



Pedestrian/Bikeway Advisory Committee Meeting Minutes
Tuesday, June 4, 2019

150 Beavercreek Road, Oregon City, OR 97045

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

6:30 p.m. Welcome and Approval of May Minutes

Members: Del Scharffenberg, Dick Weber, Mindy Montecucco, Kenath Sponsel, Bruce Parker, Hans Tschersich, Joseph Edge, Kelli Grover

Staff: Scott Hoelscher – Engineering Division (ED), Brett Setterfield – ED

Representatives: Tonia Williamson – North Clackamas Parks & Recreation District (NCPRD)
Trails and Natural Resources Management Analyst

Members of the Public: Terrie Daschiell and Kevin Gallagher – Clackamas County residents and bicyclists.

Mindy suggested that in the May minutes, under Oregon Scenic Bikeways, her comment was ‘Ride with GPS’ because that’s what Travel Oregon uses. JoeAnn is spelled without an ‘e’ under members of the public. Joseph moved to approve the May minutes and Del seconded, with the Committee unanimously approving with the discussed edits.

Scott showed a video that Kenath sent him showing the challenges bikers face crossing a particular roundabout in Denmark with high vehicle speed.

6:45 p.m. Public Comment

Kelly and Kevin said they are cyclists who just wanted to find out more about bike information within Clackamas County because they live in Clackamas. They found out about the meeting through a Google search and landed on the PBAC webpage.

Tonia discussed NCPRD’s upcoming Trails Master Plan process, where they’ll be forming a stakeholder group and technical advisory group. She asked the group to have a representative on the stakeholder group and Scott told the Committee that if anyone is interested and lives within the boundary, they should contact Scott via email (with needs by July or August). Dick asked if this would be bike trails or walking trails, and Tonia said they’d be community trails and regional trails (which is what the Trolley Trail is). Scott said we’ll have updates of the process for the Committee as it moves along, so input can be provided.

6:55 p.m. I-205 Corridor Improvements

Bruce gave a background on him emailing ODOT because he wasn’t present at the Committee meeting where ODOT presented the project, asking about the project related to the Oregon Bike Bill, and he got a response from Ellen Sweeney describing what they presented to the Committee. The project proposed 12-feet of shoulder alongside the roadway as the bike facility

of the widening project. Scott and Bruce wanted to see if there's an interest from the Committee to do more to push this project to include more adequate bike facilities. Bruce read the email he received from Ellen Sweeny, saying essentially what ODOT presented to the Committee earlier this year. Bruce wanted to poll the group to see if they wanted to spend more time on this project and got a unanimous approval to continue moving forward on this project.

Scott pulled up the letter the Committee drafted and sent to Clackamas County Chair Jim Bernard about including a safe bike/pedestrian facility in the I-205 widening project. Bruce said the current plan doesn't follow the spirit of the Bike Bill, and may not follow the legality of the bill. Del asked if Metro has any clout in this discussion, and Scott said they don't and that this is an ODOT issue and is still up to the State Legislature for approval of funding. Tonia asked if the more robust active transportation component of projects in Washington County (OR-217) and Multnomah County (I-5 in the Rose Quarter) might show that this project is lacking in bike/pedestrian components. Kenath said that since the funding isn't solidified yet, and that active transportation infrastructure projects, when done correctly, are somewhere around 10% the cost per mile of a vehicle roadway, that should be an important thing to include because the cost is so much lower.

Tonia asked if the Committee has heard back from Chair Bernard and Bruce said no. Joseph said Commissioner Savas is the one who's been supporting the Oak Grove-Lake Oswego (OGLO) bike/pedestrian bridge and Tonia said he may be the one to address a letter to. Scott said he had a suggestion, that the Committee not draft a letter tonight, but fine-tune a letter through email like the Committee did with the last letter.

Kelli motioned that the Committee edit the original letter via email with enhancements related to the discussion just had, Dick seconded, and the Committee approved the motion unanimously.

Mindy asked if making improvements to Willamette Falls Drive as a parallel route would be part of the I-205 project and Scott said that is something the County is looking into currently with the Regional T2020 corridor project. Scott said he's meeting with West Linn about that issue next week. Mindy asked if the Willamette Falls Drive possibility was something the Committee would want to include with the I-205 project, and Scott provided a brief overview of the Willamette Falls Drive and what that route would look like. Kenath said installing speed traffic cameras at Willamette Falls Dr. and Borland Rd would help mitigate speeders, and Joseph said only the City of Portland is legally allowed to use those, and that it would need to be taken to the State legislature.

Kelli said it would be important to focus on the ODOT ride-of-way in this proposed letter, given that this will be a state funded project. Joseph agreed, but that the state could allocate funds they were going to use for shoulder improvements and shift them to Willamette Falls Dr., with the approval of West Linn. He said it's looking like two different letters with two different asks. Joseph said the Committee should draft a letter first, focusing on the ODOT portion of the bill and present the simple facts laid out in the letter drafted to Chair Bernard, and then the Committee could move from there adding language to a potential second letter about the West Linn/Willamette Falls Dr. option. The Committee said they'll start working on the letter in the coming days, using Scott as a middle man to distribute the draft to Committee members. Scott said there's a Street Trust portion of this project, where he discussed with members of the Street Trust the potential to provide Committee members resources on active transportation advocacy. He said it's not necessarily training, but will have that type of feel helping Committee members to improve their advocacy for this and future projects.

7:45 p.m. Park Avenue Community Project

Joseph provided an overview of the Park Ave Project, which centers around the Park Avenue Orange Line station and land uses around that area. The motivation for this project is that there were no land use changes for commercial and residential zoning following the completion of the station. The goal is to provide more mix-use development and walkability surrounding the light-rail station, reconnecting the original grid that was in that neighborhood prior to McLoughlin Blvd. being put in, but not with a car-focus and designed for pedestrians and bicyclists. Hans asked that the northern end of Oatfield being within project area, is there any development being considered, and Joseph responded that there will be no capital projects associated with this project.

Mindy made a motion for the PBAC to request a seat on the Park Ave Community Advisory Committee with a letter to the Board of County Commissioners for someone to represent active transportation interests, Del seconded, and it passed unanimously (with Joseph abstaining from the vote).

7:55 p.m. Courtney Avenue Complete Streets Project

Scott gave an overview of the Courtney Ave project that the County is applying for with Regional Flexible Funds Allocation (RFFA) competitive grant. This project would add sidewalks and buffered bike lanes from River Rd. to McLoughlin Blvd. along Courtney Ave. Scott asked the Committee for a letter of support for the project, and provided a draft letter for members to review.

Dick made a motion to approve the draft letter with minimal spelling edits, Kenath seconded the motion, and the motion passed unanimously. Tonia said Clackamas County is certified to deliver federal projects, which many other entities aren't, and that would be useful to include in the grant proposal.

8:15 p.m. Open Discussion

Scott informed the Committee about the County receiving grant funding for bike parking in Oak Grove, a Safe Routes to School coordinator, and the Rhododendron Visioning Project. Scott also provided information on a survey for the Oak Grove-Lake Oswego bike/pedestrian bridge www.clackamas.us/transportation/oglo which is open now until June 15. Joseph and Bruce are on the Community Advisory Committee for the project, and they discussed the project a little bit. Bruce said he's learned TriMet will not be providing funding, but Metro could be based on their T2020 Regional Funding that's going through committee right now for the public to vote on in November of 2020 (the OGLO corridor may or may not be on the T2020 ballot measure). Joseph talked about the bridge height mandates so tall boats can still travel underneath.

Scott talked about the Voyage of the Visionaries bike ride and encouraged members of the Committee to RSVP. This ride will go through Clackamas County (down the Trolley Trail to Oregon City and north along 43 to Lake Oswego) with policy makers from across the region riding, with an opportunity to mingle with many elected officials.

Hot Spots/Pinch Points will be rolled over into next meeting and discussing how to define these issues, how to create a draft list, and how we want this to work moving forward.

Scott provided a printout of the final concept of the Milwaukie Bay Park project. Del said he has a gripe with not being able to park in the parking lot because that area is only for boat-towing vehicles.

The next PBAC meeting will be held on August 6 (no July meeting) and then followed by a September 3 meeting.

Del said a portion of the Salmonberry Trail will open soon.

8:15 p.m. Adjourn