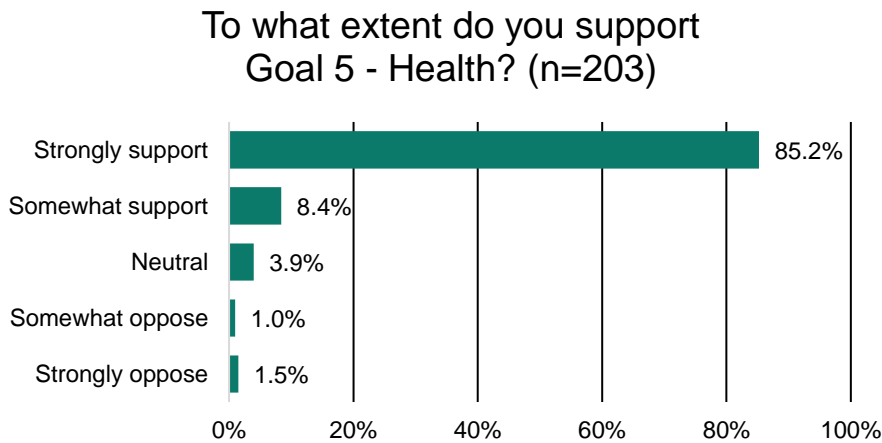
Supportive comments:

- “People certainly need to move more, local infrastructure that allows walking, running and biking safely will encourage more to move their bodies and that can be only good for society and personal health.”
- “This one doesn’t really need justification, does it?”
- “This goal provides common cause to all.”
- “Rural people should have the physical and mental health benefits of being able to exercise (for physical health) and visit neighbors (for mental health). Rural kids should be able to walk or bike to school out of the lane of travel of motor vehicles.”

Unsupportive comments:

- “Taking [c]are of Goal 1 through 4 already facilitate this goal. People who choose to practice good health are already doing so. Goal 1 - 4 will of course make their healthy adventure more enjoyable. However, I don't think it's realistic to think ‘If we build it, the unhealthy will come.’”
- “This is a nice to have that should just come as a side effect of a quality active transportation network.”
- “It is not government’s job to provide workout areas. How would you justify spending my tax dollars, as a rural Clackamas County resident, to fund these areas that I will never use?”

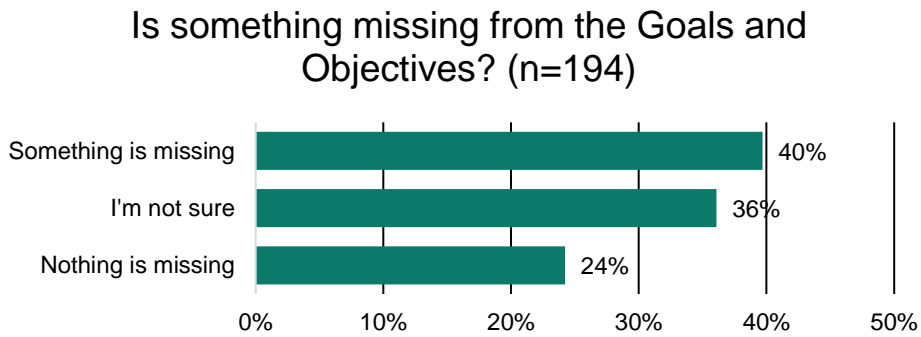
Figure 6 Support for Goal 5 - Health



Additional feedback on the goals

Participants were asked to comment on what if anything is missing from the draft goals. Forty percent of respondents said that something is missing (Figure 7).

Figure 7 Is something missing from the draft Goals?



There were nearly 200 comments with themes ranging from adding goal language related to education and marketing to promote active transportation benefits, end-of-trip facilities (e.g., secure bike parking) and development requirements, and traffic calming. Some comments noted that cost and travel affordability is important and could be an objective under the equity goal. Several comments emphasized the importance of naming performance measures for the county to track progress towards goals over time.

Shared Streets

The Virtual Open House briefly described the concept of Shared Streets as places where posted speeds are lowered to allow people walking, rolling, bicycling, and driving to comfortably operate in the same space.



Shared Streets are streets that do not have existing bike lanes and/or sidewalks and have added features or guidance to make it easier and more comfortable to walk, roll, and bike.

The added features may include reduced speed limits (down to 20 mph) and traffic calming such as speed humps.

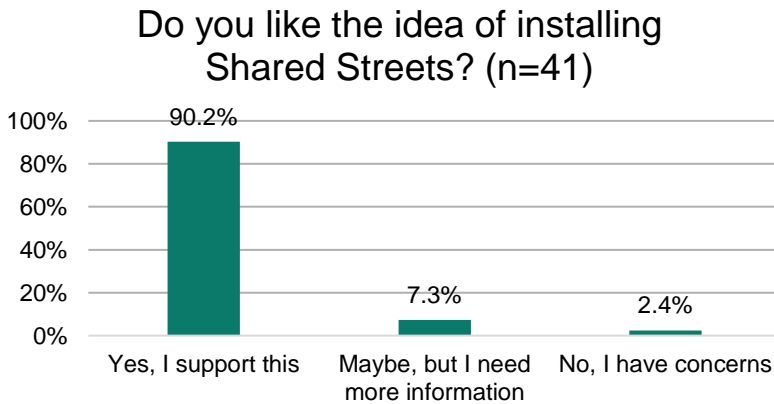
Criteria for selecting streets to become Shared Streets include:

- Current posted speed of 25 mph
- Local/residential street
- Low volume of cars and trucks; and
- Connections with key destinations such as schools, recreation and natural areas, transit stops, community and civic centers, and retail centers.

Sample image from the Virtual Open House Survey.

Participants were asked after reviewing the Shared Streets information whether they support the idea of installing Shared Streets treatments to make it easier to walk, roll, and bicycle to neighborhood destinations. Forty-one people responded to the Shared Streets survey, with 90% supportive and 10% unsure or opposed to the idea (Figure 8).

Figure 8 Support for Shared Streets installations



Participants shared their comments, suggestions, and concerns and what additional information they would need to better understand Shared Streets.

General comments

- “I like the share streets idea, and the additional signage, traffic control that it creates. I also think this makes the streets safer for the children in those areas.”
- “Shared Streets enhance the livability of neighborhoods and encourage people to get to know each other when they spend time moving throughout their neighborhood without being in cars.”

Suggestions

- “Be bold with traffic diverters and 15mph speeds. 20 [mph] doesn’t sound that fast until you’re standing right next to a car doing that or worse get hit by one.”
- “Please do this for Concord Avenue near River Road. Drivers treat it and River Road like a raceway.”
- “My big concern is that many drivers won’t follow the new guidelines, making these streets unsafe for others. **Re-education and enforcement needs to be part of it.**”
- “Any street that parallels a high-traffic/arterial/thoroughfare should be automatically considered for a shared street or even adding bollards and concrete diverters so only residents may drive to their addresses, with zero thru-driving cars.”
- “Shared streets are not ideal, but they can work in some situations. As a bicyclist I cannot move as quickly as cars. As a driver, I feel obstructed by bicyclists. This is not always a great idea, depending on the street. The only time they work is on extremely low volume streets.”

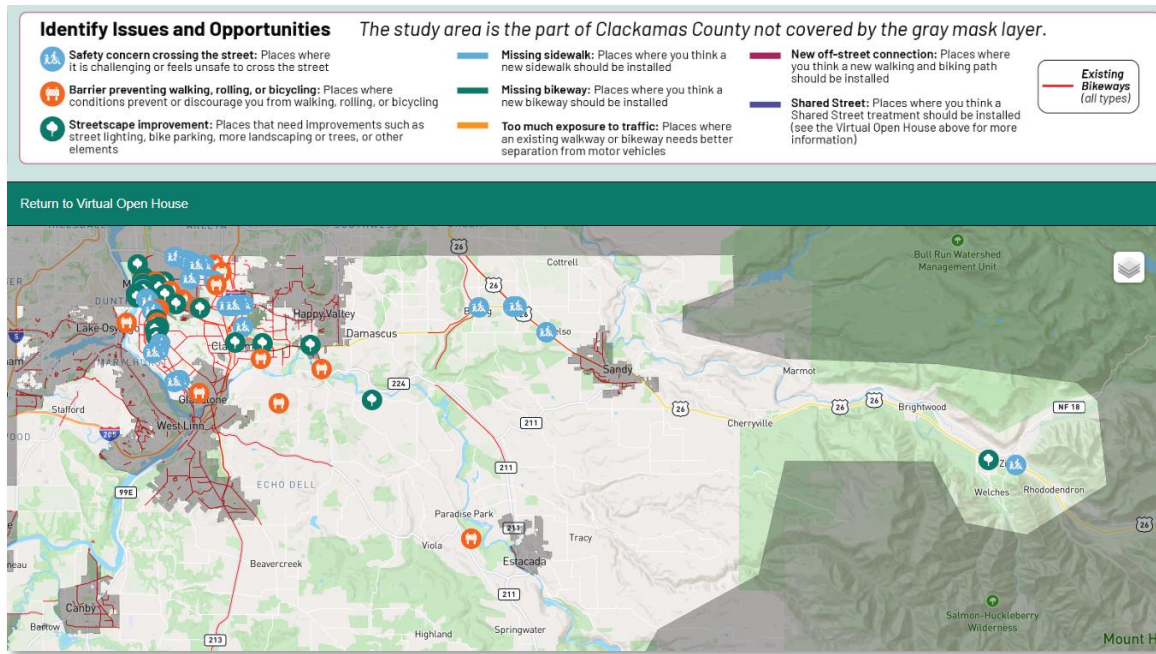
Concerns

- It’s hard for drivers to understand the shared streets signage and markings.”
- “I support this - however, separate/protected paths would be ideal. I do not support this if it will be used as a reason to not complete more thorough projects, but I do support this if it will just be another way to bolster connectivity of separate/protected paths.”
- “The signage looks confusing and rather hap-hazard. The signage does not look permanent.”

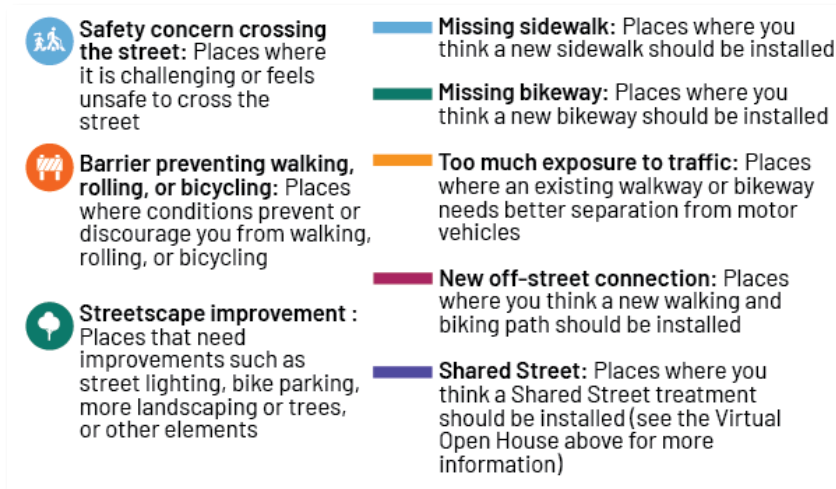
Interactive map

Open House participants were invited to explore an interactive map of the Clackamas County study area (the area not covered by the gray mask in the images below) and help the project team identify issues and opportunities in the active transportation network. Participants were able to browse the ideas and comments left by others, and “like” or “dislike” as well as provide additional comments responding to the original idea.

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The categories of possible feedback are shown below:



Feedback for each category is summarized in Figure 9. Missing bikeways were the most common issue (86 submissions); 42 locations were noted as having too much exposure to traffic; 36 locations were noted with safety concerns crossing the street, and 35 locations were noted with missing sidewalks.

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Figure 9 Summary of map survey ideas

Topic	Number of locations highlighted	Summary of comments	Comments with most "Likes"
Missing bikeway	86	<ul style="list-style-type: none"> ▪ Missing bikeways were noted across a broad area: <ul style="list-style-type: none"> – Local streets in McLoughlin area – Hwy 212 through Clackamas Town Center area – Clackamas River Dr – Numerous connections in the area between Oregon City, West Linn, and both east and west of Wilsonville – Connections between Oregon City and Canby – A connection between Canby to Molalla and Glen Avon ▪ Rural roads around Boring and Sandy, and along the Hwy 26 corridor to Government Camp 	<ul style="list-style-type: none"> ▪ n/a
Too much exposure to traffic	42	<ul style="list-style-type: none"> ▪ Feedback focused heavily on areas in the McLoughlin and Clackamas Town Center areas, including McLoughlin Blvd, SE 82nd Ave, SE King Rd, and SE Oatfield Rd 	<ul style="list-style-type: none"> ▪
Safety concern crossing the street	36	<ul style="list-style-type: none"> ▪ Streets with multiple locations noted: <ul style="list-style-type: none"> – McLoughlin Blvd – SE Sunnyside Rd – Areas along the Springwater Corridor trail – Hwy 212 and Hwy 26 near Boring and Sandy 	<ul style="list-style-type: none"> ▪ The diagonal bike crossing at Johnson Creek Blvd and SE Bell Ave is challenging to use and drivers do not see it. ▪ Lack of safe crossings of SE King Rd between SE Bell Ave and SE 82nd Ave
Missing sidewalk	35	<ul style="list-style-type: none"> ▪ Missing sidewalks were noted at various locations: <ul style="list-style-type: none"> – In McLoughlin and Clackamas Town Center areas – Along SE Revenue Rd, SE Orient Dr, and SE Compton Rd/Hwy 212 near Boring and Sandy 	<ul style="list-style-type: none"> ▪ n/a
Streetscape improvement	32	<ul style="list-style-type: none"> ▪ McLoughlin Blvd and SE Oatfield Rd ▪ Along Hwy 224 in Milwaukie 	<ul style="list-style-type: none"> ▪ Suggest planted medians along Hwy 99 and Hwy 224

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Topic	Number of locations highlighted	Summary of comments	Comments with most "Likes"
New off-street connection	23	<ul style="list-style-type: none"> ▪ Trail connections were suggested along a long stretch of the Willamette River ▪ Smaller neighborhood connections were suggested in McLoughlin and Clackamas Town Center areas 	<ul style="list-style-type: none"> ▪ n/a
Barrier preventing walking, rolling, or bicycling	20	<ul style="list-style-type: none"> ▪ McLoughlin area along Oatfield Rd ▪ Along SE Railroad Ave and SE Harmony Rd in Milwaukie 	<ul style="list-style-type: none"> ▪ Willamette River is a barrier to active travel (noted at Rivervilla Park)
Shared Street	7	<ul style="list-style-type: none"> ▪ Suggestions for Shared Streets were on: <ul style="list-style-type: none"> – SE Courtney Ave and SE Fair Oaks Ave in McLoughlin area – SE Monroe and SE Thompson in Milwaukie/Clackamas Town Center area – SE Territory Dr near Happy Valley 	<ul style="list-style-type: none"> ▪ n/a

This feedback will inform the project team’s analysis of gaps and deficiencies in the countywide active transportation network (Technical Memo #8).

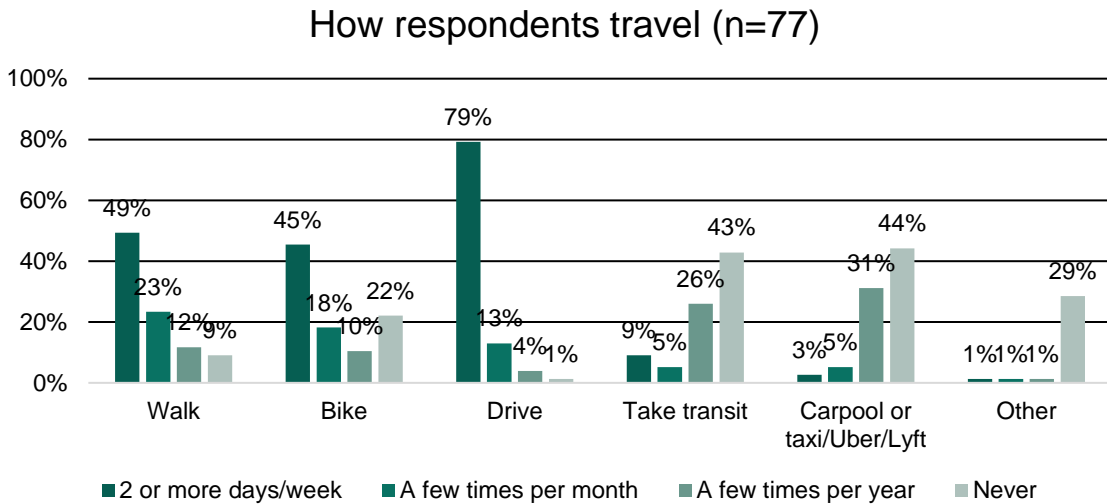
Respondent profile

A total of 77 participants responded to the survey collecting demographic information.

Travel patterns

- Nearly half of respondents travel by **walking** two or more days per week, and 45% **bicycle** two or more days per week. Just 9% never travel by walking, while 22% never travel by bicycle.
- **Driving** is the most common mode of travel, with 79% of respondents driving two or more days per week. Just 5% only drive a few times per year or never drive.
- **Transit** use is relatively uncommon among survey respondents. Just 9% take transit 2 or more days per week, while 43% never take transit.

Figure 10 How respondents travel

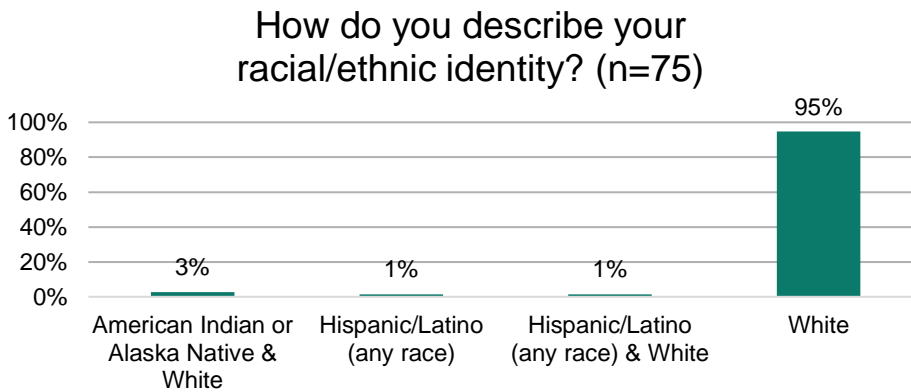


Race/ethnicity

- The respondent group was overwhelmingly white, with 95% of respondents identifying as white (Figure 11). This is in comparison to 86% of Clackamas County residents overall who identify as white alone.¹
- Four respondents identify as multiracial or Hispanic/Latino.

¹ 2020 American Community Survey 5-Year estimates

Figure 11 Respondents' racial/ethnic identity



Age

- The respondent pool skewed older than Clackamas County as a whole, with more than 60% of respondents age 55 or older (Figure 12) as compared to 32% of county residents as a whole (Figure 13).
- There were no responses from people younger than 25, though nearly 30% of county residents fall into this age range.

Figure 12 Respondent age

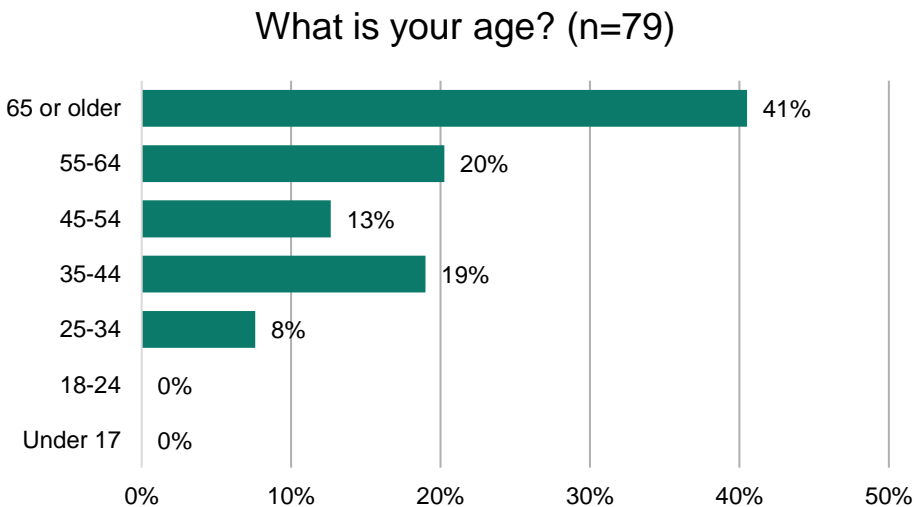
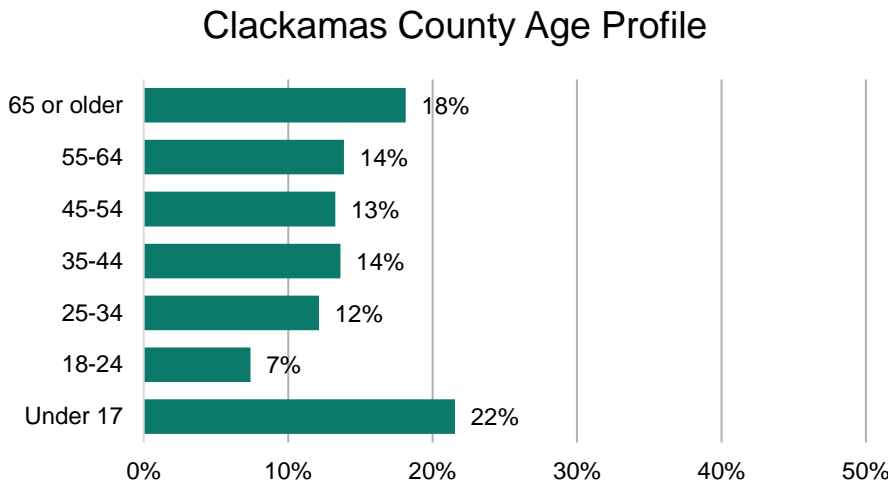


Figure 13 Clackamas County age profile

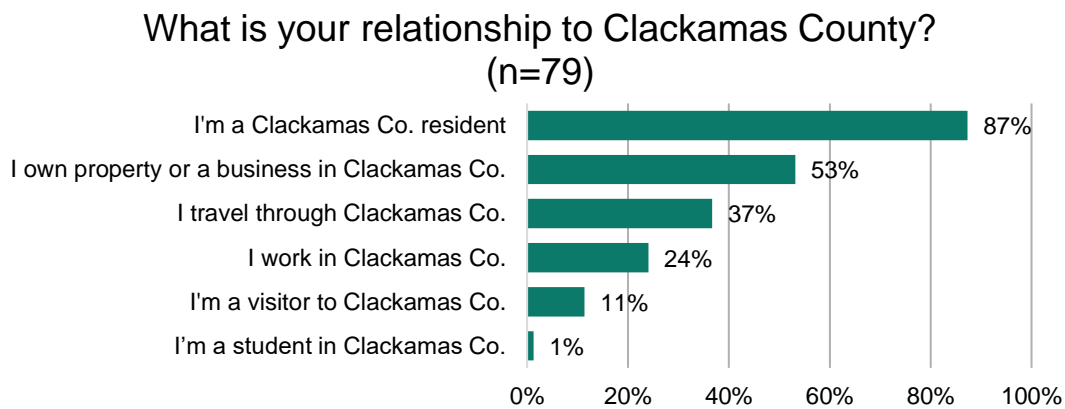


Source: 2021 5-Year American Community Survey, Table B01001

Relationship to Clackamas County

- Nearly 90% of respondents are Clackamas County residents.
- More than half of respondents own property or a business in Clackamas County.
- One-quarter of respondents work in the county.
- Visitors and those who pass through the county represent 37% and 11% of respondents, respectively.
- *Note that people were able to choose more than one category, so the percentages shown in Figure 14 total well more than 100%.*

Figure 14 Respondent relationship to Clackamas County



Where respondents spend their time

Respondents indicated where they spend most of their time in Clackamas County based on the planning areas shown in Figure 15.

- The urbanized areas in northwest Clackamas County received the most responses. The greatest share of respondents (more than 40%) said “McLoughlin area” and more than 30% selected “Northwest area,” while fewer than 20% said “South area” (*note that percentages shown in Figure 16 total more than 100% because participants were able to select up to three options*).
- Twenty percent of respondents selected “A city in Clackamas County” (indicated by the bright green bar in Figure 16), with the option to name the city or cities. These included:
 - Milwaukie (13 responses).
 - West Linn (4 responses).
 - Lake Oswego, Oregon City, and Welches (3 responses each).
 - Canby, Damascus, Estacada, Gladstone, Happy Valley, Lake Grove, Portland, Sandy, and Wilsonville (1 or 2 responses each).

Figure 15 County planning areas

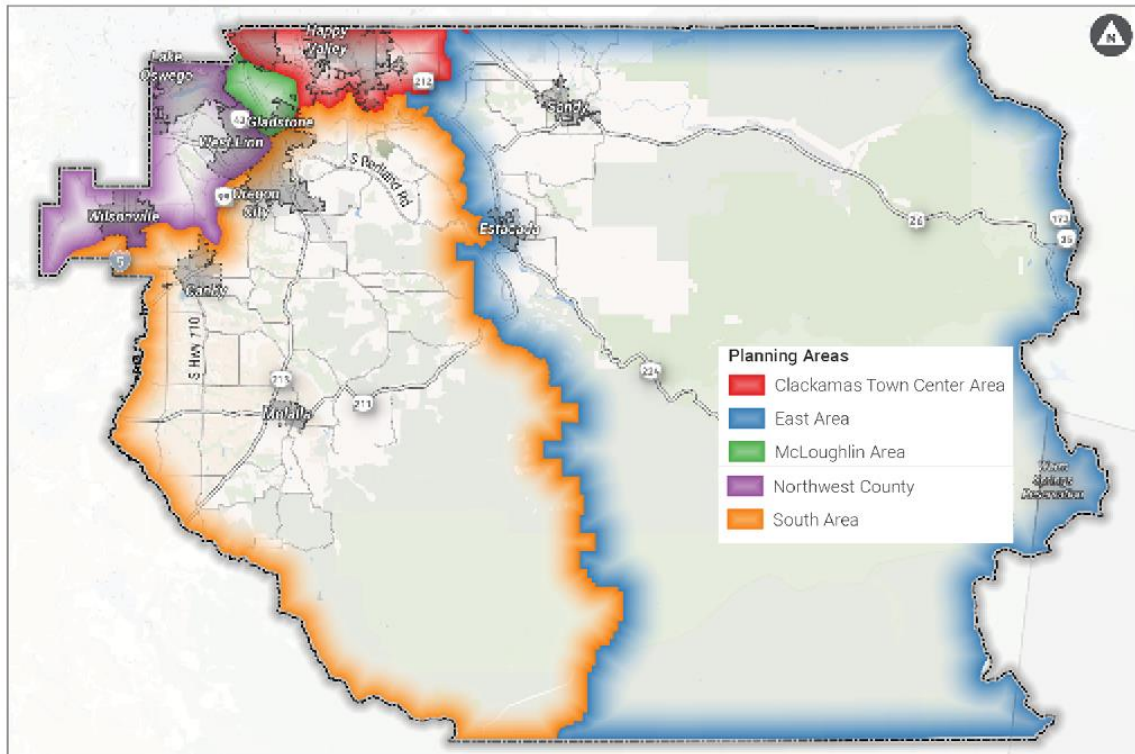
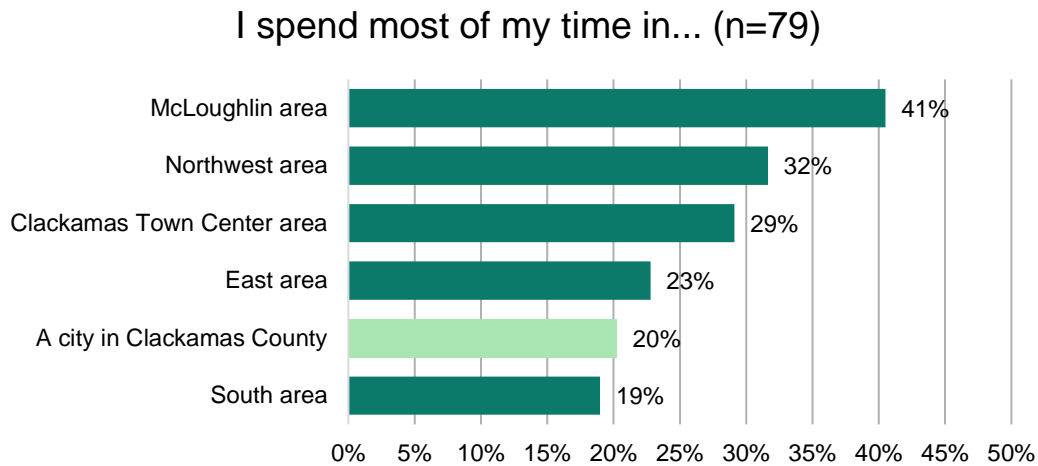


Figure 16 Where respondents spend their time



NEXT STEPS

The project team used the feedback and themes generated through Public Engagement #2 in the following ways:

- Incorporated feedback from survey responses and the February Walk Bike Advisory Committee meeting into final project goals, objectives, and performance measures (Technical Memo #5).
- Considered public input to finalize the recommended Shared Streets strategy (Technical Memo #7).
- Analyzed the map-based feedback to inform Gaps and Deficiencies analysis (Technical Memo #8) and begin to compile a draft project list.