



CLACKAMAS COUNTY

Pedestrian & Bikeway Advisory Committee

Meeting Minutes Tuesday, April 4, 2023

Hybrid Meeting Held at Clackamas County Development Services Building
(150 Beaver Creek Rd, Oregon City, OR 97045) Room 301 & Remotely via Zoom
<http://www.clackamas.us/engineering/pbac.html>

6:30 p.m. – Welcome

Joseph Edge, Dave Weber, Hans Tschersich, Dick Weber, Elena Kazarov, Emma Lugo, Kenath Sponsel, Bruce Parker, Del Scharffenberg, Dale Guenther, Kelli Grover, Mindy Montecucco, Steve Adams

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

Representatives: Joe Marek – Clackamas County Engineer, Nicole Perry – Safe Routes to School, Sarah Iannarone – The Street Trust, Hannah Williams – ODOT, Chris Wellander – ODOT, Rachel Haukkala – ODOT, Katie Dunham – North Clackamas Parks and Recreation District (NCPRD), Jodi Mescher – WSP

6:35 p.m. – Approval of March Minutes

Joseph said that his name was spelled wrong in the Public Comment section.

Bruce made a motion to approve the February minutes with the above revision, Dick seconded and the motion passed unanimously.

6:45 p.m. – Vision Zero Suite

Joe Marek gave an overview of the Vision Zero Suite, a tool that county engineers have begun using to analyze the crash data. This program can break down the crashes, looking specifically at bicycle and pedestrian crashes, the severity, and turning movements. This tool allows engineers to dive deeper into specific data, and develop summaries on specific corridors or intersections, time of day, day of week and time of year. It can also create graphs showing crash severity, lighting conditions, road conditions and types of roadway. He showed a map of the bicycle crashes in the county for the group.

Kenath asked about looking at crash trends over time, and how new projects would impact the crash data. He asked if the group could look at Linwood and see how the improvements along that road impacted crashes, and Joe said this data runs two years behind, but they are looking at analyzing before and after project data. Steve asked if this will be continually tracking crashes in both county and city roads, and Joe said they have all the county roads, and if they can get traffic counts from the cities they'll be able to utilize that for city roads as well. Katie asked if they have bike counts along with crash counts, and Joe said they just started bicycle counts this past year at

over 50 locations throughout the county, and they have money in the budget to do more counts this coming year. Elena asked about using this data without specific counts to normalize the data, and ensure that, for example, the higher number of crashes during the day doesn't indicate daylight conditions are more dangerous, there are just more people riding that time. Joe agreed, and said that this tool can actually focus on that with road and environmental conditions. Joe then showed a map of the pedestrian crashes in the county and showed some of the data behind it, such as time of day and time of year, and injury severity. Elena asked if this data could be overlaid by infrastructure, and Brett said it could be with some GIS help from the Transportation Planning department. Steve asked if Joe thought it was interesting that the PM peak was much later for pedestrians compared to bikes, and asked if he knew if that was a common trend. Joe said he's not sure as this is the first time he's had an opportunity to see bicycle and pedestrian crashes countywide. Mindy asked if school zone crashes can be easily analyzed, and Joe said they just need to input mile-markers around schools and it would be easy. Sara asked if you could filter by jurisdiction, and Joe said yes.

7:15 p.m. – I-205 Tolling

Hannah gave an overview of the I-205 Tolling project, which is designed to toll the section of I-205 from just west of the Abernathy Bridge to just east of the bridge. She let the group know about an online open house about this project that is now open where people can give feedback. Chris then went over the projected traffic impacts from the project, stating that the benefits of the toll and the bridge improvement project in 2045 will reduce congestion from 14 hours a day, to 2 hours per day, with 26% fewer crashes. He said it will also improve trip reliability for those using the interstate. He then went over the 2027 & 2045 intersection analysis, showing a map identifying intersections where the project will have no impact, worsens failing intersections, and specific project related impacts. He said public transit ridership would be similar with or without the project. For the active transportation component, he said the analysis shows only 1 of 50 intersections, and two roadway segments, become more uncomfortable for pedestrians due to increased traffic. He also said bicyclist stress levels would not change. He then went over automobile and multimodal potential solutions to impacted intersections.

Chris then gave an overview of the Environmental Assessment that was recently released, focusing on specific projects along other roadways due to impacts of tolling. Katie asked about Jennings Ave safety improvements, and Chris said there weren't projected crash impacts along that intersection and he said he'll get back on the exact proposal.

Emma said she's a fan of tolling, but the location of this tolling project will cause significant impact on downtown Oregon City, including more smog and pedestrian and bicycle dangers. She asked what made the project sit on this location, and Chris said there were an entire sequence of events that got the project to this location, notably state legislation and traffic patterns. Hans said he didn't see any improvements on Hwy 43 as it's already dangerous, and asked if anything was planned. Chris said they weren't seeing a huge difference in bike/ped numbers in that area with or without the project, and the NEPA process requires that in order for projects to be identified. But there are a few mitigation projects in the south area of Lake Oswego.

Pete asked about Willamette Falls drive, which is already being used as a diverter from I-205 and he anticipates traffic to increase. He said bicycle stress is already there along that roadway, and he's surprised there won't be an increase in stress based on the analysis. Chris said the data shows there won't be an increase in bicycle stress along Willamette Falls Dr., and with the added lane along I-205 it will still attract vehicles. Bruce said these level of stress for bicycle and

pedestrians will definitely increase and he doesn't believe the analysis. Chris said there are a lot of facilities that aren't bicycle friendly already, so they're stressful no matter if the project is built or not.

8:05 p.m. – Hot Spot Letter

The group went over the letter drafted regarding the hot spot where Hwy 213 meets I-205 and the dangerous crossing of the I-205 onramp. Elena asked about flashing lights, and if something like that fits in the hot spot discussion. Joseph said it's probably out the scope of hot spots as it's just a letter to address ODOT, but adding a bullet about increasing visibility would be helpful. Dave made a motion to accept the letter with the mentioned changes, Pete seconded and the motion passed unanimously.

8:15 p.m. – Project Updates / Open Discussion

Scott said they're looking to setup a photo shoot for the updated Clackamas County Bike Map near the Wooden Shoe Tulip Farm and asked if anyone wants to be a model (said he's looking for diversity, families, etc.). He said reach out to him in the coming days.

Scott said if there's interest to put anything in writing for the ODOT tolling project as they're accepting comments until April 21st. If so, reach out to Joseph and Scott. The group had a discussion the benefits of such a letter. Joseph and Dale mentioned that the data they're using is showing a minimal level of stress, and aren't sure a letter will do much. But said if the group feels strongly, a letter can be written. The group agreed that they won't submit a letter as a group, but Joseph encouraged those as individuals to submit.

8:25 p.m. – Adjourn