

MEMORANDUM

February 7, 2023

To: Scott Hoelscher, Clackamas County
Dru van Hengel and Jeri Stroupe, Nelson\Nygaard
From: Talia Jacobson, Kerry Aszklar, AICP, and Jacob Nigro, Toole Design
Project: Walk Bike Clackamas

Re: Final Technical Memo #4: Existing Conditions Analysis

Existing Conditions Analysis

Summary of Conditions and Introduction to Active Transportation Planning Areas

This memorandum provides an overview of the walking and bicycling conditions that exist currently within Clackamas County as part of Walk Bike Clackamas (WBC). This analysis includes a countywide¹ snapshot of existing walking and bicycling facilities, as well as of facilities by active transportation planning area.

All analyses in this memo are specific to unincorporated Clackamas County, while all mapping components include both incorporated and unincorporated Clackamas County. This is reflective of individual cities having separate plans for their active transportation facilities. Within the County, there are many different owners of roadway facilities that reflect the number of cities within the County as well as roads owned by the state and by federal land agencies. For multiuse trails, the County Parks & Forestry and local parks departments may have a stronger role in planning and maintaining trail facilities.

Equity Considerations

Walk Bike Clackamas is rooted in an equity framework. Clackamas County seeks to improve access to safe, sustainable, affordable, and healthy transportation for vulnerable, under-resourced, and overburdened communities. Earlier plan memoranda have laid the groundwork for two aspects of this analysis:

Demographics

To ensure the plan distributes benefits and burdens equitably, WBC will analyze how existing active transportation conditions and future investments serve (or impact) communities of interest. These communities are outlined in the Title VI and Equity Assessment Memorandum, and include federally protected classes based on race, ethnicity, language, income, age, and ability. The County developed an equity index methodology, which will be an input for prioritization and will be mapped and explained in the final WBC plan.

Public Health

Safe opportunities for physical activity can have a positive impact on physical and mental health, addressing conditions that disparately impact Clackamas's communities of interest. The Walk Bike Clackamas Technical Memo 1: Health and Equity Framework describes a health equity framework using systems, environments, and

¹ While WBC will identify needs and improvements for unincorporated areas, this memo includes both incorporated and unincorporated areas. This will allow subsequent tasks to benefit from an understanding of the walking and bicycling networks users navigate today, which often cross jurisdictional boundaries.

the individual within the structure of the social determinants of health. Where available, spatial data regarding the prevalence of certain public health conditions and disparities will inform project prioritization.

Equity Index Methodology

Based upon review of the County’s prior approach, findings from the WBC Title VI and Equity Assessment memo, and best practices, Walk Bike Clackamas uses the following measures to identify Communities of Interest:

1. Race: People who identify as any race other than white alone
2. Ethnicity: People who identify as Hispanic/Latino/Latina (any race)
3. Linguistic Isolation: People who speak English less than very well
4. Low Income: People in households where the household income is below 199% of the federal poverty line
5. Limited transportation resources: Households with one or fewer cars
6. Older adults: People aged 65 years or older
7. Youth: People under the age of 18
8. Disability: Households that include someone with a disability.

The methodology uses a threshold-based approach to identifying higher concentrations (people per acre or households per acre) of the Communities of Interest at the census block group level in comparison to the county as a whole. Each measure is scored individually, with composite scores for all measures used to identify block groups with higher-than-typical concentrations of Communities of Interest.

The methodology involves five steps:

1. Calculate the mean value of each measure for block groups within the county.
2. Calculate standard deviation (SD) of each measure at the block group level.
3. Create 5 bins centered on each measure’s mean value using SD to define the breakpoints.
4. Assign each block group a normalized score of 0-4 for each measure (see Table 1).
5. Sum individual indicator scores for the composite equity index score (see Table 3). After examining the distribution of composite scores during existing conditions, we may recommend adjusting the composite score breakpoints.

Table 1. Block group scores for individual measures

Score	Interpretation
0	Well below county average (or block group has a zero percent estimate for the community of interest)
1	Below county average
2	County average
3	Above county average
4	Well above county average

Table 2. Composite equity index scores

Score	Interpretation
≤15	Below county average
16	County average
17-24	Above county average
≥25	Well above county average

Existing Countywide Active Transportation Facilities

Sidewalks

Sidewalks are a key facility to increase walking as a mode of transportation. Within unincorporated Clackamas County, streets without sidewalks account for nearly 92.6% of the total roadway centerline mileage within the unincorporated county (across all municipal agencies that oversee facility ownership). Principal arterials and major and minor arterials (4.5%, 4.1% and 4.5%, respectively) are most likely to have sidewalks on at least one side, while limited access facilities such as expressways and interstates are least likely to have sidewalks. Principal arterials, as well as local streets, (7.5% and 7.6%, respectively) are also most likely to have sidewalks on both sides. See Table 3 for a summary on sidewalk presence throughout the County. For a map of countywide sidewalk facilities, see Figure 1.

Table 3. Overview of sidewalk mileage and percentage of sidewalks complete, calculated by facility type

Street Type	Both sides of street		One side of street		No sidewalk		Grand Total	
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent
Principal Arterial	5.4	7.5%	3.2	4.5%	62.6	88.0%	71.1	100%
Principal Expressway* ²	0.0	0.0%	0.0	0.0%	5.1	100%	5.1	100%
Principal Interstate* ²	0.0	0.0%	0.0	0.0%	0.1	100%	0.1	100%
Major Arterial	1.4	0.7%	7.7	4.1%	178.9	95.2%	187.9	100%
Minor Arterial	11.8	3.9%	13.8	4.5%	280.2	91.6%	305.8	100%
Collector	8.5	3.2%	5.9	2.2%	251.0	94.6%	265.4	100%
Connector	2.5	4.9%	1.6	3.2%	46.6	91.9%	50.7	100%
Local	48.2	7.6%	13.3	2.1%	572.6	90.3%	634.0	100%
Other minor street type (or N/A) ³	4.7	1.6%	6.1	2.0%	289.6	96.4%	300.4	100%
Total Facility Mileage	82.4 mi	1.2%	51.5 mi	2.0%	1686.4 mi	96.8%	1820.3 mi	100.0%

Bikeways

There are 101.7 miles of existing bikeways and 29 miles of off-street bikeways (hard surface trails) on streets within unincorporated Clackamas County. Additionally, there are 801 miles of planned bikeways and 40.4 miles of planned off-street bikeways. Overall, most of the county bikeways are traditional bike lanes. However, planned bikeways also include protected bike lanes, cycletracks, shoulder bikeways, shared roadways such as neighborhood greenways, and off-street facilities such as hard surface multi-use trails.

Existing bikeways data at the County level does not distinguish between a striped bike lane, buffered bike lane, or separated bike lane. Consequently, these statistics do not indicate the level of bikeway protection nor the level of traffic stress for existing bikeways. Additionally, bikeways data notes a high percentage of planned bikeways are unknown. These facilities originated during the previous countywide planning process, the 2015 Active Transportation Plan. However, the data does not distinguish the type of facility. See Table 4 for a summary of

² Principal Expressway and Principal Interstate originate from Clackamas County's street classification data as distinct street types.

³ Other minor street types include various other types, including private roads, that are not common throughout the County.

existing and planned bikeways in unincorporated areas and Table 5 for existing and planned hard surface trails in unincorporated areas. See Figure 2 for a countywide map of bikeway and trail facilities.

Table 4. On-street bikeway facility types and mileage

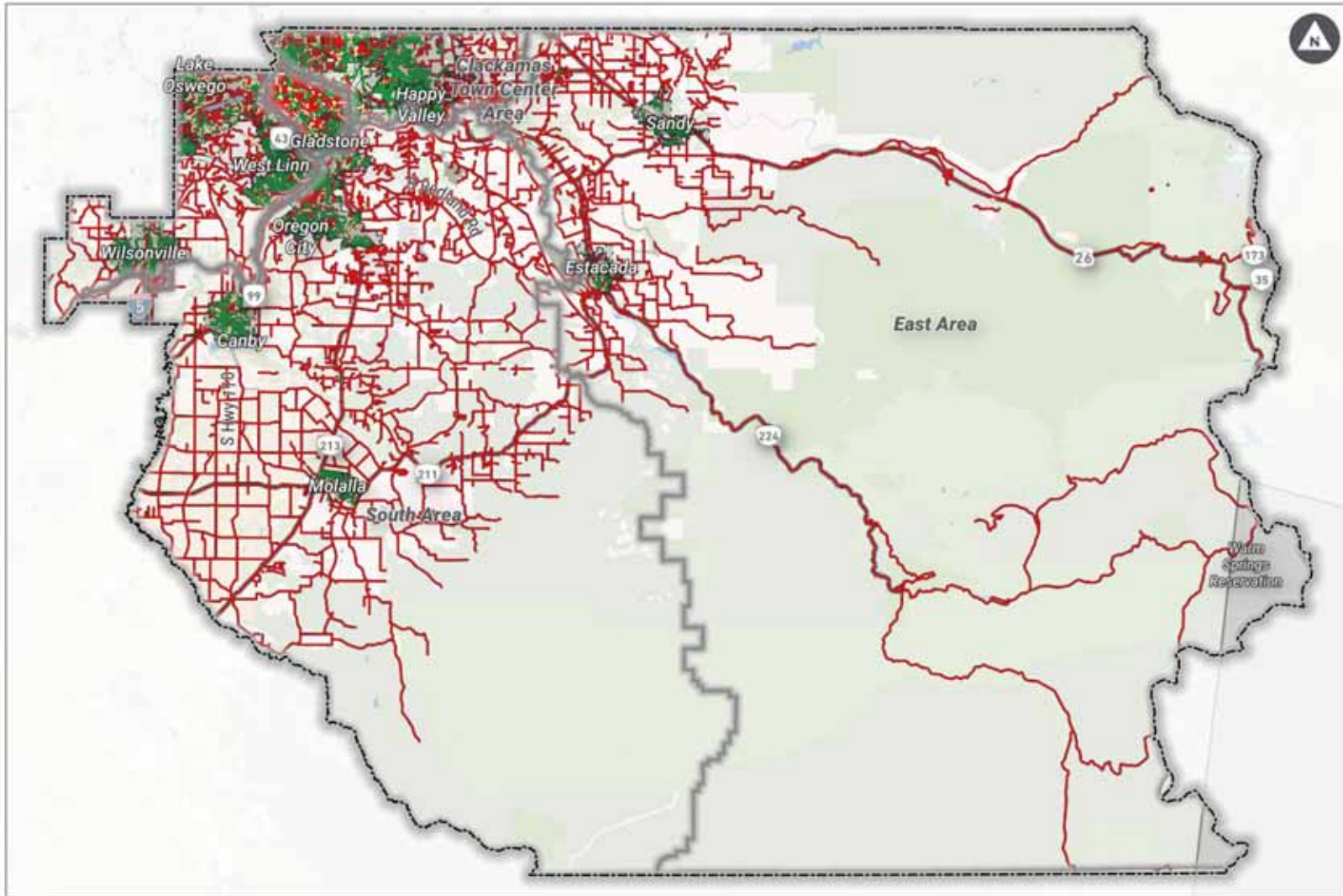
Facility type	Existing		Planned	
	Mileage	Percentage	Mileage	Percentage
Bike lane	60.58	60%	5.99	1%
Shoulder bikeway	41.12	40%	89.68	11%
Buffered bike lane	-	-	12.8	2%
Neighborhood Greenway	-	-	14.11	2%
Protected bike lane	-	-	1.41	0%
Unknown bikeway type	-	-	676.7 ⁴	85%
Total	101.7	100%	800.69	100%

Table 5. Off-street bikeway facility types and mileage

Facility type	Existing	Planned
Multi-use Path	28.91	40.42

⁴ “Unknown bikeway type” originated from the 2015 Active Transportation Plan, but does not have information on what type of facility.

Figure 1. Existing Countywide Sidewalks Throughout Clackamas County



- | | |
|-----------------|---------------------------|
| Sidewalk | County Boundary |
| Both sides | City Boundary |
| One side | Geographic Analysis Areas |
| None | Warm Springs Reservation |

Figure 2. On-Street Countywide Bikeways Throughout Clackamas County

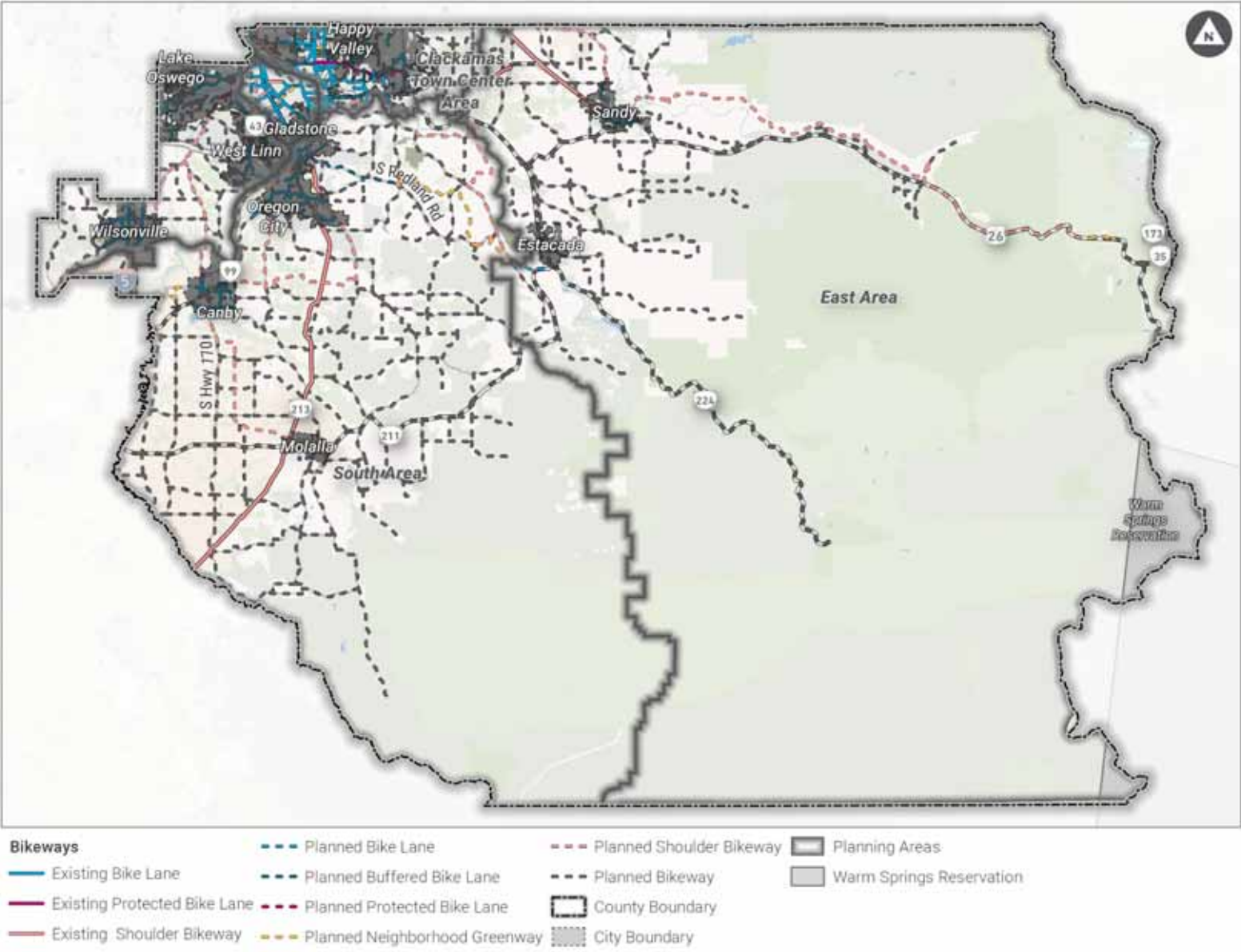
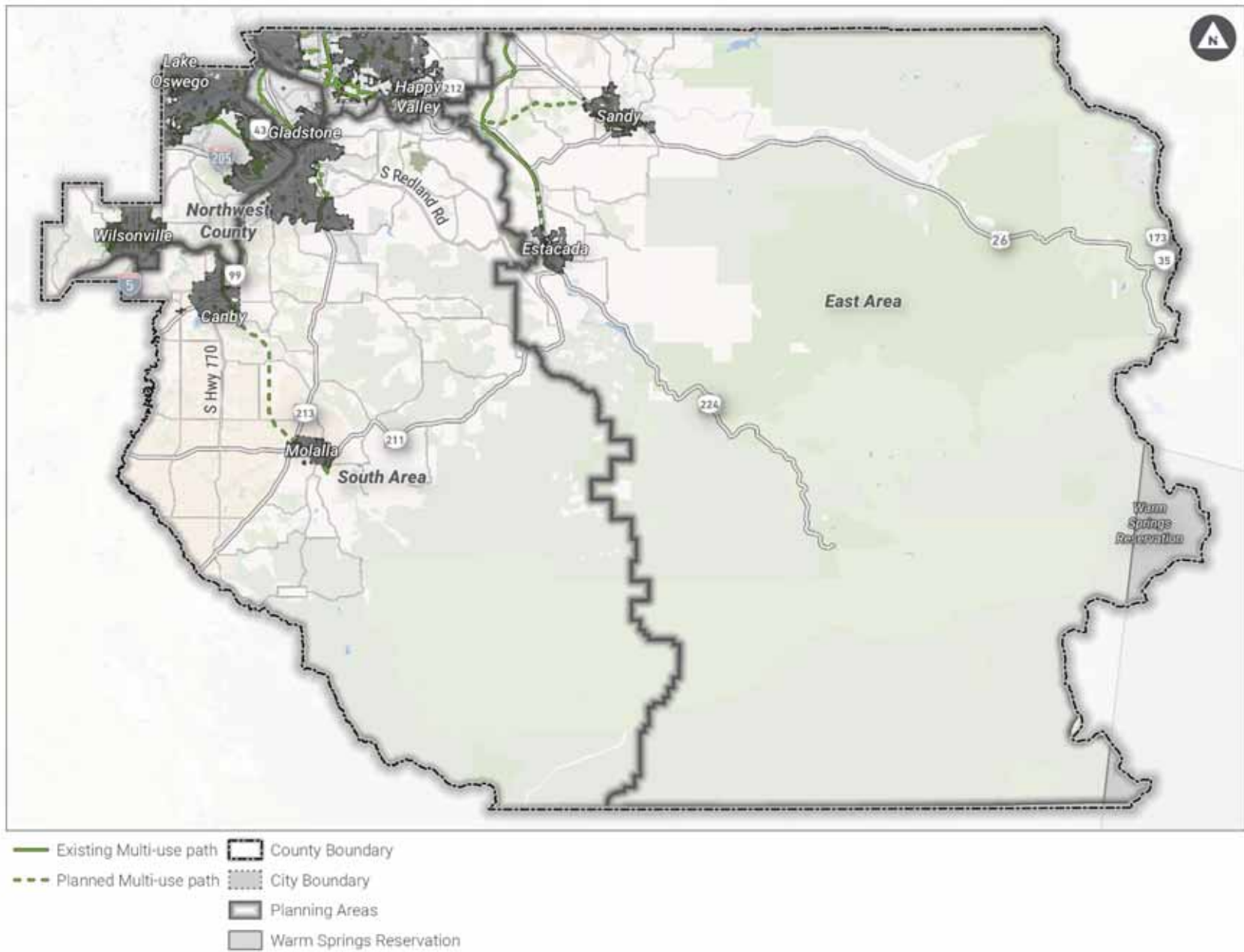


Figure 3. Off-Street Countywide Trails Throughout Clackamas County



Overview of Active Transportation Planning Areas

The five active transportation planning areas used in WBC are consistent with the 2013 Clackamas County Transportation System Plan (TSP) and the forthcoming update. Clackamas County uses geographic planning subareas to support more nuanced analysis of conditions and investments in different parts of the county (Figure 3). These areas follow development patterns, as well as natural features such as the Willamette and Clackamas Rivers and the general topography. The Greater McLoughlin Area has the highest median residential density, while East County has the lowest residential density. The areas are listed in Table 6.

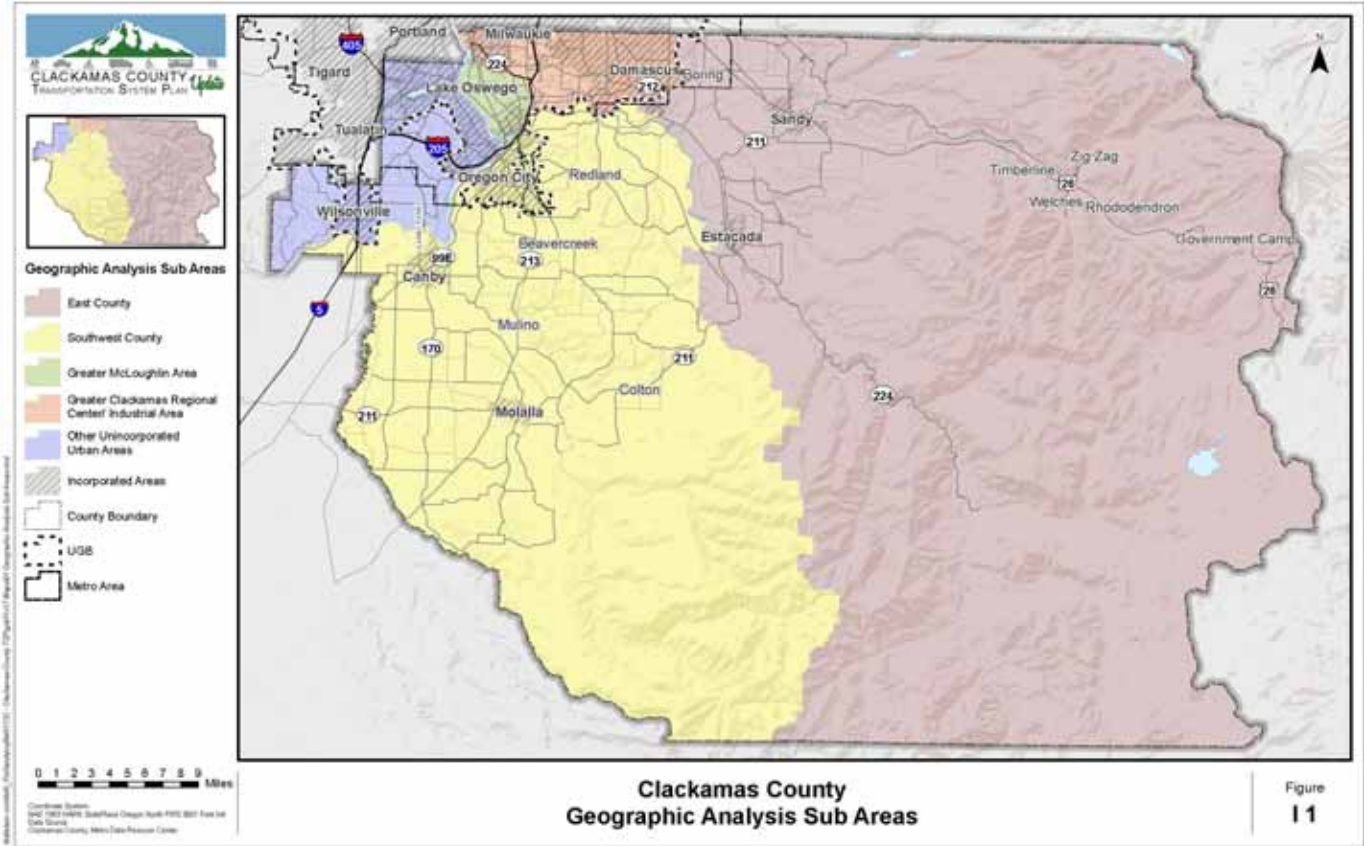
Table 6. Land and Population by County Transportation Area. Data: 2020 ACS 5-Year Estimates.

	Countywide			Unincorporated County		
	Population	Acreage	Median Residential Density (people/acre)	Population	Acreage	Median Residential Density (people/acre)
Northwest County	104,336	43,124	2.42	19,876	26,978	0.74
Greater McLoughlin Area	49,615	6,820	7.28	36,351	5,217	6.97
Greater Clackamas Region Center/Industrial Area	101,780	27,255	3.73	53,889	16,469	3.27
Southwest County⁵	113,285	400,164	0.28	66,463	389,153	0.17
East County⁷	45,917	716,737	0.06	38,869	712,998	0.05
Countywide	414,933	1,194,099	0.35	215,448	1,150,815	0.19

⁵ 83.0 square miles, or 13.2%, of Southwest County is Federal land.

⁶ 578.6 square miles, or 51.4%, of East County is Federal land.

Figure 4. The five planning areas used in the 2013 Clackamas County Transportation System Plan.



Sidewalks

Ninety-three percent of unincorporated Clackamas County does not have sidewalks on either side of the street. Most of those missing sidewalks are in the Southwest County (46%), while a third of East County is missing sidewalks (33%). For streets with sidewalks on one side, the Greater Clackamas Town Center/Industrial Area has over half (55%) of those streets with only one-sided sidewalks, with the Greater McLoughlin Area having 29 percent of the streets with sidewalks on one side. For streets with sidewalks on both sides, the Greater Clackamas Town Center/Industrial area has the most (76%), while the Greater McLoughlin Area has 19 percent of streets with sidewalks on both sides. See Table 7 for more information on sidewalk presence.

Table 7. Sidewalk mileage and percentage by planning areas within Unincorporated Clackamas County.

Area	Both sides of street		One side of street		No sidewalk		Grand Total	
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent
Northwest County	2.5	3%	4.4	8%	131.6	8%	138.4	8%
Greater McLoughlin Area	15.5	19%	15.2	29%	99.4	6%	130.1	7%
Greater Clackamas Town Center/Industrial Area	62.7	76%	28.5	55%	135.3	8%	226.5	28%
Southwest County	0.9	1%	2.3	4%	767.5	46%	770.7	42%

Area	Both sides of street		One side of street		No sidewalk		Grand Total	
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent
East County	0.9	1%	1.1	2%	552.7	33%	554.7	30%
Countywide	82.4	5%	51.5	3%	1686.4	93%	1820.3	100%

Bikeways

Approximately two-thirds of existing on-street bikeways are located in the Greater Clackamas Region Center/Industrial Area (33 percent) and the Southwest County (32 percent). However, half of the planned on-street bikeways are located in Southwest County, and a third are located in East County.

Nearly two thirds of the existing off-street bikeways (67 percent) are located in East County (33 percent), or in the Greater Clackamas Region Center/Industrial Area (32 percent). The Greater McLoughlin Area has about a fifth (19 percent). Over half of the planned off-street bikeways are located in the Southwest County, followed by East County (25 percent of off-street bikeways) and the Greater Clackamas Region Center/Industrial Area (22 percent). See Tables 8 and 9 for more information on on-street and off-street bikeway mileage in these areas, respectively.

Table 8. On-street bikeway mileage and percentage, by active transportation planning area.

Area	Existing on-street bikeways*		Planned on-street bikeways	
	Miles	Percent	Miles	Percent
Northwest County	2.0	2%	63.1	8%
Greater McLoughlin Area	23.8	23%	15.8	2%
Greater Clackamas Region Center/Industrial Area	33.5	33%	52.3	7%
Southwest County	33.1	32%	400.8	50%
East County	9.3	9%	268.7	34%
Countywide	101.7	100%	800.7	100%

Table 9. Off-street bikeway mileage and percentage, by active transportation planning area.

Area	Existing off-street bikeways*		Planned off-street bikeways	
	Miles	Percent	Miles	Percent
Northwest County	3.8	13%	1.4	3%
Greater McLoughlin Area	5.4	19%	-	0%
Greater Clackamas Region Center/Industrial Area	9.3	32%	8.5	22%
Southwest County	0.8	3%	20.9	54%
East County	9.5	33%	9.6	25%
Countywide	28.9	100%	39.1	100%

Pedestrian- and Cyclist-Involved Crashes and the High Injury Network

Crash data from 2016-2020 was sourced from the Oregon Department of Transportation. Clackamas County has a goal to eliminate fatal and serious injury crashes on its roads by 2035. WBC analyses focus on fatal and severe injury crashes involving a pedestrian or a cyclist in both incorporated and unincorporated parts of the County. See Table 10 for more information on crashes within these areas.

Table 10. Crashes by active transportation planning areas and vulnerable road user involvement (2016-2020).

Area	Pedestrian-Involved Crashes			Bicyclist-Involved Crashes		
	All Crashes	Fatal or Serious Injury Crashes	Percentage Fatal or Serious Injury Crashes	All Crashes	Fatal or Serious Injury Crashes	Percentage Fatal or Serious Injury Crashes
Northwest County	50	10	20%	39	0	0%
Greater McLoughlin Area	21	16	76%	35	1	3%
Greater Clackamas Region Center/ Industrial Area	90	25	28%	75	11	15%
Southwest County	68	16	24%	52	5	10%
East County	19	9	47%	8	0	0%
Countywide	278	76	-	199	17	-

The development of a high-injury network (HIN) is often a key element of identifying location improvements. To develop a HIN in Clackamas County, the “sliding window” analysis was conducted separately for each mode and displayed in a series of maps. The HIN development process involves developing crash density estimates along street corridors throughout the county, weighted by crash severity, and then identifying the highest crash-density sections for each mode individually. HIN corridors are identified by applying a one-mile moving window aggregation to the street network in Clackamas County. The one-mile moving windows were created to form corridors using the roadway street name. In this approach, a virtual “window” is moved along each street, counting the number of crashes by severity and mode that occurred within each successive one-mile segment. Both intersection and segment crashes were included in this evaluation, as the focus is on overall corridor conditions.

Unincorporated Area Conditions by Active Transportation Planning Area

The sections below describe major destinations, equity considerations, walking facilities, bicycle facilities, and crash data (including locations and high injury networks) for each Active Transportation Planning Area. All information below refers to unincorporated areas, unless otherwise noted. Maps include both unincorporated and incorporated areas.

Area #1 – Northwest County

Major Destinations in The Area

Major destinations in the unincorporated Northwest County area include schools in and around Stafford, as well as recreation areas along the Willamette River, such as the Molalla River State Park. There is also a grocery at the intersection of SW Homesteader Rd and SW Stafford Rd. Numerous wineries also dot the area. The area is rural a mixture of rural residents.

Equity Considerations

Equity composite scores in the Northwest County are show some Census block groups with “above county average” scores within urbanized areas. Most Census block groups in unincorporated Clackamas County are either the County average or below the county average, with the exception of one Census block group west of Wilsonville. This demonstrates that this unincorporated area does not have high equity needs.

Walking Facilities

This area contains 2.5 street miles (1.8 percent) with sidewalks on both sides of the street, 4.4 miles (3.2 percent with sidewalks on one side, and 131.6 miles (95.1%) with no sidewalks. Pedestrian connectivity varies across the area.

Existing sidewalks in unincorporated the Northwest County include Rosemont Rd, SW Stafford Rd across the Tualatin River, and parts of SW Borland Rd.

Bicycle Facilities

There are 5.9 miles of existing bikeways (including off-street bikeways, or hard surface trails) and 64.5 miles of planned bikeways in unincorporated Northwest County (including off-street bikeways). Bikeways vary in width, facility type, and connectivity. Existing facilities include a trail on Rosemont Rd connecting West Linn to Lake Oswego.

Bicycle routes in areas with no sidewalks double as a walking facility for people on foot. Some trails within these areas provide an off-street route for people walking and bicycling, but are not well-connected enough to be used for non-recreational purposes.

Crashes

Between 2016-2020, 10 crashes resulted in fatalities or serious injuries for pedestrians, among 50 total pedestrian-involved crashes. Of those 10 crashes, two occurred in unincorporated Northwest County – one along Interstate 205, and the other on SW Wilsonville Rd at Graham Oaks Nature Park.

Two non-fatal or serious injury crashes in unincorporated Clackamas County involve people bicycling – on at SW Woodbine Rd and at SW Johnson Rd, and the other on Rosemont Rd.

Figure 5. Northwest County Area - Major Destinations

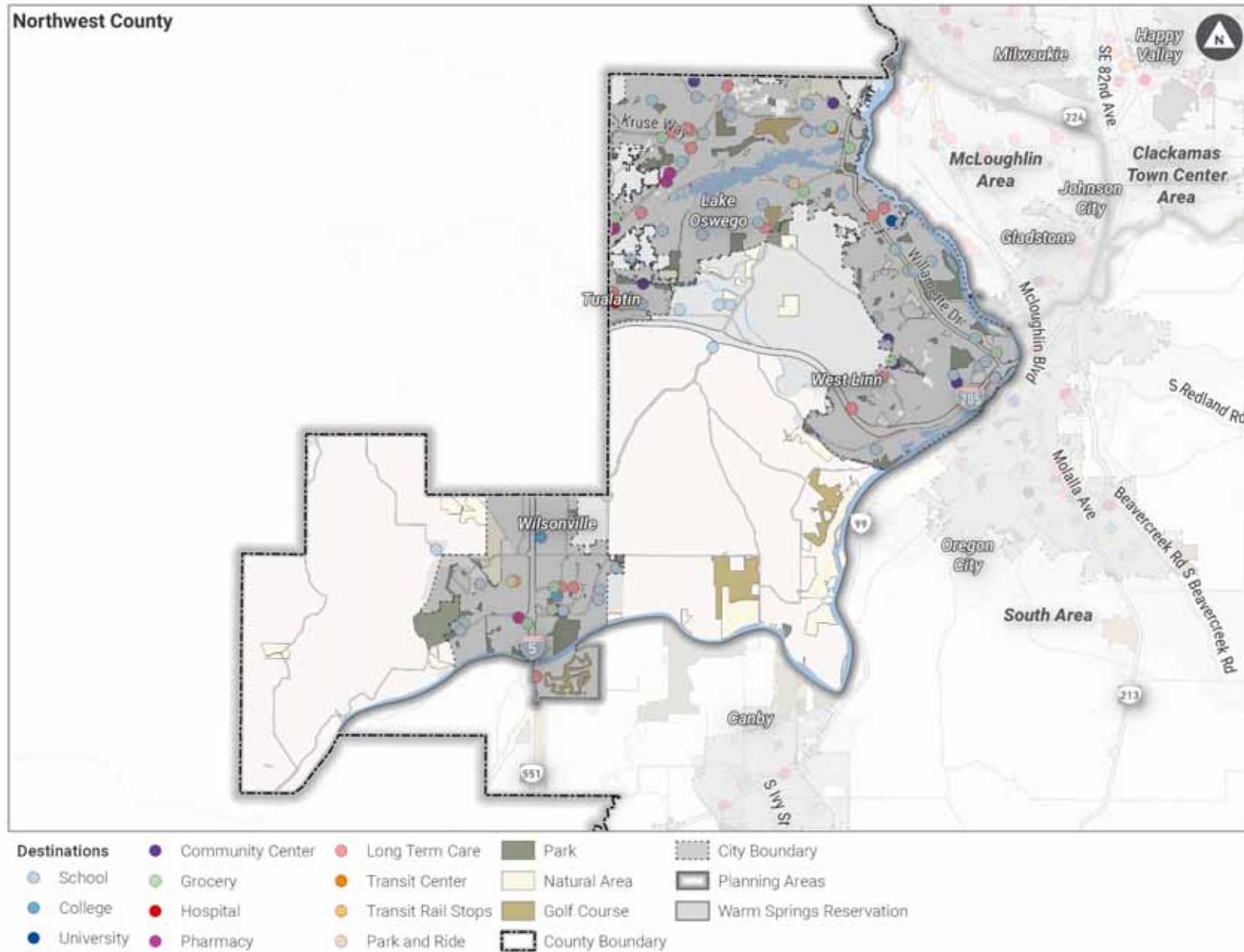


Figure 6. Equity Scores in the Northwest area

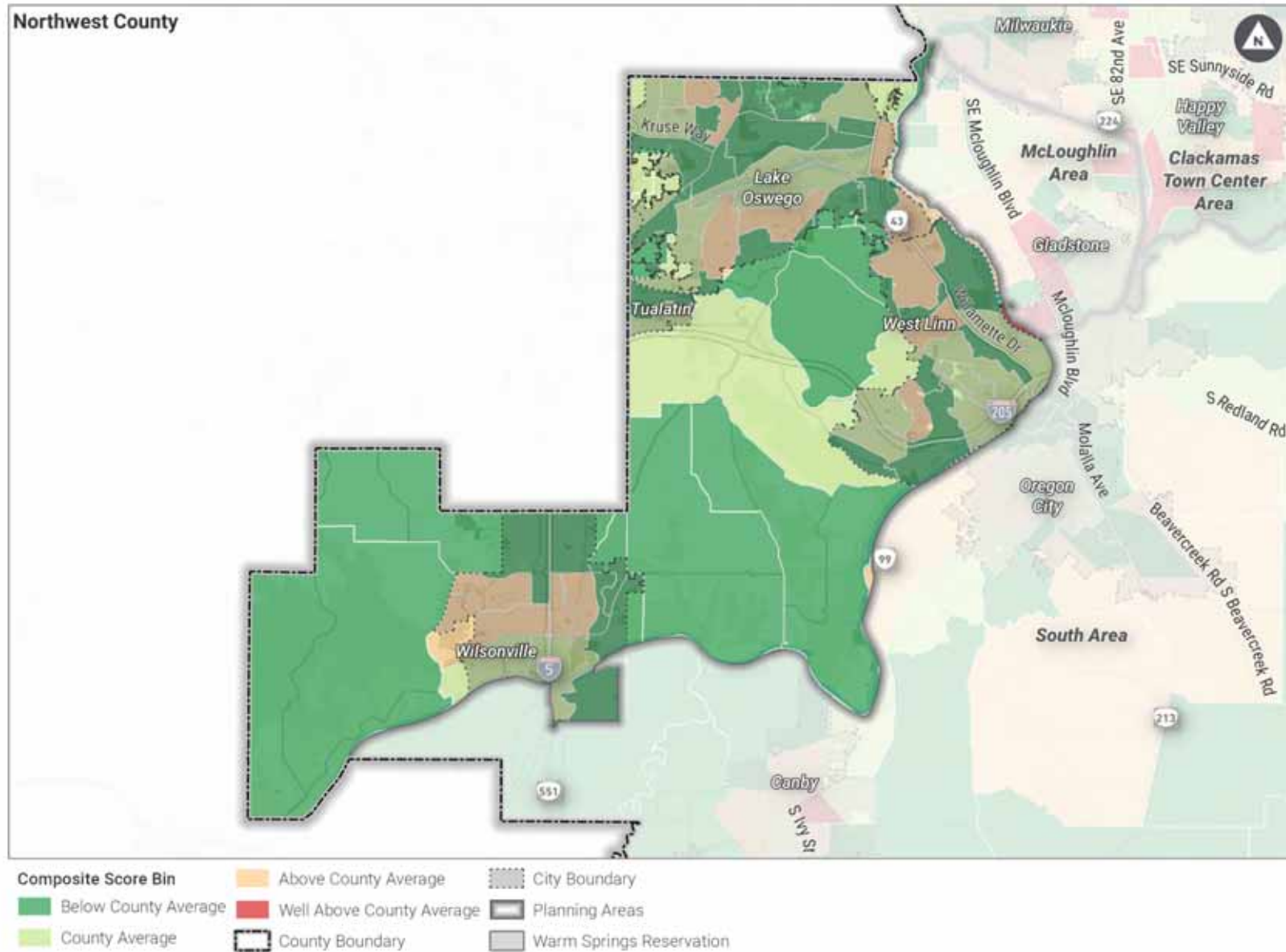


Figure 7. Northwest County Area - Existing Sidewalks

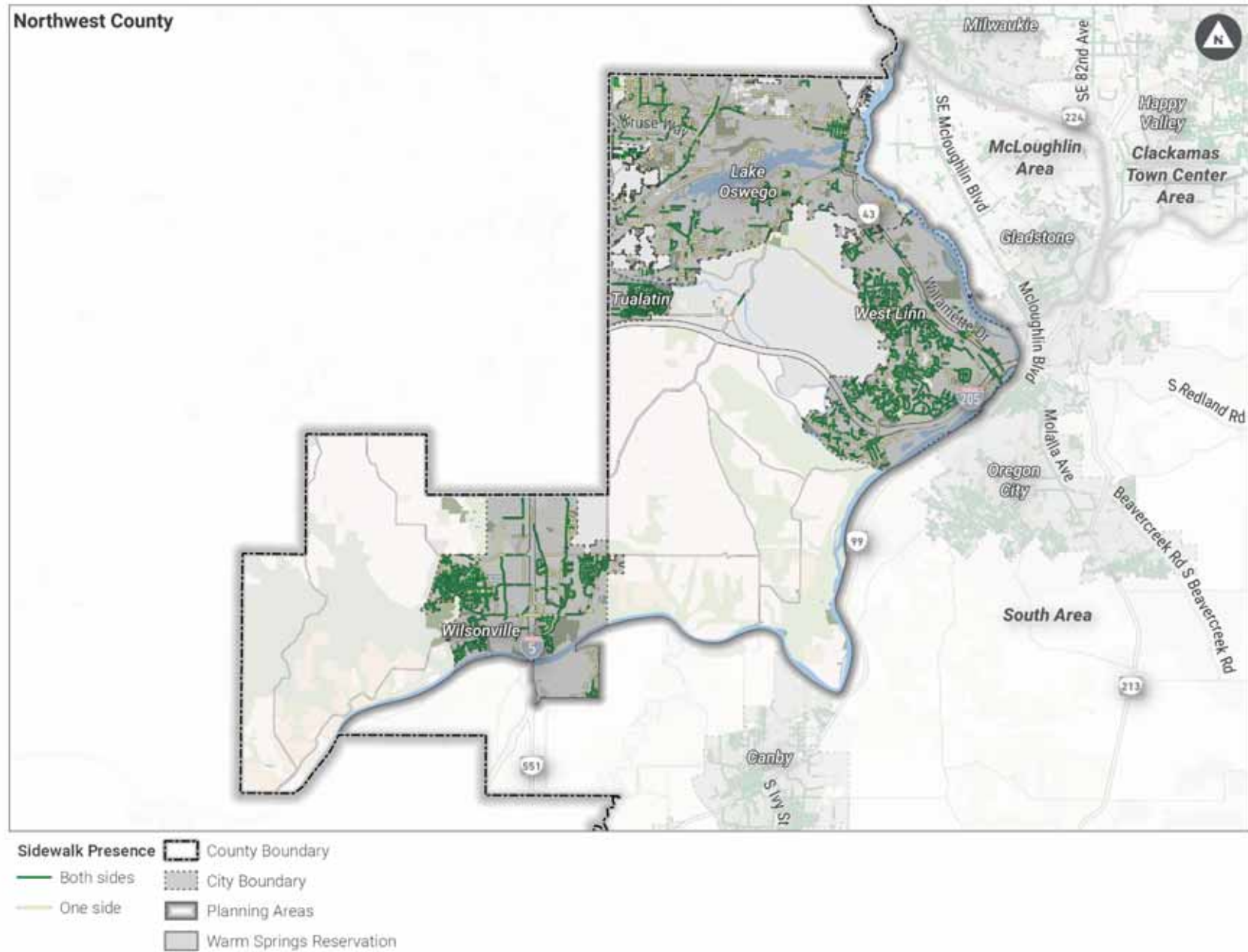


Figure 8. Northwest County Area - Existing and Planned Bikeways

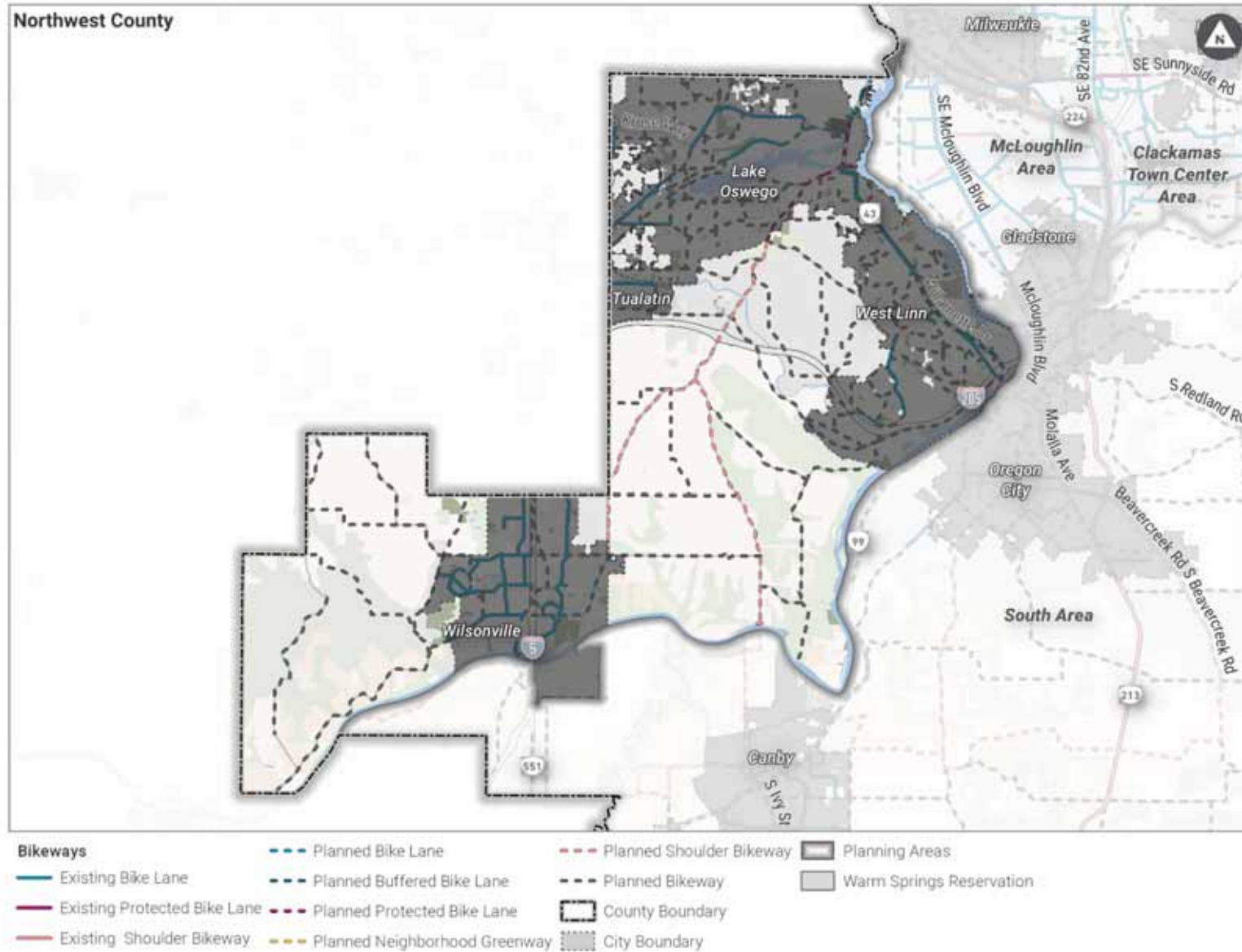


Figure 9. Northwest County Area - Existing and Planned Trails

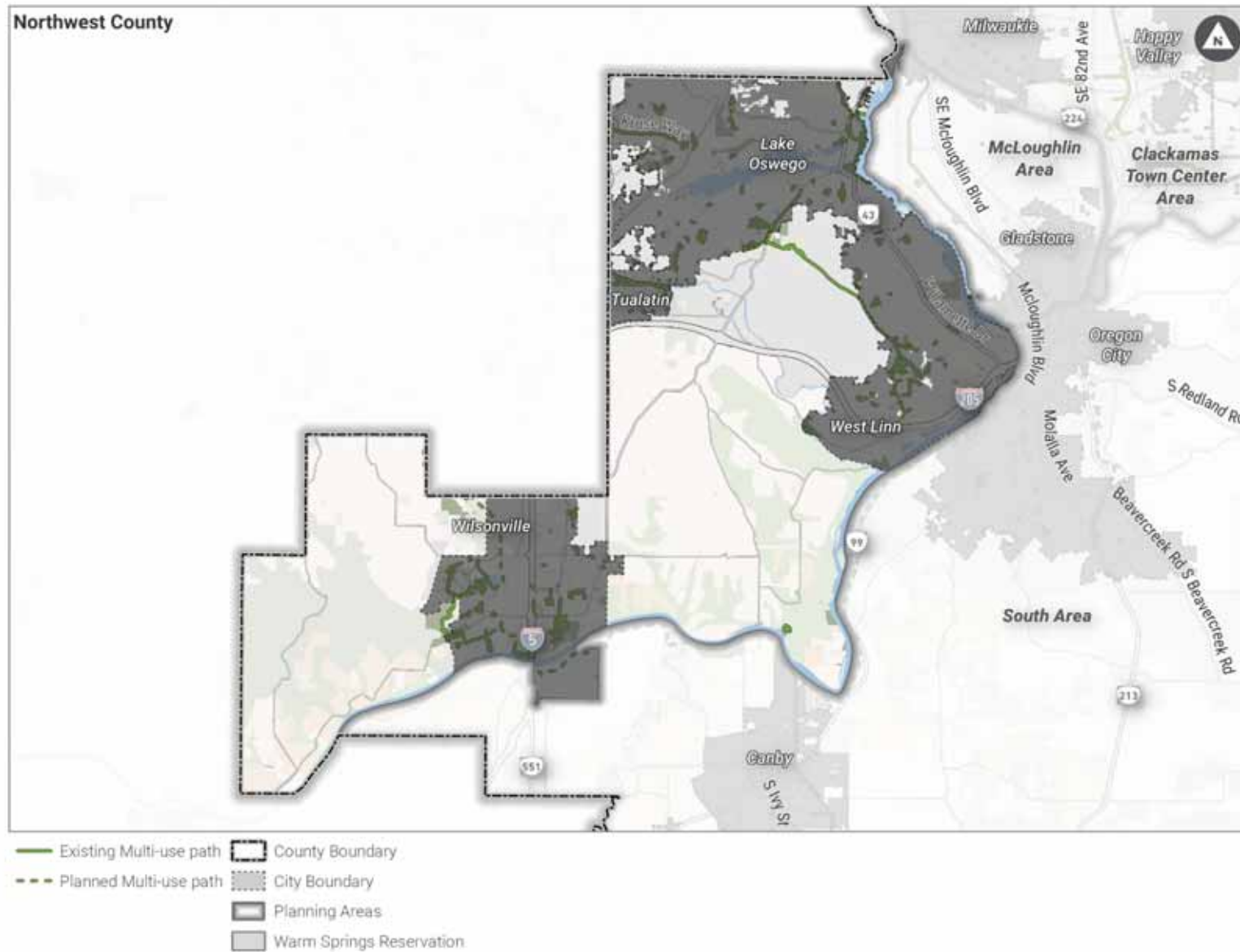


Figure 10. Northwest County Area - Crash Locations Involving People Walking

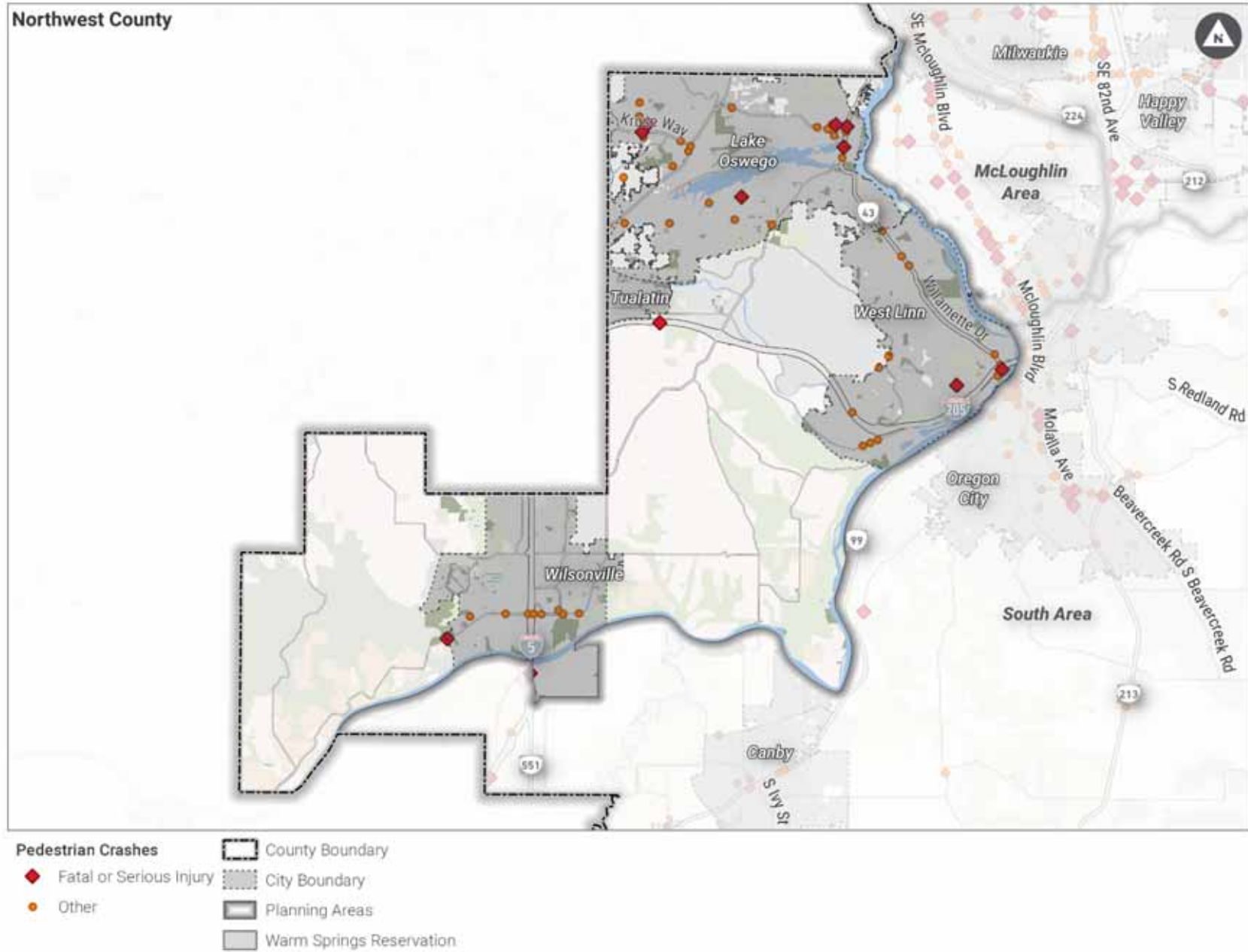


Figure 11. Northwest County Area – Crash Locations Involving People Bicycling

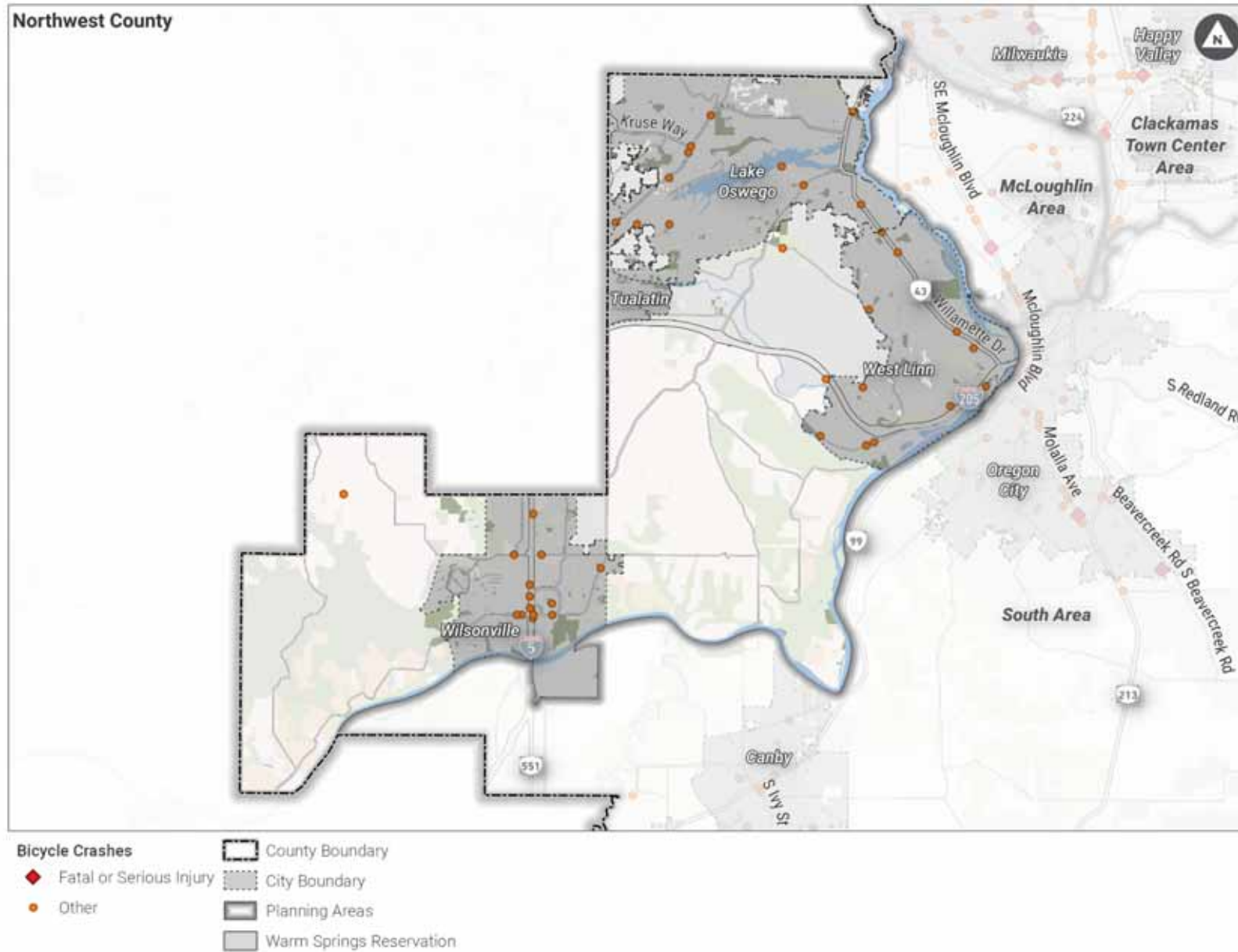
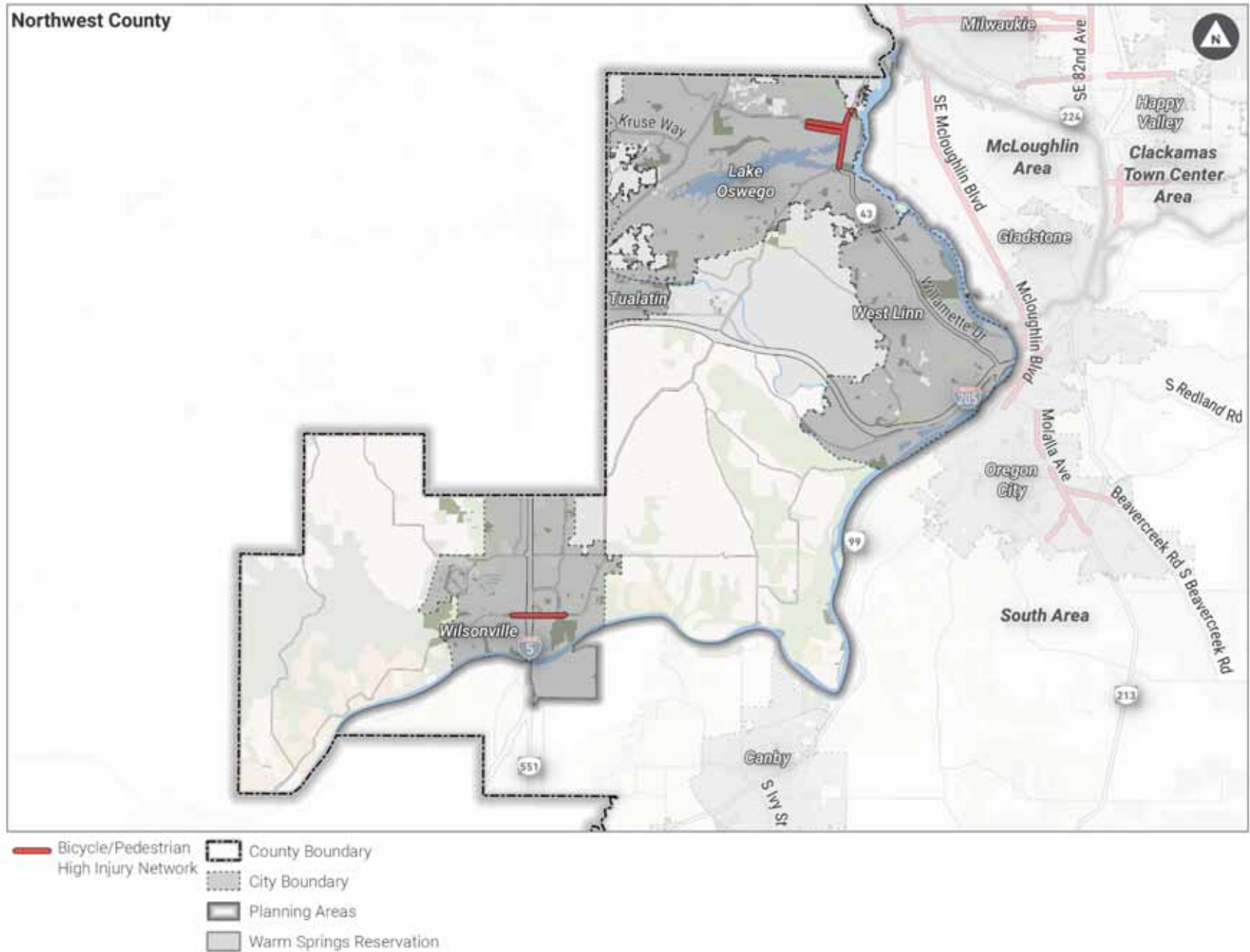


Figure 12. Northwest County Area - High Injury Network



Area #2 – Greater McLoughlin Area

Major Destinations

Major destinations in the Greater McLoughlin Area are concentrated along SE Oatfield Road, SE McLoughlin Boulevard, and SE River Road. Destinations include numerous long term care facilities, schools, and grocers. This area is the most urbanized area in unincorporated Clackamas County, following the Greater Clackamas Regional Center/Industrial Area. There is a high concentration of long-term care facilities in this active transportation planning area, especially adjacent to SE McLoughlin Boulevard, a street on the high-injury network.

Equity Considerations

Equity composite scores in the Greater McLoughlin area include Census block groups along SE McLoughlin Blvd and north of Johnson City that are well above the county average. There are approximately nine Census block groups that are above the county average on both sides of SE McLoughlin Blvd. This demonstrates that this area has high equity needs.

Walking Facilities

The Greater McLoughlin area has 15.5 street miles (11.9%) with sidewalks on both sides of the street, 15.2 miles (11.7%) with sidewalks on one side, and 99.4 miles (76.4%) of streets with no sidewalks.

Existing sidewalks are concentrated on or adjacent to SE McLoughlin Blvd. Other existing sidewalks are sprinkled throughout the area and are disconnected.

Bicycle Facilities

The Greater McLoughlin area has 29.2 miles of existing bikeways (including 5.4 miles of off-street bikeways) and 16.0 miles of planned bikeways. This active transportation planning area has many north-south bikeways with fewer east-west facilities. The Trolley Trail serves as a popular shared use path that connects the neighborhoods from Milwaukie to Gladstone. Similar to other active transportation planning areas, some bicycle facilities are not well marked and often double as walking facilities in areas without sidewalks. Few bicycle facilities in the Greater McLoughlin Area meet current design standards.

Crashes

Of the 51 pedestrian-involved crashes in this area, 14 fatal or serious injury crashes took place in unincorporated Clackamas County. A high number of crashes in this area are concentrated along SE McLoughlin Boulevard.

Of the 35 bicyclist-involved crashes in this area, one crash that resulted in death or serious injury – on McLoughlin Boulevard north of SE Jennings Avenue. A high number of bicycle crashes are concentrated on SE McLoughlin Boulevard.

Figure 13. Greater McLoughlin Area - Major Destinations

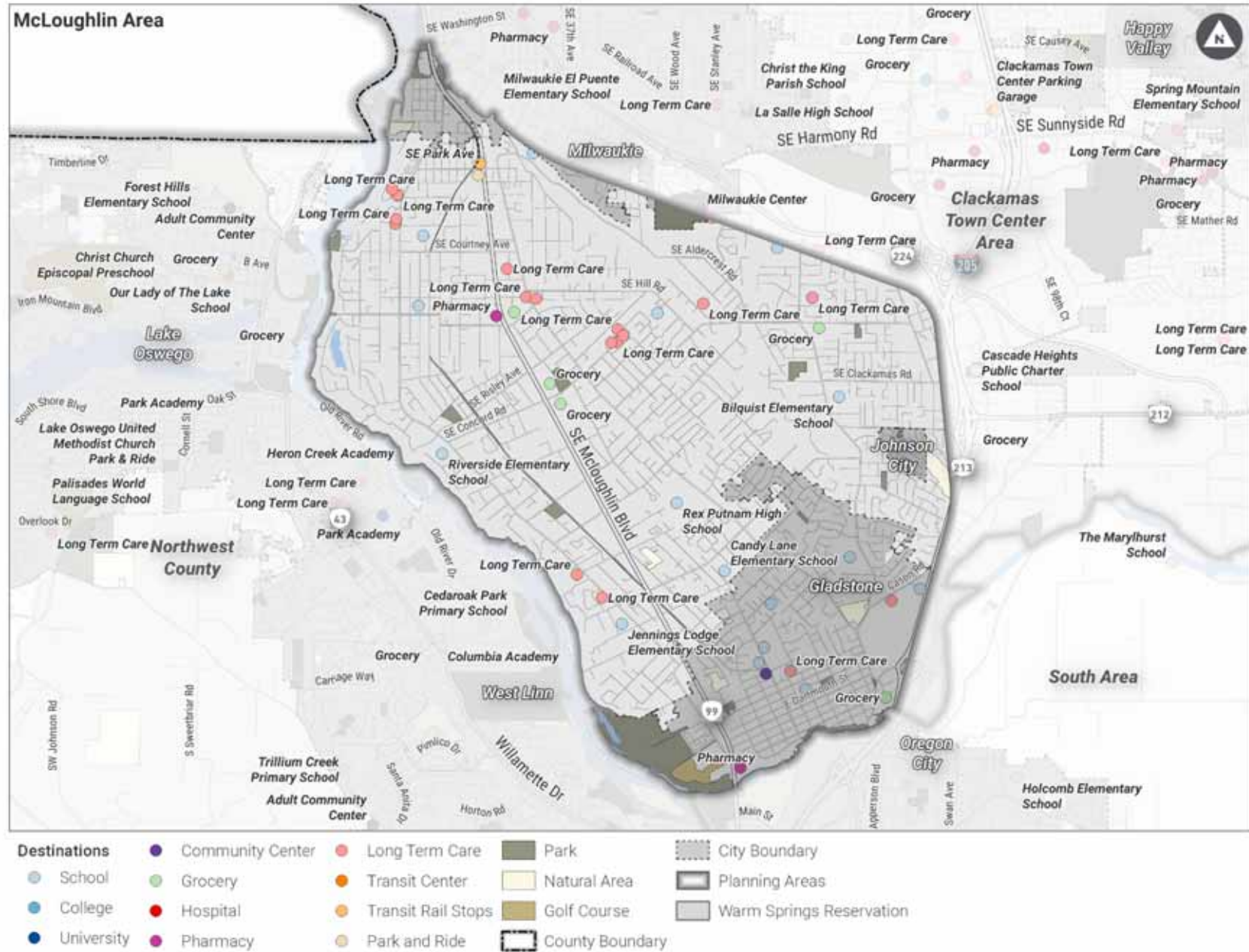


Figure 17. Greater McLoughlin Area - Existing and Planned Trails



Figure 18. Greater McLoughlin Area – Crash Locations Involving People Walking

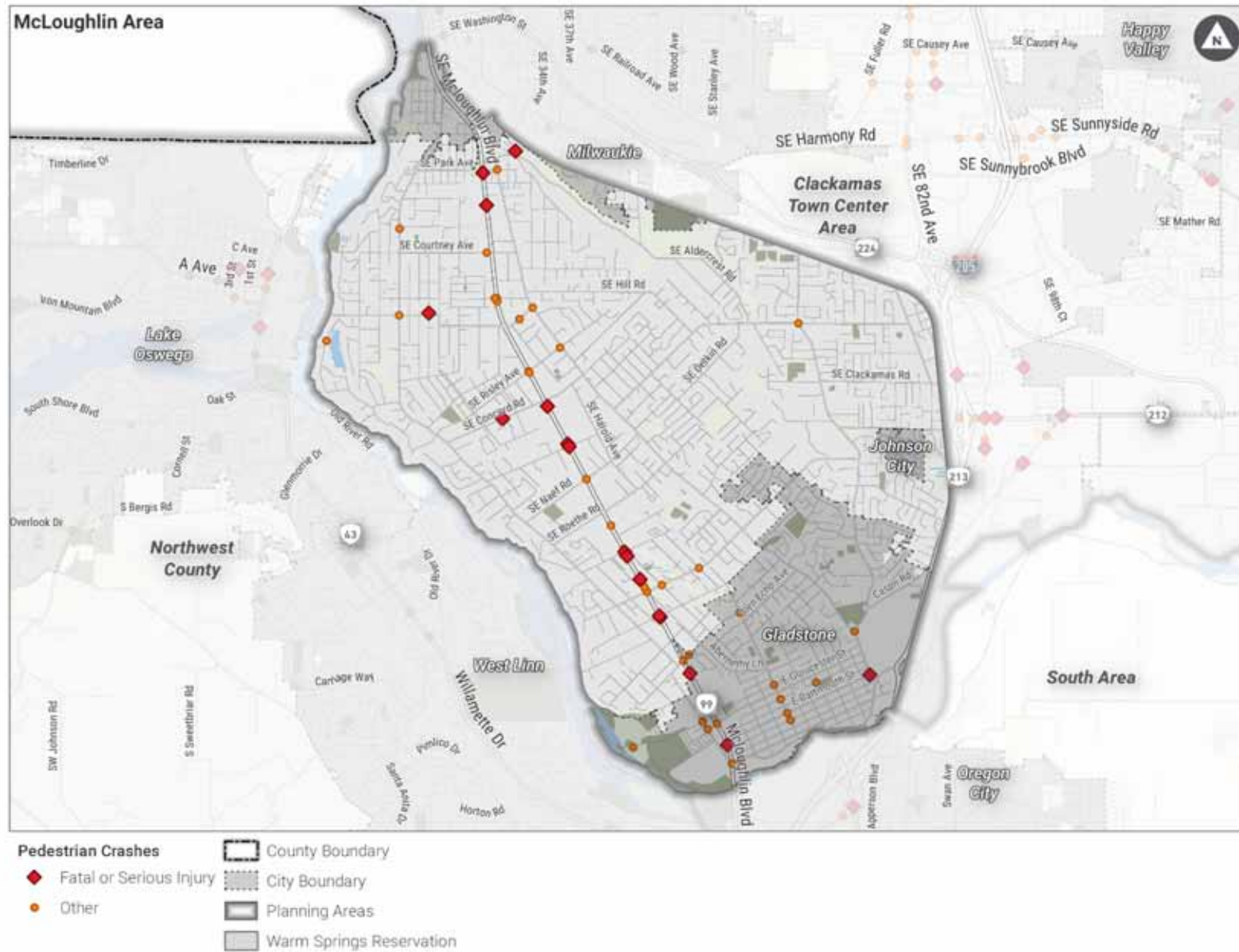


Figure 19. Greater McLoughlin Area - Crash Locations Involving People Bicycling

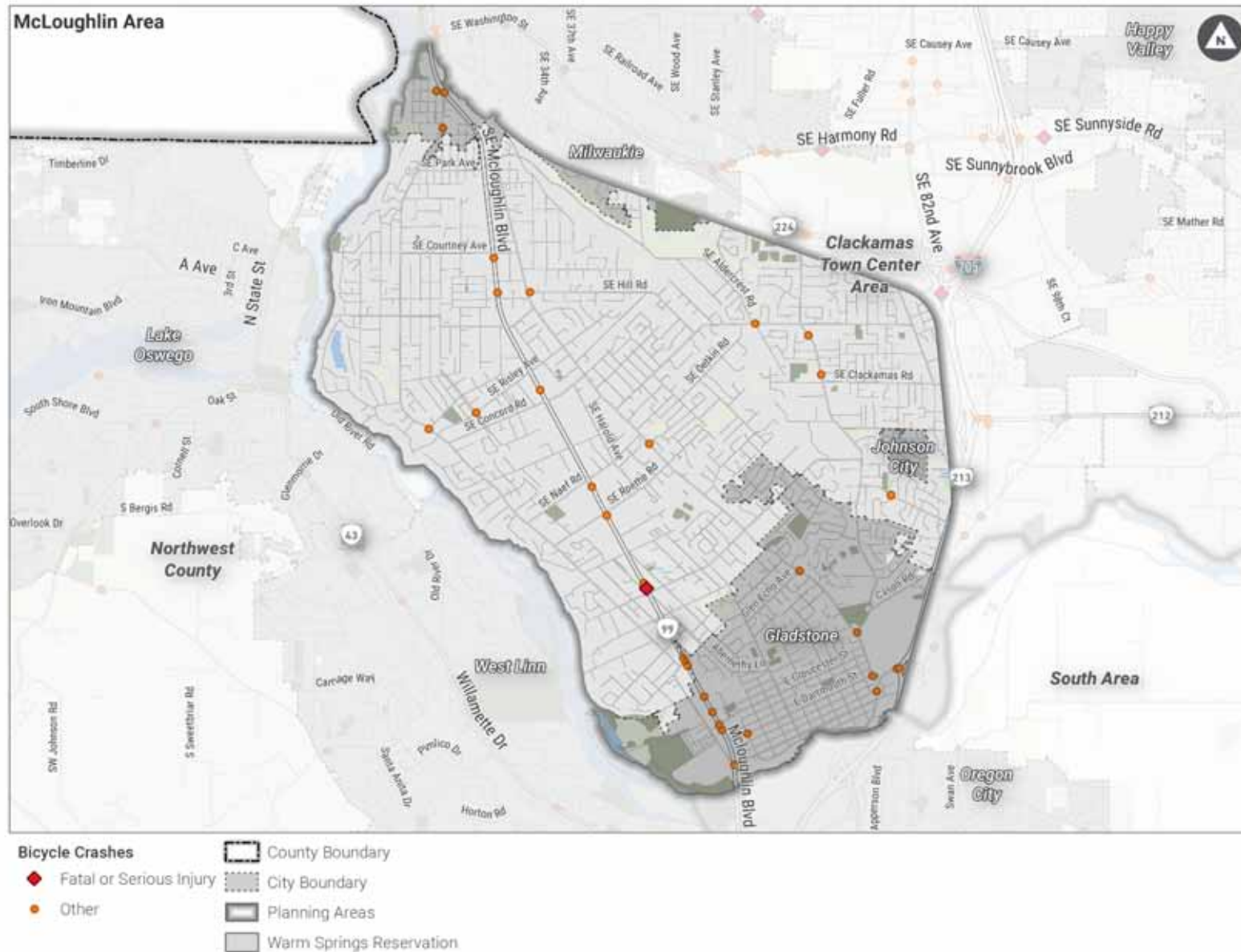


Figure 20. Greater McLoughlin Area - High Injury Network



- Bicycle/Pedestrian High Injury Network
- County Boundary
- City Boundary
- Planning Areas
- Warm Springs Reservation

Area #3 – Greater Clackamas Regional Center/Industrial Area

Major Destinations

Major destinations in the Greater Clackamas Regional Center/Industrial Center are concentrated along SE 82nd Avenue and adjacent to SE Sunnyside Road. Specific major destinations include Clackamas Town Center, Clackamas Industrial Area, and Kaiser Sunnyside Medical Center in Happy Valley. Damascus is also included in this area, east of Happy Valley. The Portland Metro urban growth boundary expanded vastly into Damascus in 2002.⁸ This area opted to disincorporate as a city in 2016.

Equity Considerations

Equity composite scores in the unincorporated areas of the Greater Clackamas Regional Center/Industrial Center range from well above the County average to below the County average. Census block groups well above the average are concentrated around Route 213, south of SE Sunnyside Rd, and adjacent to SE 82nd Ave. A large portion of the unincorporated area scored as above the County average. This demonstrates high equity needs in the Greater Clackamas Town Center/Industrial Area.

Walking Facilities

There are 62.7 miles (27.7 percent) of streets with sidewalks on both sides of the street, 28.5 miles (12.6 percent) of streets with sidewalks on one side, and 135.3 miles (59.7%) of streets with no sidewalks.

Major streets that provide good walking connectivity include SE Sunnyside Road (sidewalks on one side), SE 82nd Ave, and SE Sunnybrook Blvd. Pedestrian crossings over Interstate 205 include SE Johnson Creek Boulevard; SE Monterey Ave, SE Ottey Road, SE Sunnybrook Blvd, and SE Sunnyside Boulevard, which includes a new 10-foot-wide shared pedestrian and bicycle facility on both sides of the bridge.

Bicycle Facilities

There are 42.9 miles of existing bikeways (including off-street bikeways) and 60.8 miles of planned bikeways (including off-street bikeways). Bicycle facilities in this area are sparse and have opportunities to improve connectivity. There are facilities on SE Sunnyside Road as well as SE King Road and SE Linwood Avenue. However, bicycle facilities typically consist of unprotected bike lanes adjacent to vehicle travel lanes with high volumes and speeds. The Interstate 205 trail, running parallel to the highway, provides an off-street shared use path that provides connectivity to the Clackamas Industrial Area and Town Center.

Planned bikeways throughout this area are focused on connecting neighborhoods and providing alternative routes to busy roads. Planned off-street bikeways will provide more inter-neighborhood connectivity along SE Railroad Avenue, SE Summers Lane, SE 129th Avenue, SE Mount Scott Boulevard, SE 145th/147th Avenues, and along State Route 212.

Crashes

There have been 115 pedestrian-involved crashes in this area, among them 15 fatal or serious injury crashes in unincorporated Clackamas County. Crashes were concentrated on SE 82nd Avenue, SE Sunnyside Road, SE Johnson Creek Boulevard, and SE Evelyn Street. The high injury network streets identified in this area include SE 82nd Avenue, SE Sunnyside Road, SE King Road, and SE Harrison Street.

⁸ Metro news. January 19, 2018. <https://www.oregonmetro.gov/news/ugb-101-everything-you-wanted-know-about-urban-growth-boundary-were-afraid-ask>

There have been 86 bicyclist-involved crashes in this area, including four resulting in a fatality or serious injury in unincorporated Clackamas County. Crashes occurred on SE 82nd Avenue, SE Sunnyside Road (three fatalities), SE King Road, SE Johnson Creek Boulevard, and along State Road 224.

Figure 21. Greater Clackamas Regional Center/Industrial Area - Major Destinations

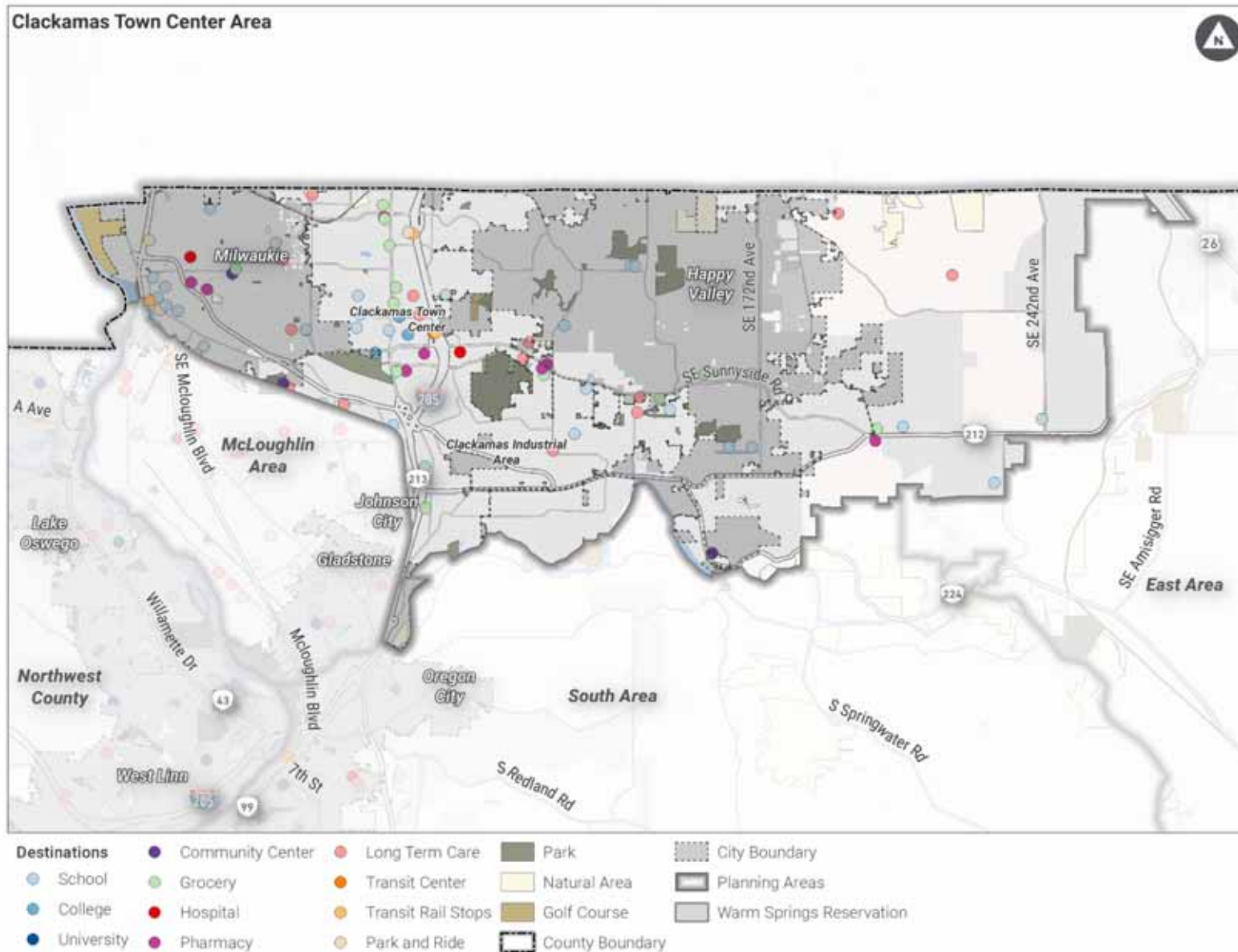


Figure 22. Greater Clackamas Town Center/Industrial Area - Equity Scores

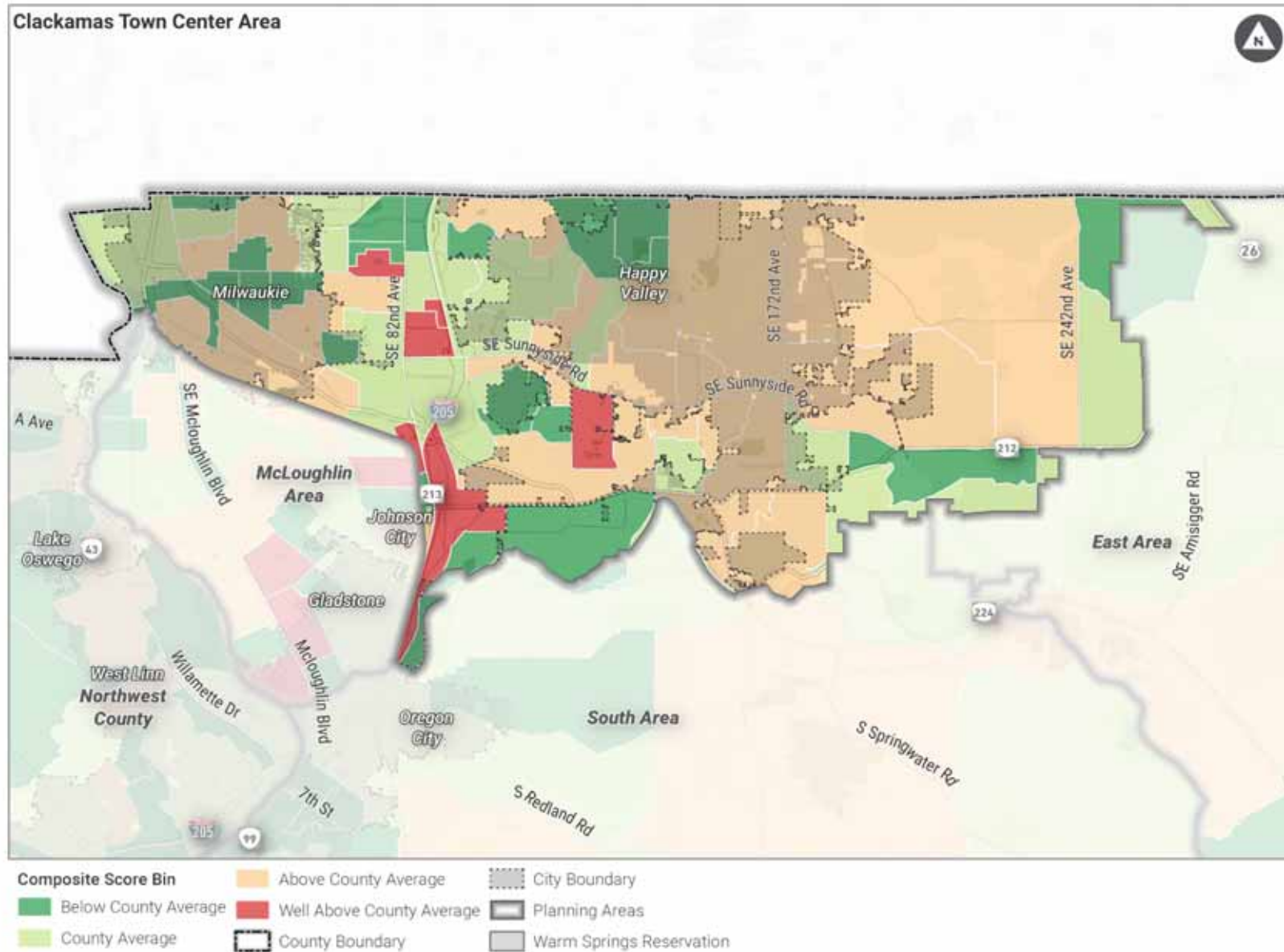


Figure 23. Greater Clackamas Regional Center/Industrial Area - Existing Sidewalks

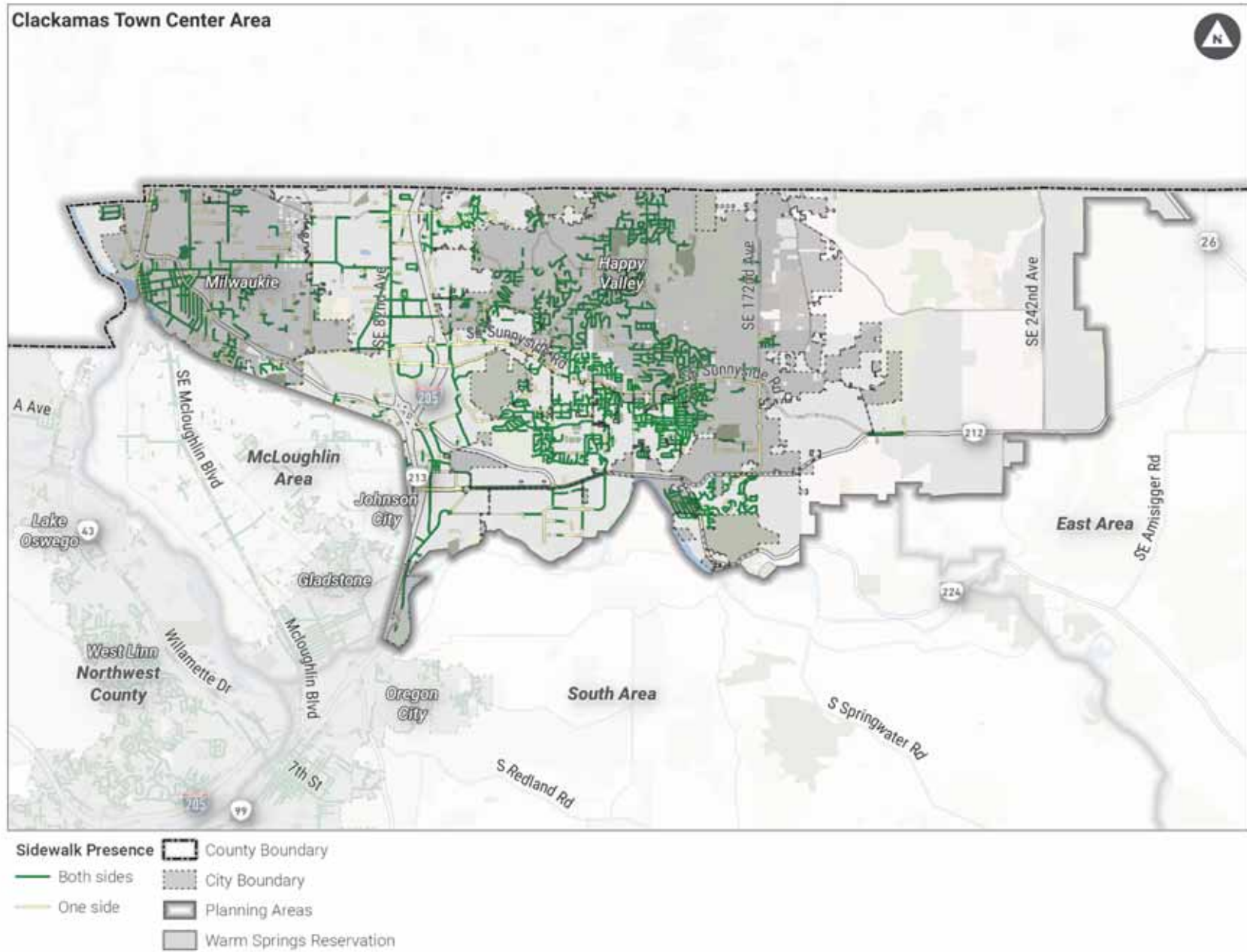


Figure 24. Greater Clackamas Regional Center/Industrial Area - Existing and Planned Bikeways

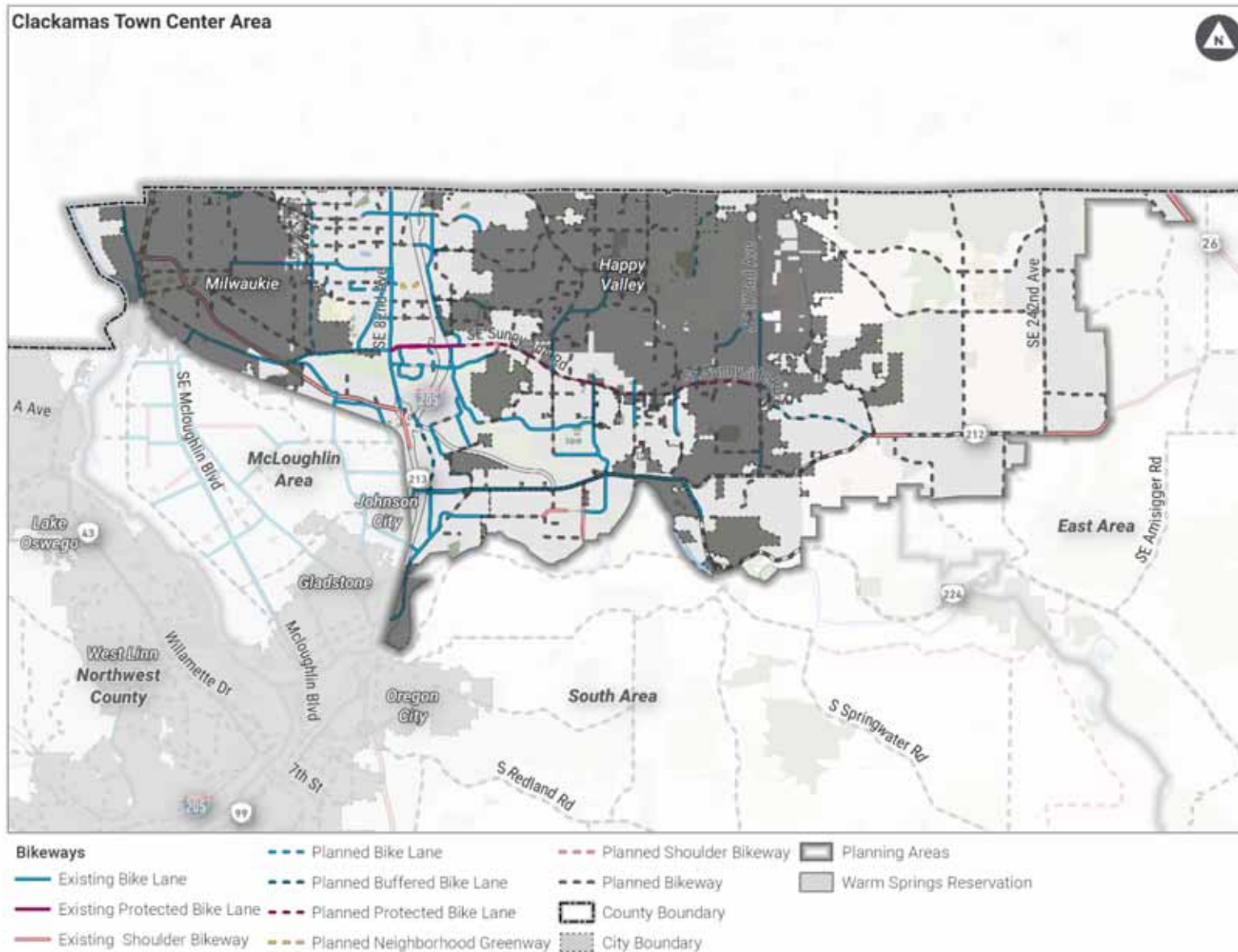


Figure 25. Greater Clackamas Regional Center/Industrial Area - Existing and Planned Trails

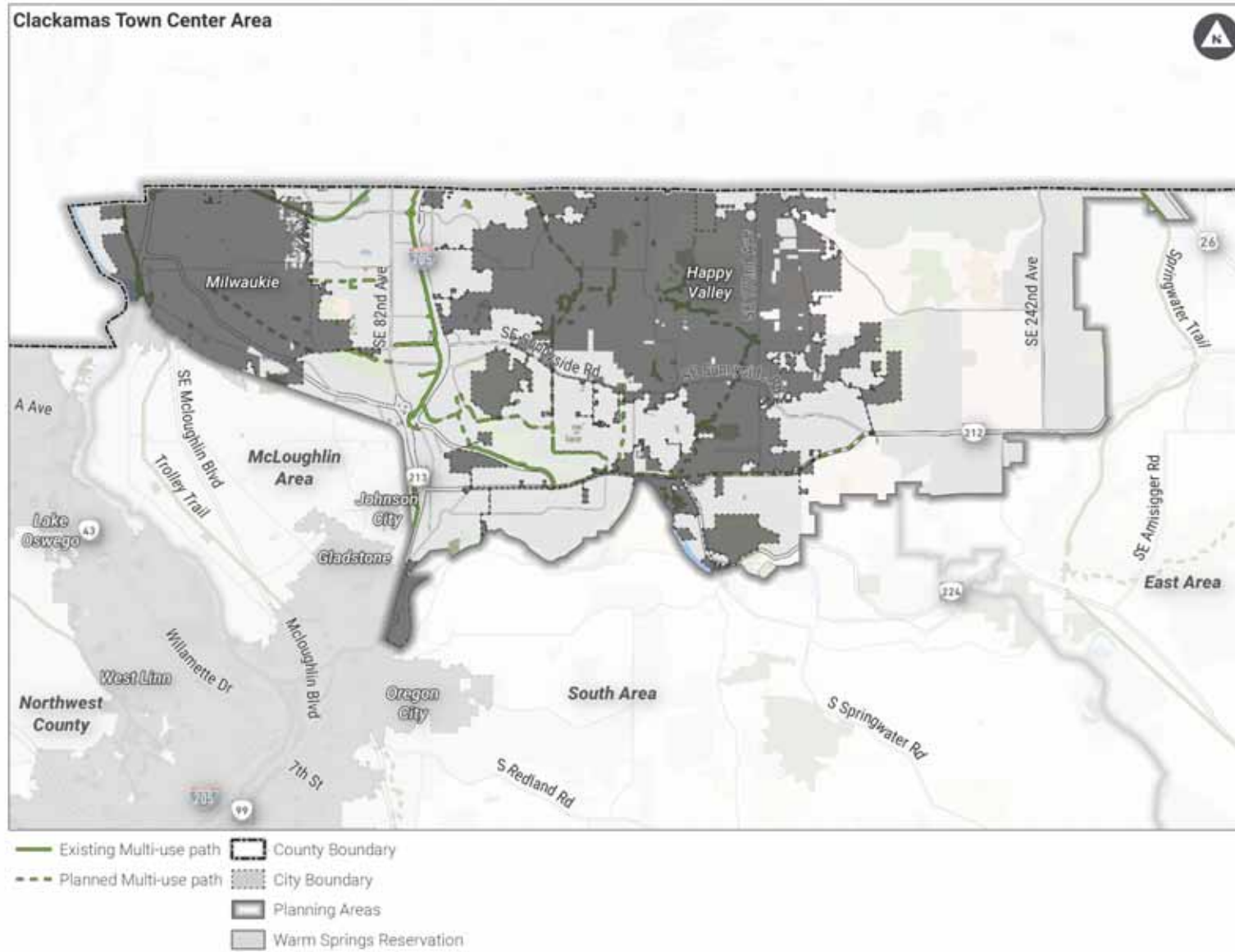


Figure 26. Greater Clackamas Regional Center/Industrial Area - Crash Locations Involving People Walking

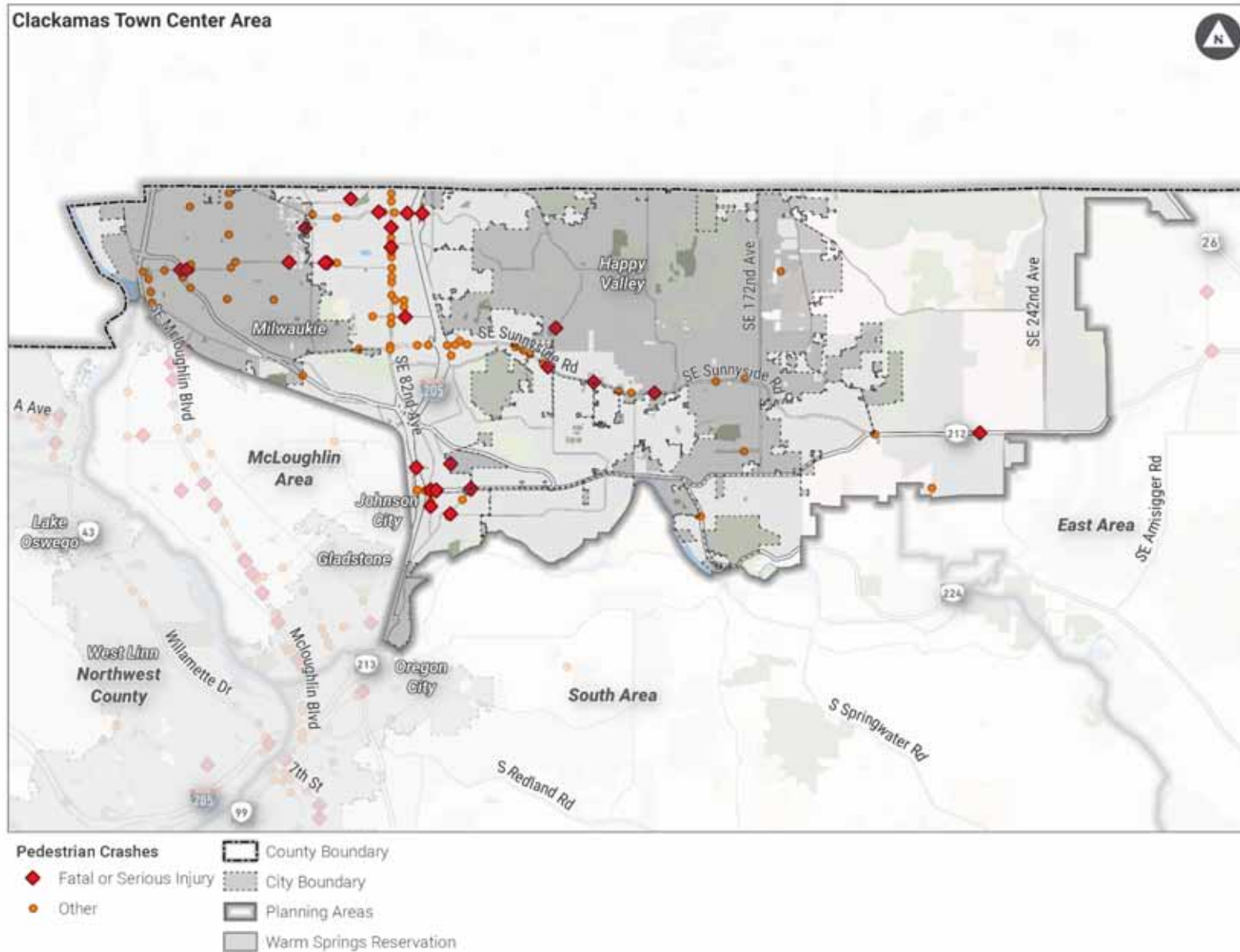


Figure 27. Greater Clackamas Regional Center/Industrial Area - Crash Locations Involving People Bicycling

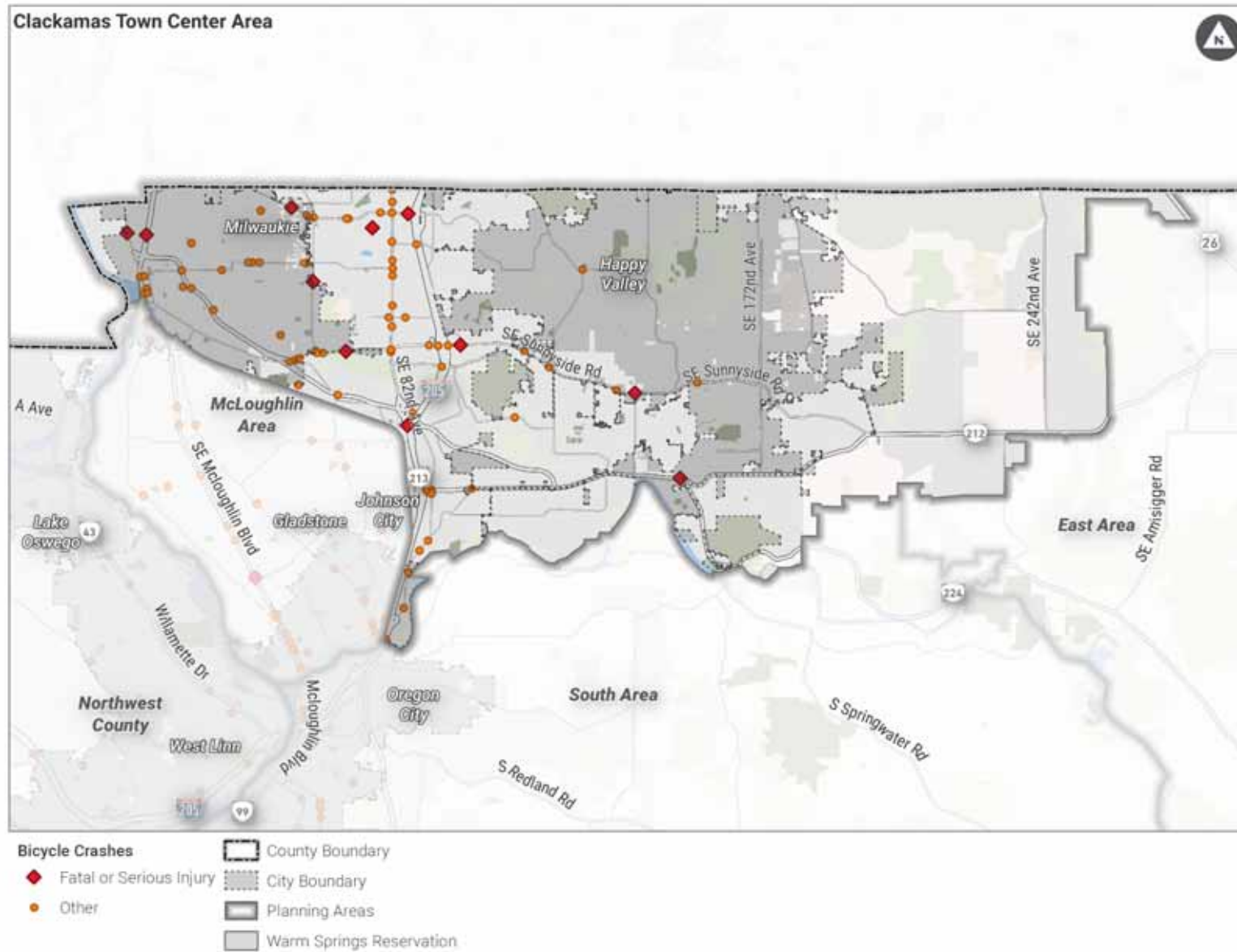
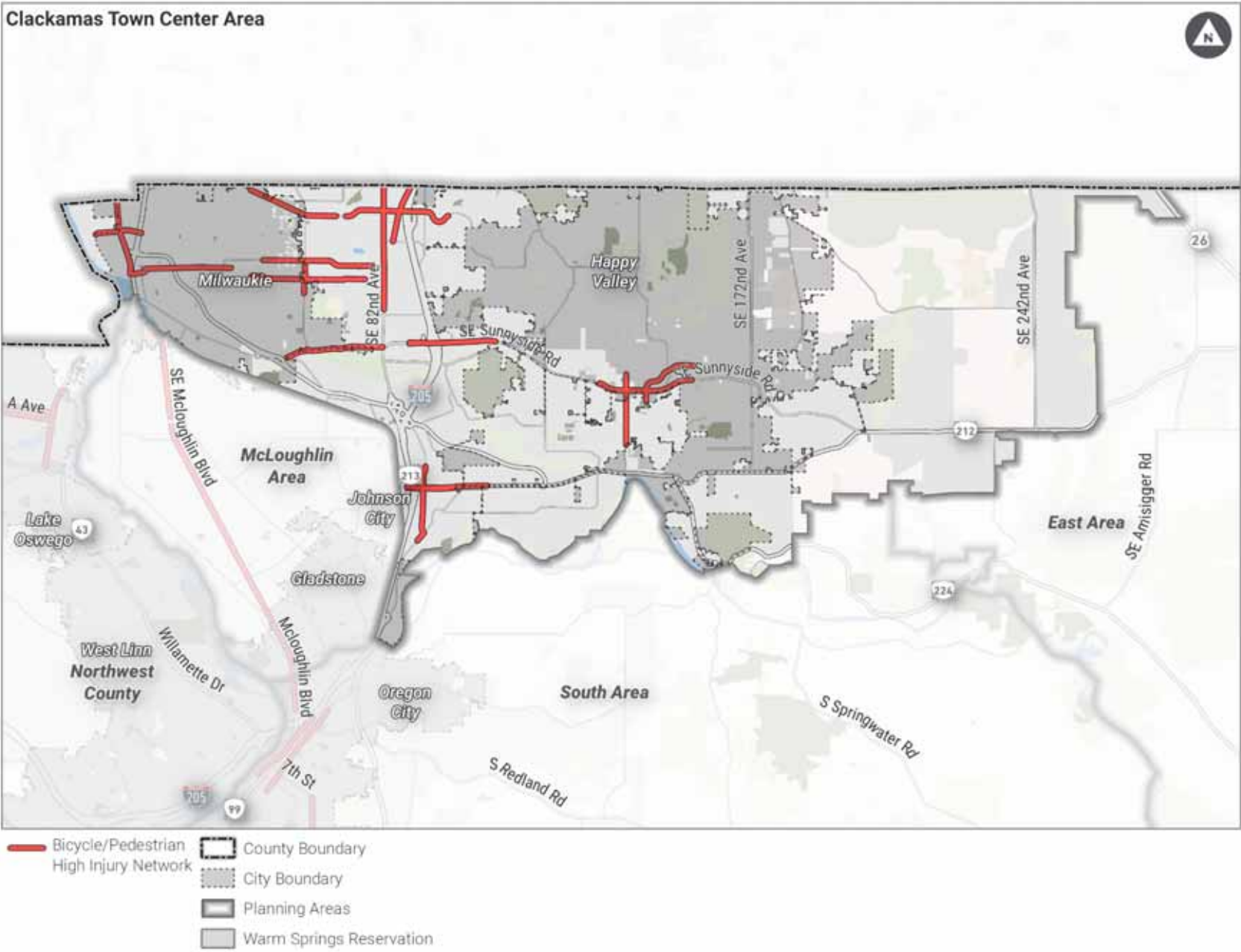


Figure 28. Greater Clackamas Regional Center/Industrial Area - High Injury Network



Area #4 – Southwest County

Major Destinations

Major destinations in Southwest County are concentrated in the incorporated cities of Oregon City, Canby, and Molalla. Destinations in unincorporated Southwest County include schools due to lower overall population density spread out across the area.

The Molalla River Corridor is an off-street trail project planned on an old private logging road to connect from south Canby at SE 13th Ave to Macksburg Rd. The project is listed in the 2015 Clackamas County Active Transportation Plan, with reference as a Principal Active Transportation Route. The northern segment has undergone concept planning.

Equity Considerations

Equity composite scores for the unincorporated parts of the southwest area largely show the area as below the County average, with some Census block groups as above or well above the County average.

Walking Facilities

There are 0.9 street miles (0.1 percent) with sidewalks on both sides of the street, 2.3 miles (0.3 percent) of streets with sidewalks on one side, and 767.5 miles (99.6 percent) of streets with no sidewalks. Sidewalks are present in Mulino and short residential segments outside of Oregon City.

Bicycle Facilities

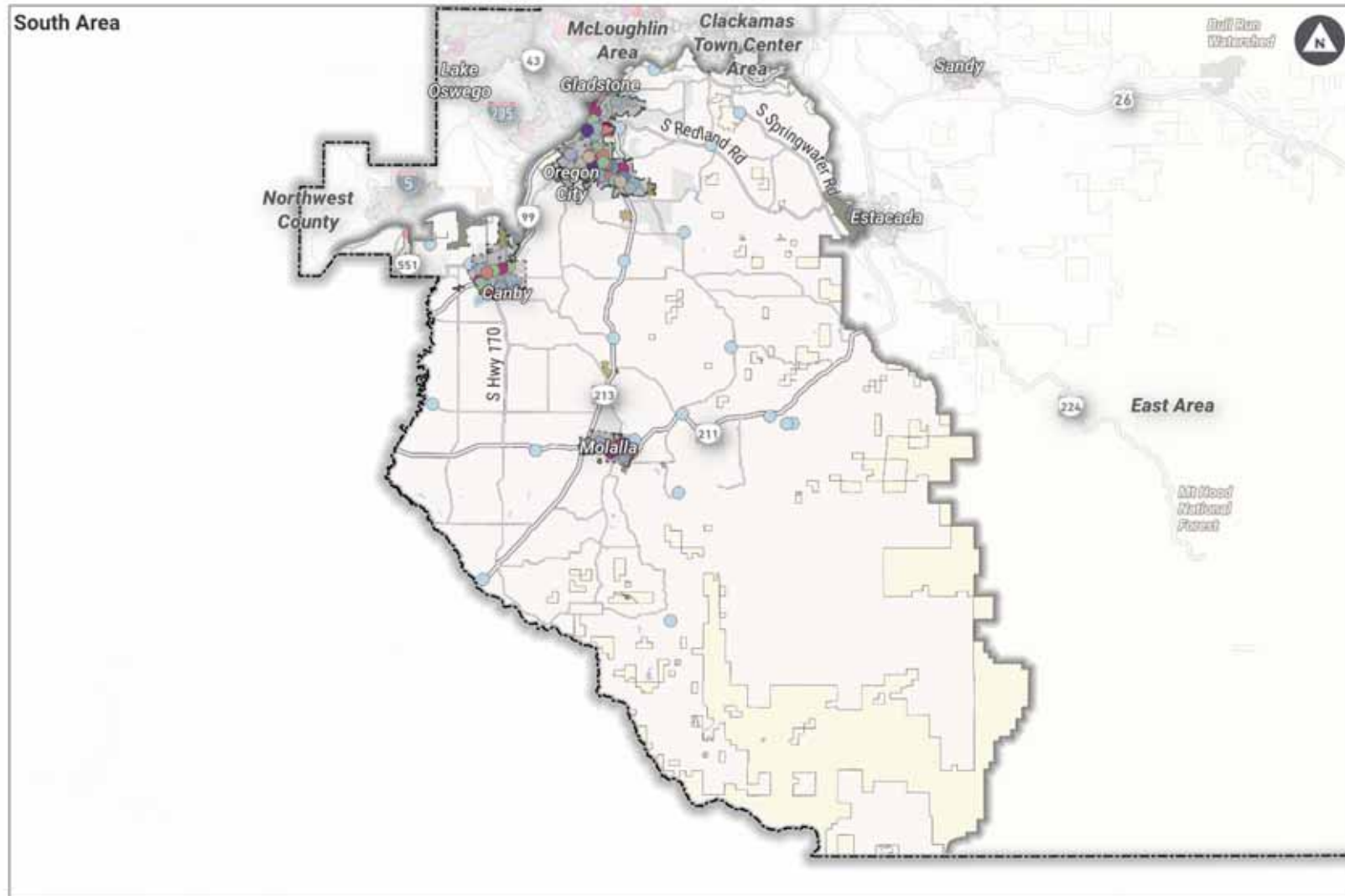
There are 33.8 miles of existing bikeways (including off-street bikeways) and 421.8 miles of planned bikeways, with few designated cycling routes. State Route 213 has shoulder bike lanes; but with no physical separation/protection from the vehicle travel lanes. An off-street bikeway is planned to run parallel to 213, from Reedland Rd to S Maplelane Rd. the Molalla River Corridor is another off-street bikeway planned on a historic private logging road, connecting Canby and Molalla.

Crashes

There have been 84 pedestrian-involved crashes in this area, including five fatal or serious injury crashes in unincorporated Clackamas County. One occurred north of Molalla on N Molalla Ave, another on S Liberal Way near S Riggs Damn Rd, two on Interstate 5, and the last on South End Rd in New Era.

There have been 47 bicyclist-involved crashes in this area, including one fatal or serious injury crash in unincorporated Clackamas County. This crash occurred at the intersection of S Needy Rd and S Sconce Rd.

Figure 29. Southwest County - Major Destinations



- | | | | | |
|---------------------|--------------------|----------------------|-------------------|----------------------------|
| Destinations | ● Community Center | ● Long Term Care | ■ Park | ▨ City Boundary |
| ● School | ● Grocery | ● Transit Center | ■ Natural Area | ▨ Planning Areas |
| ● College | ● Hospital | ● Transit Rail Stops | ■ Golf Course | ▨ Warm Springs Reservation |
| ● University | ● Pharmacy | ● Park and Ride | ▭ County Boundary | |

Figure 30. Southwest Area - Equity Scores

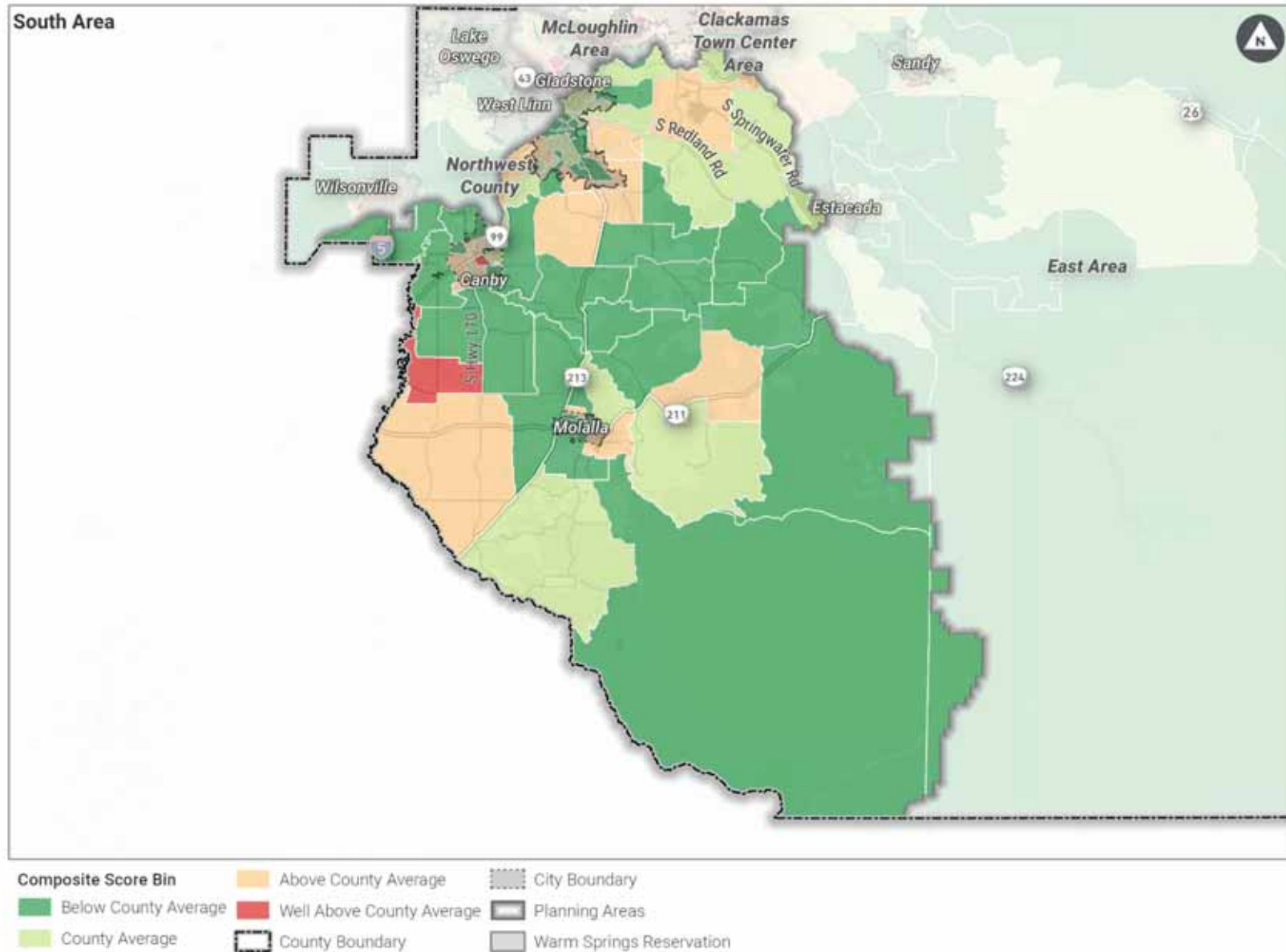


Figure 31. Southwest County - Existing Sidewalks

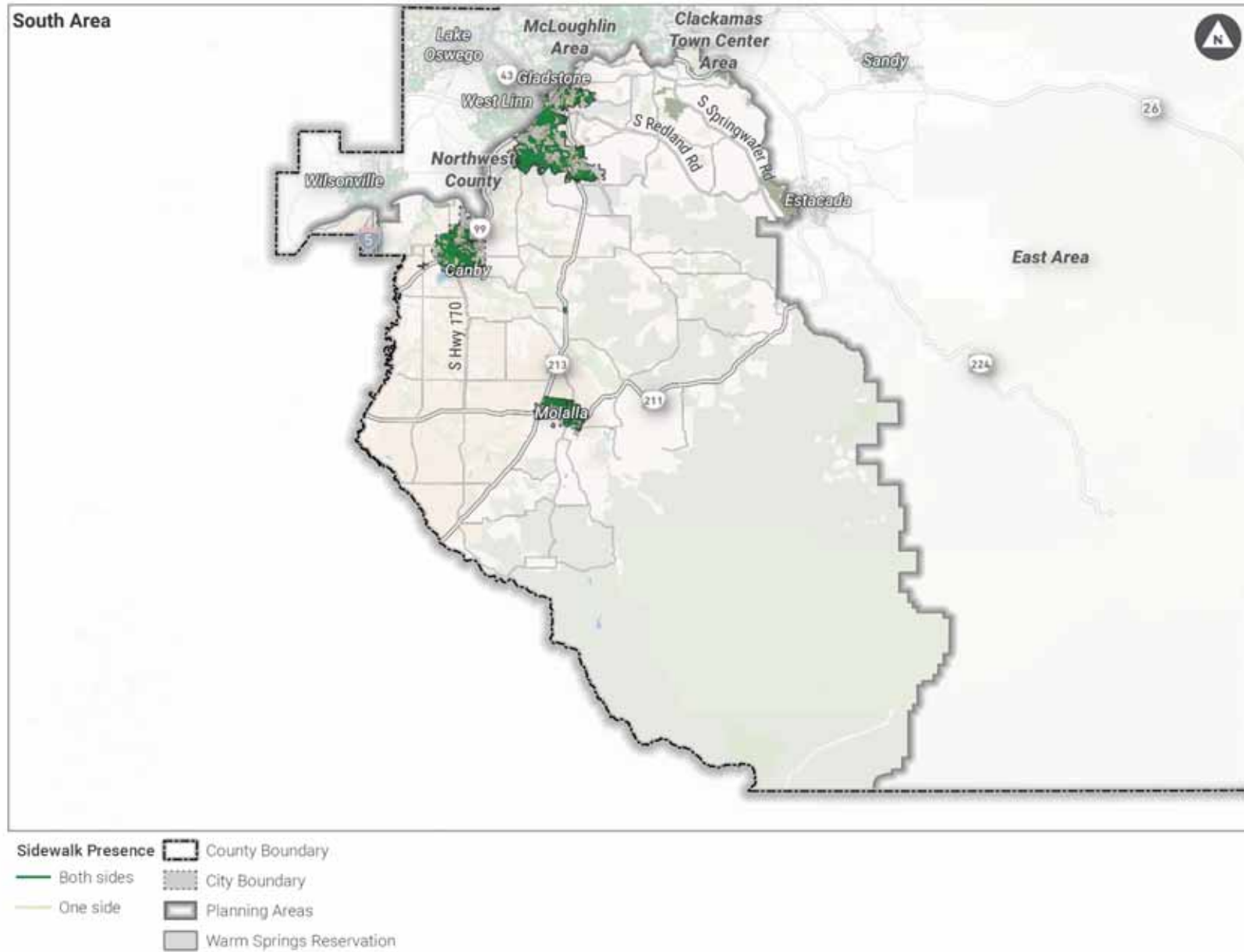


Figure 32. Southwest County - Existing and Planned Bikeways

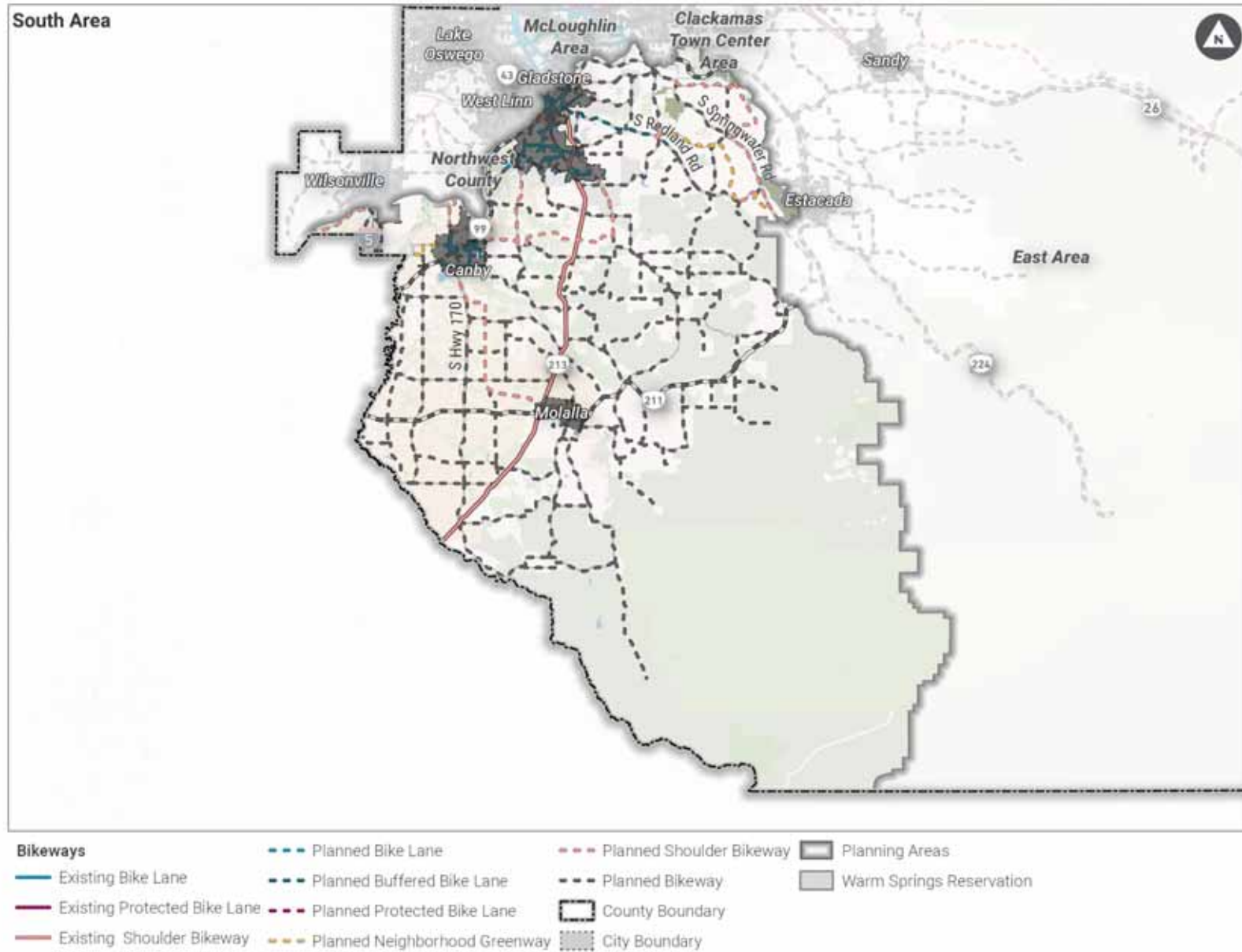


Figure 33. Southwest County - Existing and Planned Trails

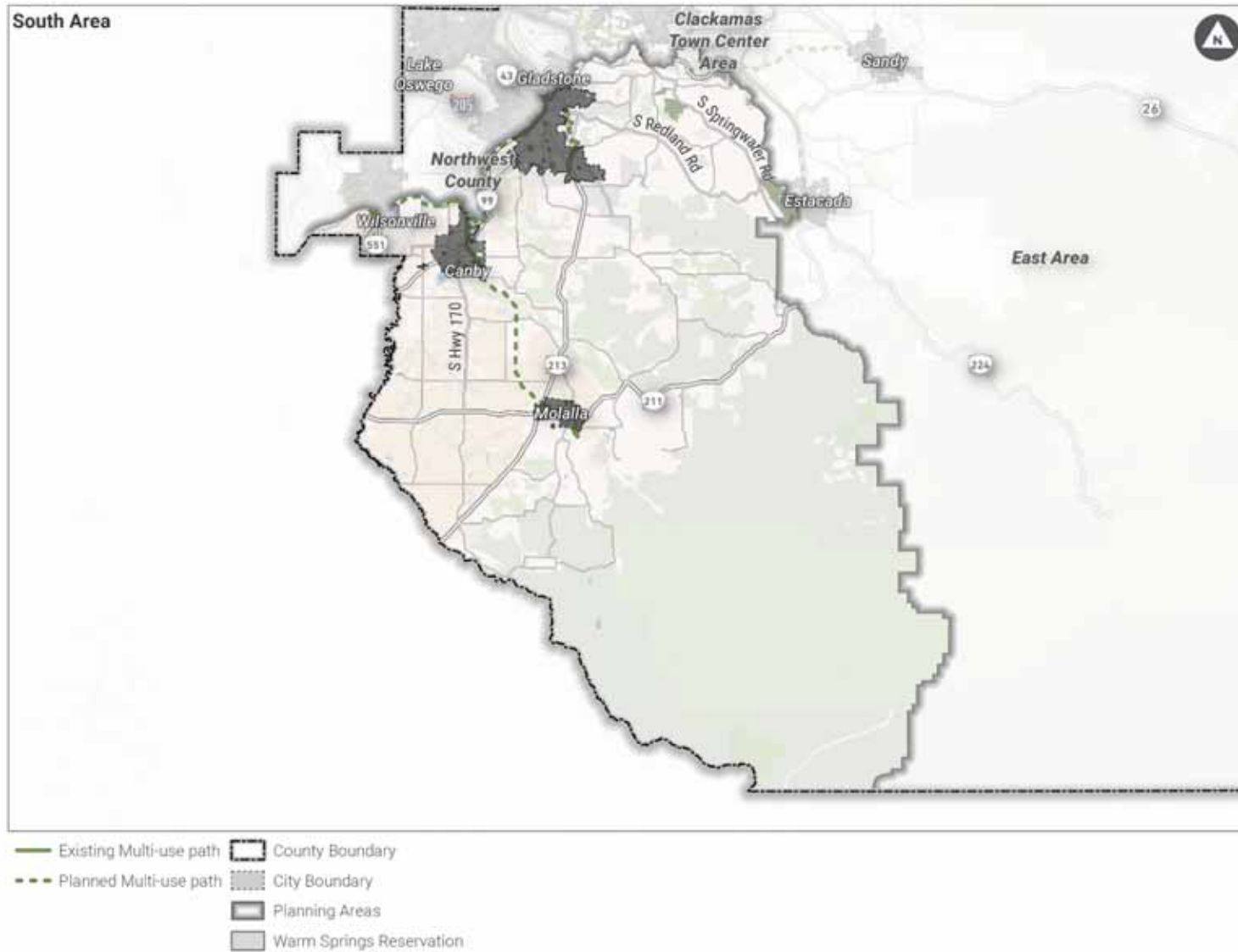


Figure 34. Southwest County - Crash Locations Involving People Walking

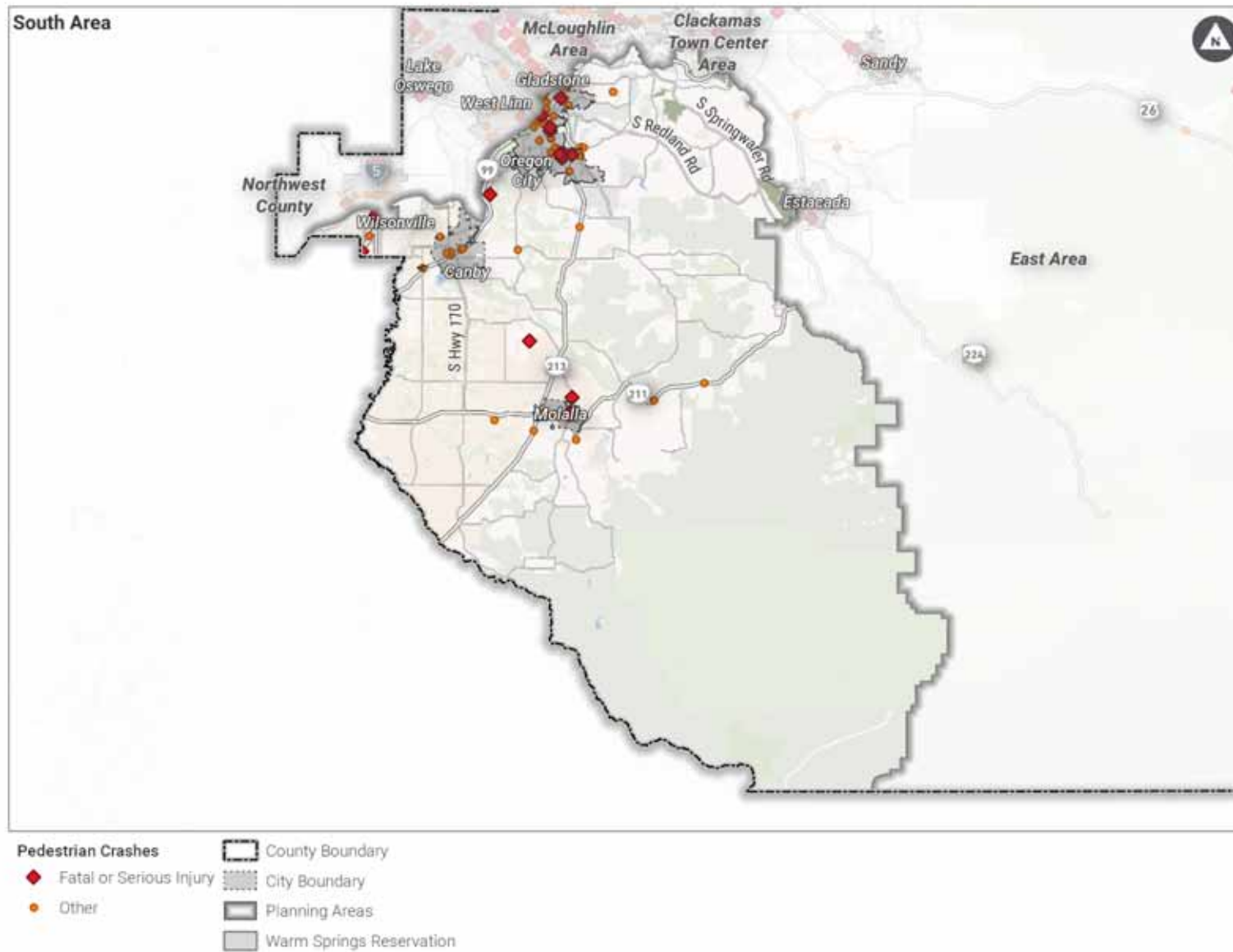


Figure 35. Southwest County - Crash Locations Involving People Bicycling

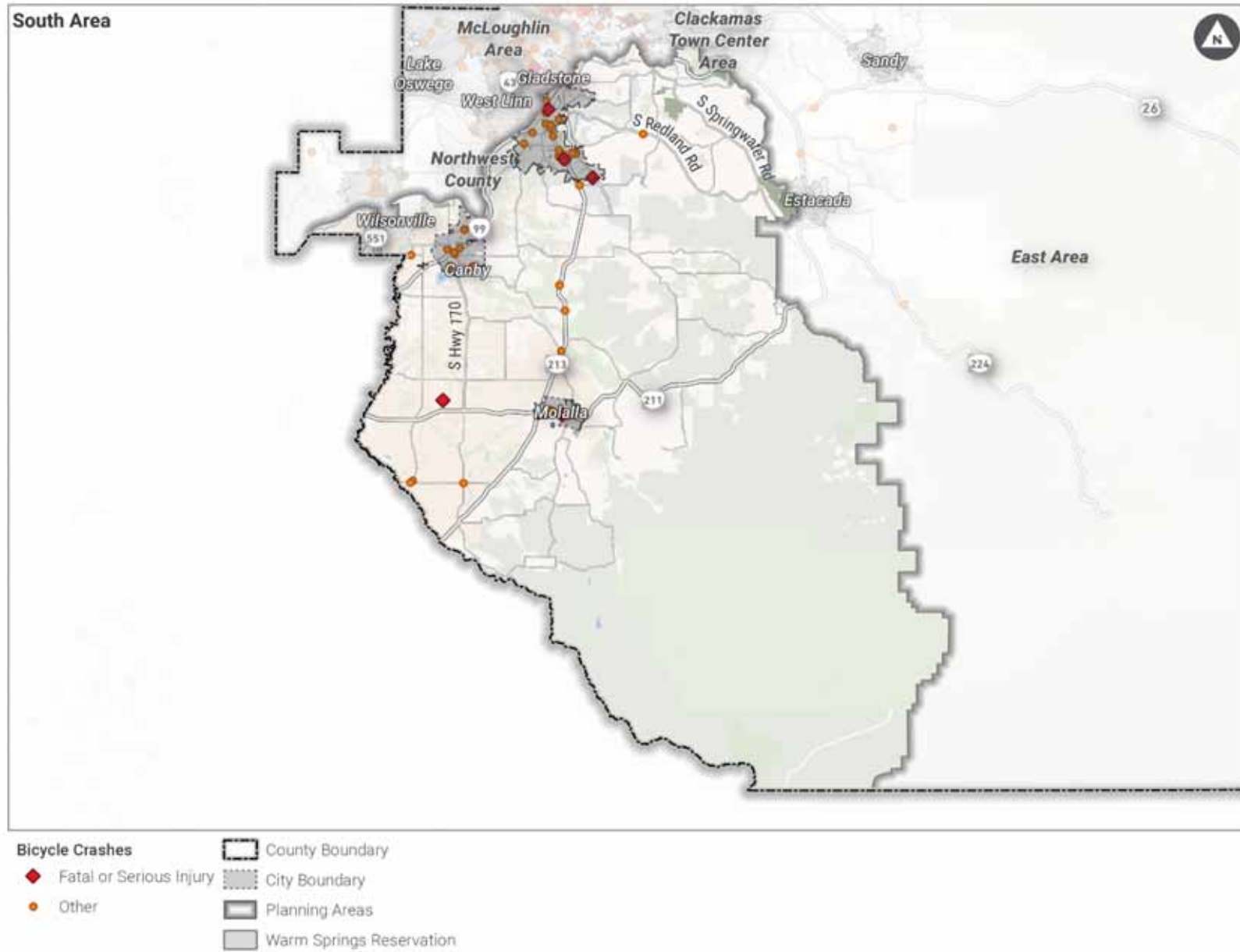
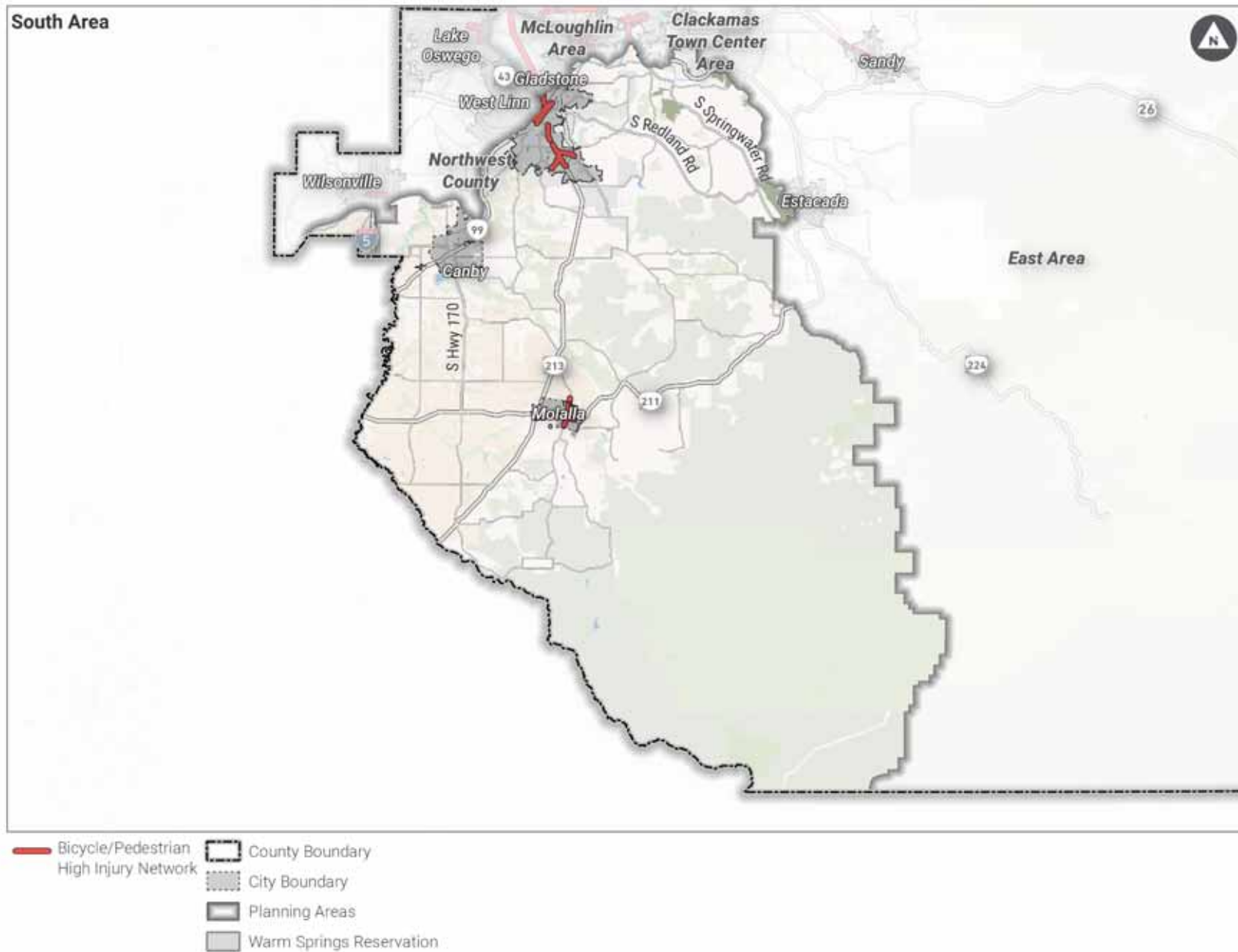


Figure 36. Southwest County - High Injury Network



Area #5 – East County

Major Destinations

Major destinations in unincorporated East County are concentrated along US-26. While many destinations are located within Sandy and Estacada, numerous schools dot the northwest corner of the area, including in Boring and Eagle Creek. Other destinations include Boring Station Trailhead Park; the Springwater Corridor/Cazadero Trail; and grocery stores. US Hwy 26, a road on the high injury network, has sidewalk gaps adjacent to grocery stores and connects Cherryville, Mt Hood Villages, Welches, and Government Camp.

East County is home to large swaths of forest owned and managed by various government entities. Mt Hood draws many visitors as a recreation area for winter sports and warm weather hiking.

Equity Considerations

Equity composite scores for the unincorporated areas of the East area largely include below County averages, largely due to the presence of federal land as over half of the East area. Some areas west and north of Sandy are considered above the County average.

Walking Facilities

There are 0.9 street miles (0.1 percent) of streets with sidewalks on both sides, 1.1 miles (0.3 percent) of streets with sidewalks on one side, and 552.7 miles (99.6 percent) of streets with no sidewalks. Some facilities are located in Boring, Welches, and in Government Camp, including E Multopor Dr in Government Camp that crosses US-26.

Bicycle Facilities

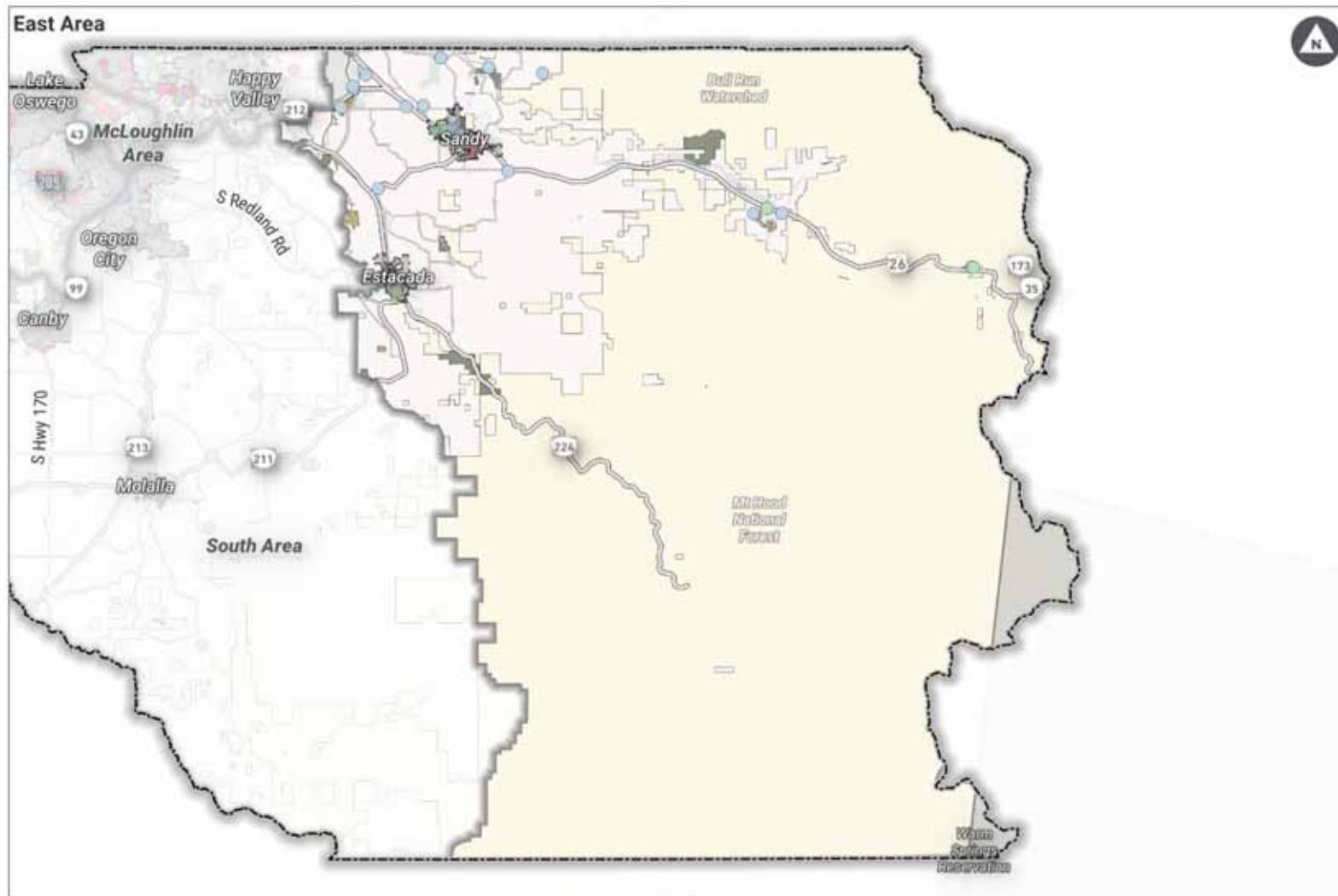
There are 18.8 miles of existing bikeways (including off-street bikeways) and 278.3 miles of planned bikeways. A large number of off-street bikeways (or, trails) are present, concentrated around the Mount Hood recreational areas. Many of these trails are maintained by the United States Forest Service as hiking trails. However, there is a paved multi-use path (Cazadero Trail), maintained by Oregon Parks and Recreation Department, between Boring and Estacada. Gaps in these trails are identified as planned trails for future funding. There are only two existing bikeways – on US Hwy 26 from SE 282nd Avenue to Sandy, and on Hwy 212.

Crashes

There have been 28 pedestrian-involved crashes between 2016 and 2020, including four crashes that resulted in a fatality or serious injury in unincorporated Clackamas County. These crashes occurred within or near Boring – on 212, US 26, and on SE 282nd Ave. US Hwy 26 is identified as part of Clackamas County's high injury network.

There have been eight crashes involving people riding bicycles, none of which resulted in a fatal or serious injury. Bicycle crashes are dispersed throughout the area, but within unincorporated Clackamas County, crashes occurred on 211 and on 224.

Figure 37. East County - Major Destinations



- | | | | | |
|---------------------|--------------------|----------------------|-------------------|----------------------------|
| Destinations | ● Community Center | ● Long Term Care | ■ Park | ▨ City Boundary |
| ● School | ● Grocery | ● Transit Center | ■ Natural Area | ▨ Planning Areas |
| ● College | ● Hospital | ● Transit Rail Stops | ■ Golf Course | ▨ Warm Springs Reservation |
| ● University | ● Pharmacy | ● Park and Ride | ▭ County Boundary | |

Figure 38. East Area - Equity Scores

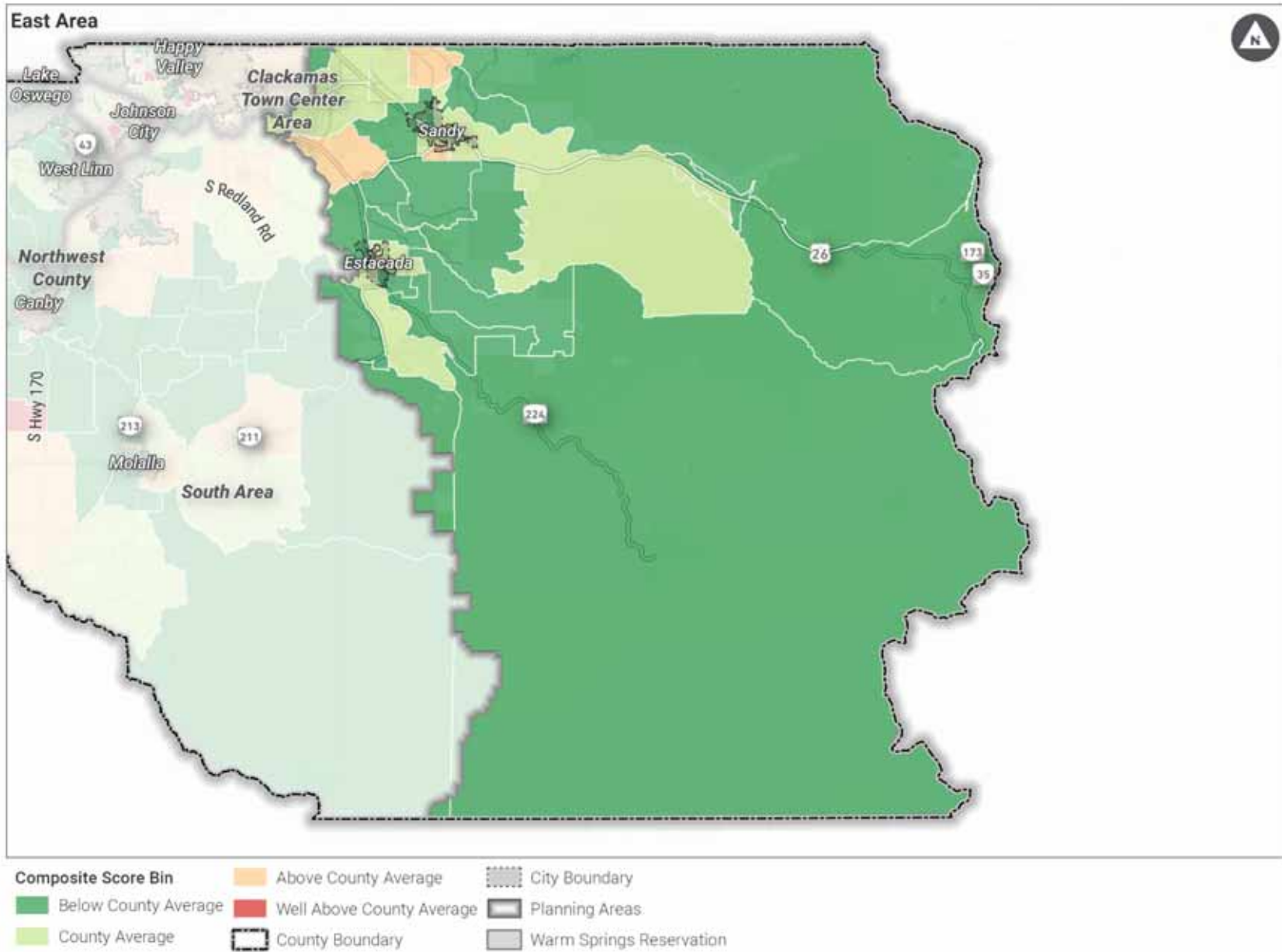


Figure 39. East County - Existing Sidewalks

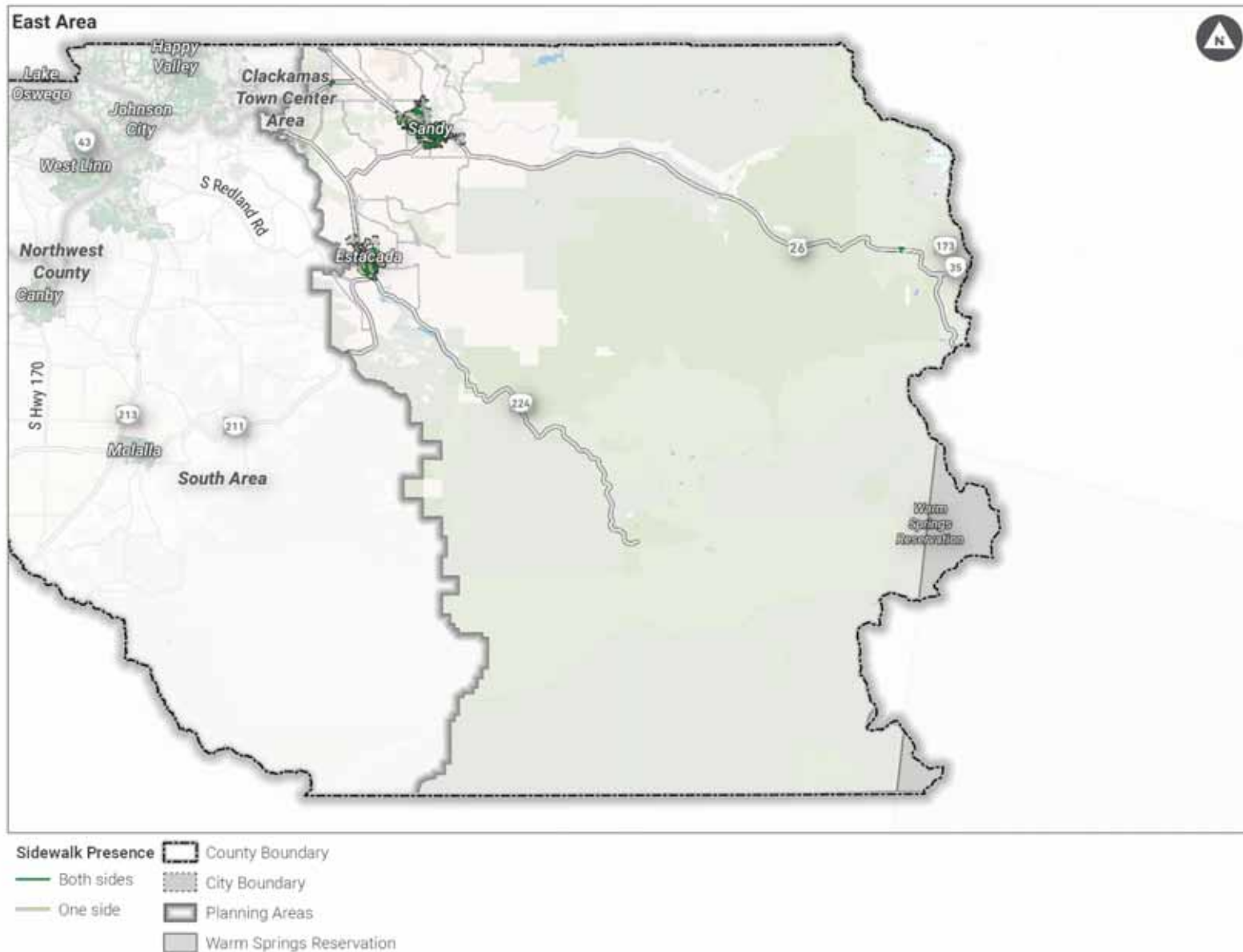


Figure 40. East County - Existing and Planned Bikeways

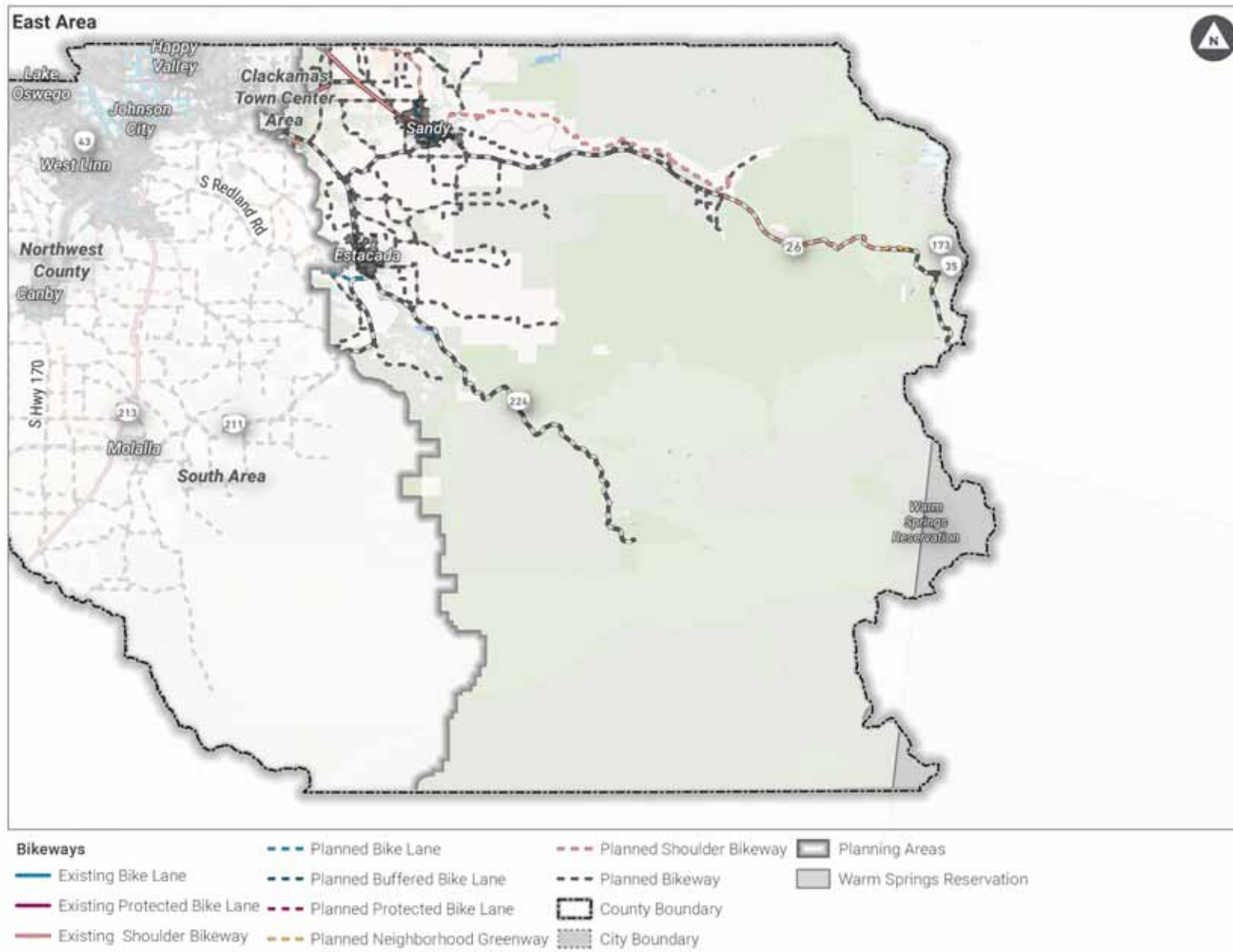


Figure 41. East County - Existing and Planned Trails

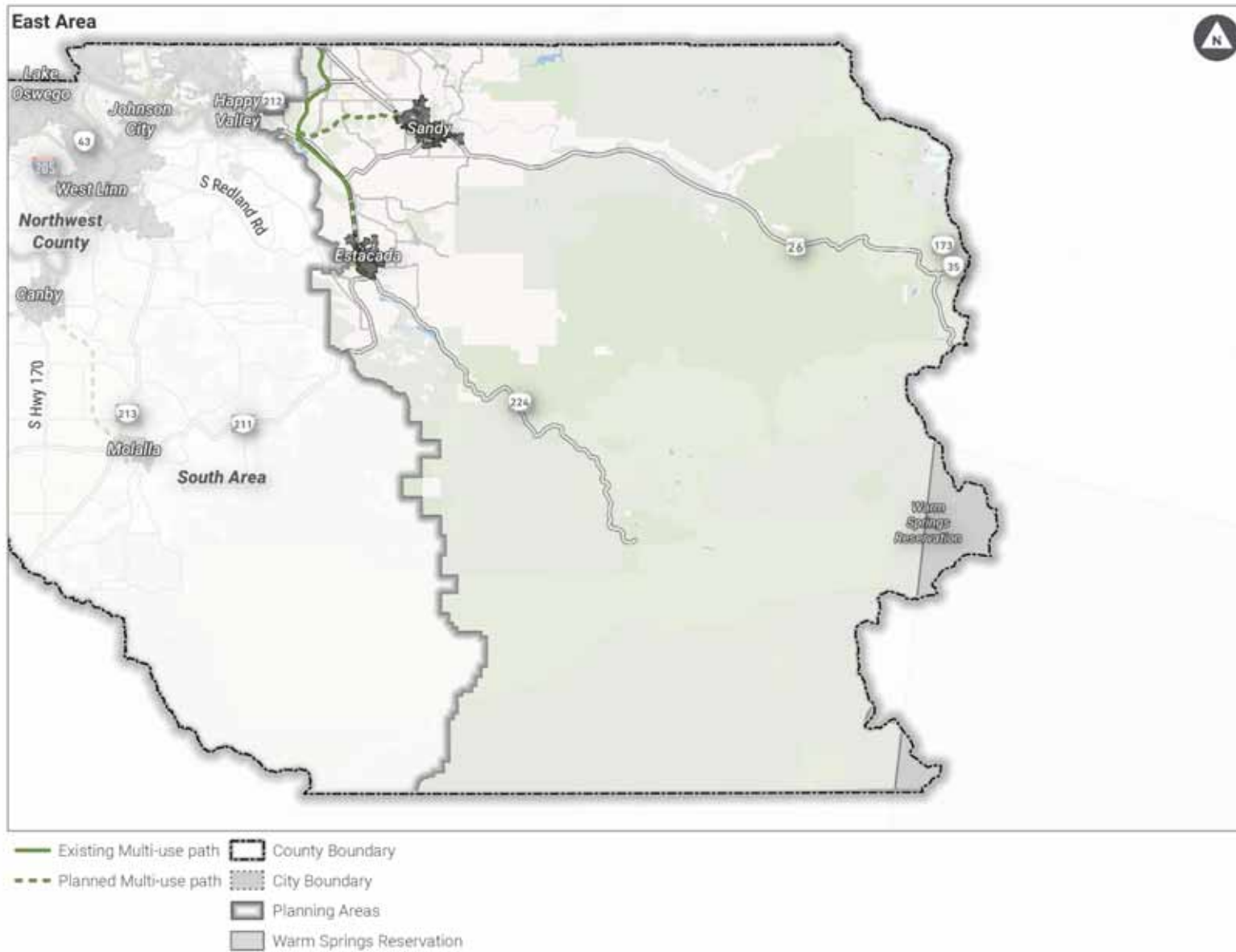


Figure 42. East County - Crash Locations Involving People Walking

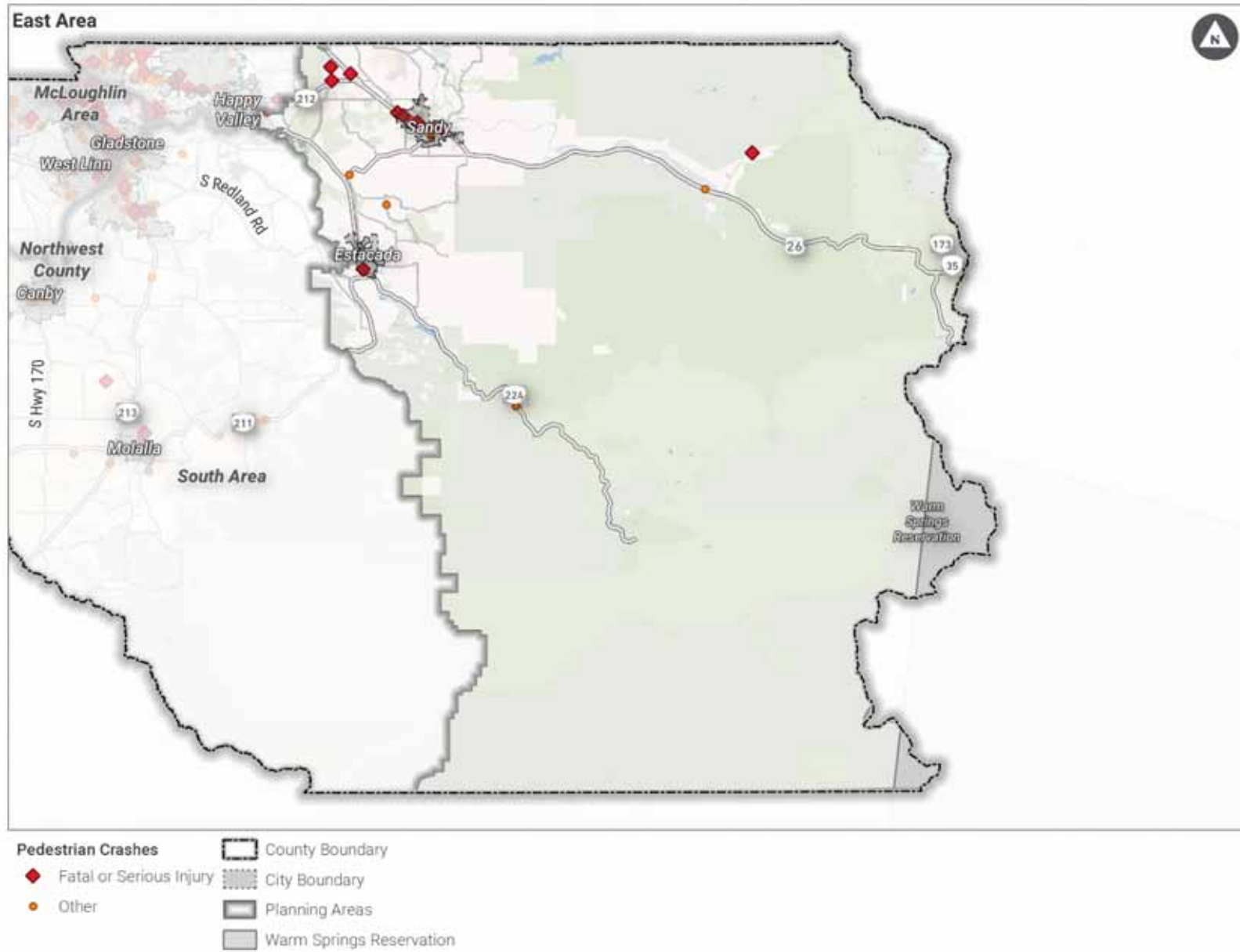


Figure 43. East County - Crash Locations Involving People Bicycling

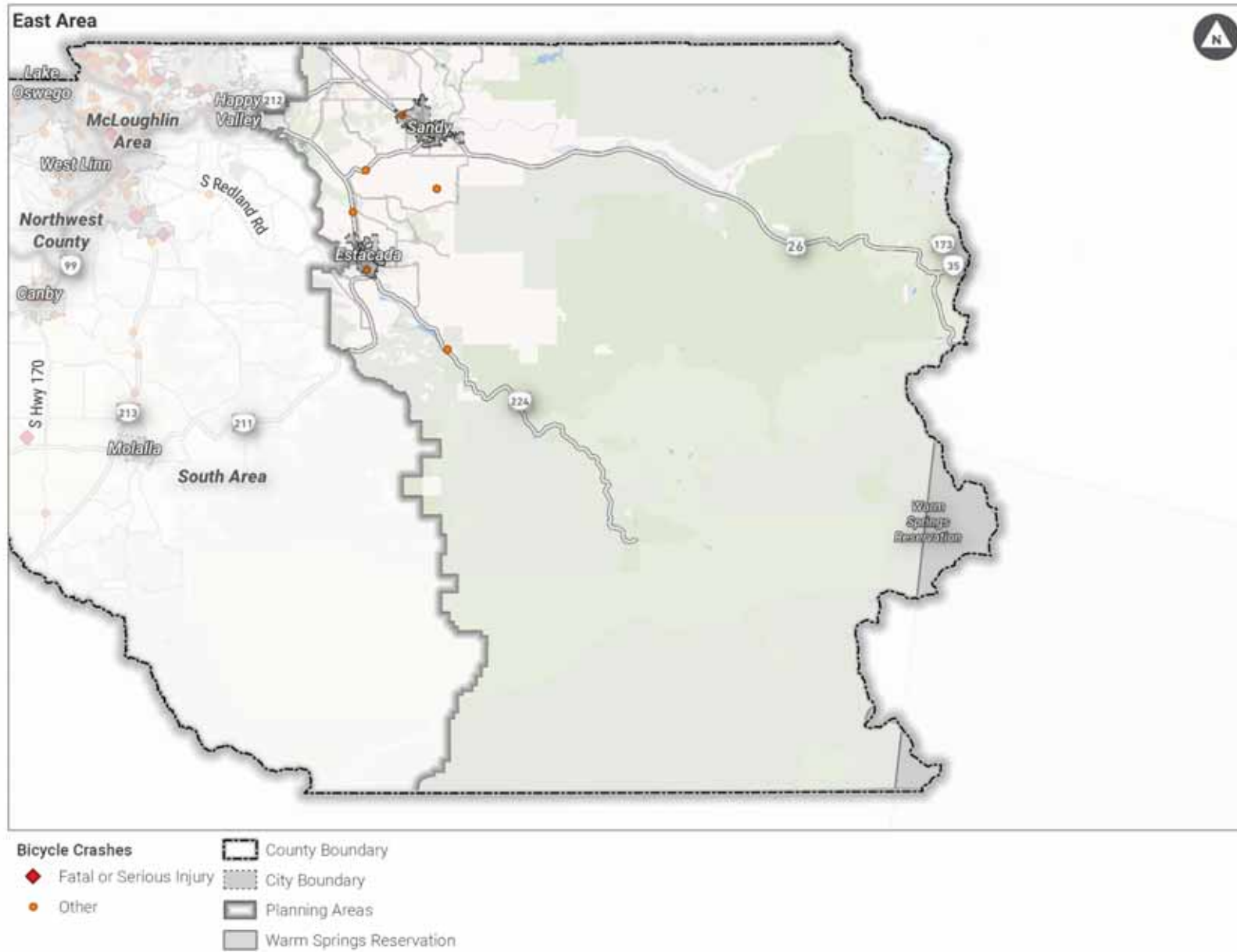


Figure 44. East County - High Injury Network

