



# CLACKAMAS COUNTY

## Pedestrian & Bikeway Advisory Committee

February 6, 2024, Minutes

### **6:30 p.m. – Welcome and Approval of December 2023 Minutes**

Dave Weber, Del Scharffenberg, Steve Adams, Pete Ihrig, Joseph Edge, Nicole Perry, Dale, Bruce Parker, Kelli Grover

Staff: Jonathan Hangartner CC Engineering, Erin Reome NCPRD, Ken Itel CC Development Agency, Scott Hoelscher CC Engineering, and Mya Ganzer CC Planning and Zoning

### **6:35 p.m. – Public Comment**

Dick Weber – Telford Rd to Boring has not been cleared, City of Portland cleared it for Gresham and sections of Clackamas County

Scott says that it is maintained by the County Parks, covered by blackberries, Scott offers to put in a request to clear the path.

No additional comments, circled back to approve the minutes from the December meeting.

No comments on the minutes. Del motions to approve, Joseph seconds the motion. Approved unanimously.

### **6:47 p.m. – SE 172<sup>nd</sup> Widening and Infrastructure Improvements – Jonathan Hangartner, CC Engineering Division**

Road widening to accommodate future growth included bike ped accommodations. Management plan last revised in 2016, goal is highlighting new connections, such as between 172<sup>nd</sup> and Foster Rd.

City of Happy Valley approached Clackamas County to improve the road, offered to fund, Clackamas County is administering the improvements.

Slide 1 and 2 – project overview; elements. Safety and capacity improvements

Slide 3 – Map of project corridor

Slide 4 – shared use paths, dual lane traffic, planters and medians, extensions of Hagen Road, grade break and wall between multi-use paths

Slide 5 – Schedule: March 2023 – Winter 2028

Slide 6 - \$30 million, City of Happy Valley and SDCs

Slide 7 – Project Open House; Happy Valley City Hall February 22<sup>nd</sup>, 6-8 pm, virtual option available

Comments:

Dale requested to go back to cross sections slide to screenshot it.

Kelli has a question about cycle lane transitions, at driveways and intersections.

Bike roads will ramp down at a driveway, same as sidewalk.

Roundabout cyclists can have the option to stay on shoulder or enter traffic lanes before reentering bike lane.

Scott – delineation between bike and peds on multiuse paths

Jon – different color concrete distinguishing the two, flush with each other.

Bicycles are treated like pedestrians in the round about. 13 feet wide sidewalks

Dick – after happy valley transitions into Multnomah County, is Multnomah County doing anything to improve their section road.

Jonathan – Making improvements to Scouters Mountain, unaware of any permitting in Multnomah, project cant extends all the way because of funding/Multnomah County status.

**6:58 p.m. – Monroe Ave. and Linwood Ave. Capital Projects – Ken IteI, CC Development Agency**

North Clackamas Revitalization Area

May 1<sup>st</sup>, 2024, end date for Monroe improvement

Linwood adding shared use pathways to both sides of Linwood, connecting Johnson Boulevard and Springwater Corridor

The project includes stormwater upgrades as well as bicycle and pedestrian improvements.

On Monroe Ave from Linwood to Fuller, there will be a similar type of design, except there is only a shared path only on the north side of road and just a sidewalk on the other. The project will improve safety for Lot Whitcomb Elementary School. This section of the project will continue stormwater and lighting upgrades, seen on the Linwood improvement.

City of Milwaukie currently has a greenway plan for Monroe within the city limits.

Potential to connect Downtown Milwaukie to Clackamas Town Center

Clackamas County is discussing with Milwaukie to implement SE Stanley improvements from King and Johnson Creek, including a shared use path. This improvement was done in collaboration with Safe Routes to School – under active discussion, design planning in Mid-Summer, construction starts spring summer 2026.

Linwood Ave added a pedestrian bridge over Johnson creek and similar infrastructure is being discussed for the Stanley Ave improvements.

Pictures (get from Scott)

Steve states it will be great to see it done.

Right-of-way constraints are present during the planning/design process.

Monroe – mini roundabout at 72<sup>nd</sup> and Monroe

Cross section shared use path on north side of Monroe, from Linwood to SE Boyer

Area connected only for bicycle and peds, not vehicle traffic.

**7:16 p.m. – I-205 MUP & Sunnybrook Boulevard Hot Spot** – Scott Hoelscher, CC  
Engineering Division

Two locations are ODOT facilities, we will decide if we want to elevate to Hot Spot and staff can prepare to send a letter to ODOT.

**Sunnybrook and I-205 MUP** – travelling south in an accessory lane/off ramp to 205 runs parallel to MUP, vehicles travel fast and make fast turns on to Sunnybrook. No red arrow to hold vehicles while cyclists have then green.

Potential for classic collision

ODOT can add a signal head and no turn on red to prevent conflict.

Dale – The button to request to the signal is on the other side. The go signals are swapped for cyclist traffic.

Del – why do we use old fashioned signals; we should include sensors, so bicyclist don't need to press a signal.

Dick – people coming from Costco won't stop and will just go through which means you get trapped at the island. There is no light for car traffic to hold it creating a constant stream.

Del – Not at the location being discussed, but north on the path, illegal camping and trash blocks the path, and you can't ride through it. He has seen motorcyclists on the bike path, bicycle infrastructure is being taken over making it dangerous and unpleasant to ride.

**At the end of I-205 path, 82<sup>nd</sup> drive in Gladstone** – improved the corners, way the intersection is set up, bicyclists going south are funneled into the sidewalk or forced to take a dangerous turn. The turn, due to vehicles coming off 205. is dangerous because of the radius some most riders stay on the sidewalk. As you go further down the road, vehicles will be going 40 mph, and cyclists can have the green while there are right turning vehicles going very fast. Scott's suggestion creates a curb ramp into bike lane.

Dale confirms that that section of road is incredibly dangerous for cyclists, including the bike lane in between the southbound lane and right turn lane, was hit by a car in 2001. The route is avoided by him due to the danger. His suggestion for that stretch of road are adding a bike traffic light, similar to the Springwater; some sort of contrasting to differentiate the bike lane and car lane; and some form of conflict zone painting at the minimum. This may be a potential additional hot spot.

Staff asks if these are hotspots that should be addressed?

Dale Motions yes, Joseph seconds, and the motions are passed.

Staff will draft letters and bring them back for the next meeting.

**7:42 p.m. – Cazadero Trail – Scott Hoelscher and Mya Ganzer, Clackamas County**

What if anything has been happening with the Cazadero, connects Springwater and Cascadian River Scenic Bikeway

Paved to Boring Station Trailhead, crosses multiple creeks and natural barriers, hence the existing phasing, sections are still gravel, completed sections are paved and have crossings. Goal is to have it paved to Estacada and have crossings, bike from inner SE to Estacada

OPRD has lapsed on the project, not a lot of movement except for an acquisition by Metro from Salvation Army, switchbacks outside of easements.

Met with Metro last week, Cazadero is not Metro priority, OPRD.

Steve Adams: would love to ride the rest of the trail to Barton, paving current gravel areas should be a priority, makes more sense than extending the trail.

Kelli – big proponent of the Cazadero, willing to represent the committee on the trail.

Pre-pandemic, workings of a working group to push the project forwards.

The problem is getting OPRD engaged, need to find who we can champion the project and once we get the working group created, we can have Kelli representing PBAC.

OPRD is understaffed, creating issues, believes that they had only 50% of staff during the pandemic.

**~~7:30 p.m. – Illegal Vehicle Parking in Bike Lane~~ – Scott Hoelscher, CC Engineering Division**

Moved to next meeting.

**7:55 p.m. – Jersey-Shirt Distribution | Open Discussion | SRTS Poster Contest | Walk Bike Plan | On-Line Bike Map**

If you're able, come pick your jersey up from the County Office.

If it's a problem, we can try to send it. Potentially put in the second floor PS lobby.

Send Scott what you ordered.

Safe Routes to school poster art contest, April 1<sup>st</sup> deadline

Open to highschoolers now

**8:00 p.m. - Adjourn**

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