



CLACKAMAS COUNTY

Pedestrian & Bikeway Advisory Committee

Meeting Minutes

Tuesday, September 5 2023

Remote meeting held via Zoom

<http://www.clackamas.us/engineering/pbac.html>

6:30 p.m. – Welcome

Joseph Edge, Del Scharffenberg, Pete Ihrig, Mindy Montecucco, Dave Weber, Steve Adams, Emma Lugo, Hans Tschersich, Dick Weber

Staff: Scott Hoelscher – Engineering Division (ED)

6:35 p.m. – Public Comment

There was no public comment.

6:00 p.m. – Approval of June Minutes

Joseph made a motion to approve the June minutes. Pete seconded the motion. The motion passed unanimously.

7:05 p.m. – Walk Bike Clackamas Plan

Scott explained that this agenda item is to provide an update on the project and what has occurred this summer. Also, Scott said he would like to have a conversation about the rural area of the county and what type of bicycle facility may be feasible. County has vast network of roads in rural area, which are typically rural 2 lane roads. Paved shoulders are typically the default facility design. The question for committee would be - what are locations that connect to activity centers or have a high volume of bikers that should be in the Walk Bike Plan.

Scott provided an overview of the project. He explained that the project is an update to both the pedestrian and bicycle master plans. Where should county invest in bike lanes, sidewalks and trails. Projects will be three tiers – high, medium and low priority. Outcome will be investments in the 5 planning areas; update to the facility design toolkit and shared streets. Project will also set new policy priorities and programs.

Scott provided updates on work completed to date. A big part of the project is community involvement. Scott provided an overview of the engagement, including stakeholder meetings and open houses. Three surveys have been conducted. Scott talked about “community conversations” – going out into the community and getting feedback. Scott talked about county fair tabling. He thanked the volunteers at the air.

Scott talked about the shared street element of the project. Shared streets for this project are locations where speeds are reduced to 20 mph. Scott went over the programs which have emerged. He went over the existing programs and recommended new programs. These include “no parking in bike lane” and school zone safety campaign, among others.

Scott then went over how projects were identified. He talked about using the TSP and SRTS as the base for a draft project list and then building on this with new analysis and public input surveying and the “wiki mapping” exercise. Scott explained the bicycle level of stress that was performed. Roads were ranked on the 1-4 scale, which 1 being the least stress and 4 being the most. Trolley trail would be an example of a 1. ODOT facility would be an example of a 4. Level 3-4 are being targeted with this project. Scott showed the bike level of stress for the county. Most roads are one or four.

Scott then talked about cost of paved shoulders and the many issues with adding a paved shoulder – stormwater requirements; right – of- way acquisition; and topography. Scott showed the existing bikeway map showing all roads as rural bikeways. He talked about the draft project list for paved shoulders and how the list was scored based on the criteria. Since county doesn’t have money to add many paved shoulders, are there locations where county should invest. Which roads should get paved shoulders?

Pete asked why county doesn’t use the term “greenway.” This could provide continuity with Portland. Scott explained that they are called shared streets for the Walk Bike Plan project. At the time of implementation, county could look at changing the name to “greenway.” Scott explained that the BCC may be opposed to this term. However, it is something the county could look at. Scott also said name isn’t necessarily important, it is the improvements (such as sharrows and speed bumps) that are installed.

Del asked if ppt could be sent out. Scott said he would send out with day after email.

Joseph said there are many projects here. Is there a way to prioritize since the list is so big. Scott pulled up the list and showed the scores based on criteria such as safety and connection to activity centers. He showed the column with the scores. Joseph mentioned that all top scoring projects were in south and east area. He talked about geographic equity being important. 5-6 top candidates based on scoring system. There was discussion around Boreland, and the importance of improvements given the I-205 tolling.

Del asked about the 5 geographic areas for the project are. Scott verbally described the 5 areas.

Pete asked about the amount of bike and ped traffic on segments. Scott talked about bike and ped counts using Miovision video technology. He said he could pull count numbers. Pete said he doesn’t ride the roads much so not sure if they are used by bikers.

Dave suggested getting counts on top scoring roads. Investments should be directed to where people want to ride. Does the road connect to something? “does it go somewhere?” Dave also suggested lane narrowing. Makes people drive slowly.

Steve supported lane narrowing. He talked about projects he was involved in that narrowed lanes. Helpful at slowing and calming traffic.

Jospeh asked that committee members with first-hand experience riding the rural roads to send comments to Scott.

7:15 p.m. – Rumble Strips

Dave mentioned the letter on rumble strips that Scott sent to PBAC before the meeting. Scott pulled up the draft letter. Scott gave some background on the topic – he reminded PBAC that ODOT is working on a project on Hwy. 211. He mentioned that Bruce biked some roads that had rumble strips on the fog line as opposed to within the shoulder area. Jospeh, Steve and Dave indicated support for the letter.

Mindy suggested in the second paragraph leading with what our concern is – “put the answer first.” Joseph suggested underlining the recommendation in the third paragraph. Del said rumble strips are dangerous no matter where they are placed. Del said rumble strips pose grave danger and he has had near misses with rumble strips; they are hard to see. Dave mentioned riding Hwy 224, which has rumble strips. He agreed that rumble strips should be on fog line. Scott added the word “placement” to the letter and underlined the sentence that Minday and Jospeh recommended. Pete made a motion to accept the letter as revised. Dick seconded the motion. Motion passed unanimously.

7:25 p.m. – PBAC Jersey

Scott reminded the PBAC that there is a subcommittee (Scott, Bruce and Kelli) for the jersey project. He said there were funds procured for the project and that he hoped to be able to select a vendor tonight. Scott explained they have two quotes from Primal Wear and Jakroo. He showed the group the jersey mock-up from Primal wear. Scott said they have a variety of styles and designs - “more relaxed fit” with a polo shirt design. Del asked what the difference between the mountain bike style was. Scott said it was a looser fit and different style of pockets. He pulled up different jersey styles. Scott pulled up Jakroo design. This design is a little different from a traditional jersey – has a collar but still athletic material. Scott asked for feedback on the Jakroo design. Joseph said that only about half of the committee is in attendance so it may make sense to wait till October meeting. Pete thought it was a good idea to wait. Dave suggested sending Scott preference if unable to attend next meeting. Scott offered to send design mock up and suggested PBAC explore websites.

7:25 p.m. – Welches Road Capital Project and Hot Spot

Scott pulled up website for the Welches Road project. He said county is starting design and engineering on Welches Road project from Hwy. 26 to Birdie Lane. Scott gave an overview of the project and showed the location of the project. He said the project was to add bike-ped facility to welches road. The reason for the project is to provide connections to area destinations. It is also a popular cycling route. Welches Road is a rural cross section – 2 lane road with no shoulders. Funded by the community road fund (CRF). Scott went over the timeframe for the project.

Scott talked about Welches Road being a “hot spot and talked about the need for “Bikes on Roadway” signage along Welches Road to alert drivers. Signage could be done in conjunction

with the project. Steve indicated support for adding signage. He said he has ridden Welches and it is a good road for cycling. Joseph also indicated support. Steve made a motion to put signage on Welches Road. Pete seconded the motion. Motion passed unanimously.

8:05 p.m. – Open Discussion / Project Updates

Scott said he is working with Tourism on an online bike map. Project is in development. Scott said they are “curating” the recreational rides – getting photos, written description and getting turn by turn directions. Scott asked if there was any interest in riding the Timberline Lodge climb. Asked for PBAC to send an email if there was any interest.

Del mentioned the State Parks Trails grant program. Money available for trail projects. Scott and Del talked about the program. Trails of any kind can be funded. Scott said Cazadero and Molalla Forest Road are two options. Scott said he will include the link to the program in day after email.

The Committee talked about the survey for the Walk Bike Plan. Emma asked about how the information will be used. Scott pulled up survey summaries and explained how they tallied the responses. Del asked if survey results for the 5 planning areas could be sent to the full committee.

Del talked about the new section of the Tualatin River Trail. He explained that a new segment was recently completed.

8:00 p.m. – Adjourn