



Pedestrian/Bikeway Advisory Committee Meeting Minutes

Tuesday, February 4, 2020

150 Beaver Creek Road, Oregon City, OR 97045

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

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

Members: Ray Atkinson, Del Scharffenberg, Peter Ihrig, Dick Webber, Hans Tschersich, Kenath Sponsel, Joseph Edge

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

Peter made a motion to approve January minutes, Hans seconded and the minutes were approved unanimously.

6:35 p.m. Roadway Standards Update

Scott went over the Roadway Standards Handbook for Design and Construction of Roadways, which is currently being updated by the County. The handbook identifies minimum standards for streets, sidewalks, accesses, and stormwater facilities. Scott went through the types of information in the document such as School Zone Flashers requirement, exceptions for Community Planning Areas, and small cell wireless. Scott said that during the next update the County will be adding bike parking standards, as it didn't make this current update.

Scott gave an overview of bike lanes on arterial roadway sections, with the details associated with bicycle facilities such as minimum feet required for bike lanes and sidewalks. Hans asked if there was a statewide or nationwide standard for these facilities, and Scott said there currently isn't a national or statewide standard, leaving the requirements up to the cities and counties. Scott then went over standards for multi-use paths for those within the public right-of-way, making them with concrete as opposed to asphalt paths. He discussed end-of-sidewalk signage, adding clarifying language. Scott then went over guidelines for lane widths, for both vehicle travel lanes and bicycle lanes, with guidance for bike lanes found in the County's Active Transportation Plan. He finished the presentation discussing design speeds for roadways, mid-block crosswalks, and curb ramps.

Ray asked if intersection design was going to be included into the design standards, and Scott said it's not currently included, but may be something to add into the next update. Joseph said these are all good improvements, and said he raised the question to Scott to end of sidewalk signage and how that is communicated to those who are visually impaired. He wanted to pass that question along to the Committee for thoughts moving forward. Joseph then added that the data model that is used when new development is proposed is overblown assuming all trips generated will be single occupancy. He feels it would be beneficial to use an updated model for developers to consider. Hans said it'll be useful to have these models work in unison together because he rode on 82nd Ave and the bike lane ends and there was a big wall that shot out into the road that he narrowly missed.

7:20 p.m. Oak Grove – Lake Oswego (OGLO) Bridge Update

Brett went over the final OGLO Policy Committee meeting that was held on Tuesday, January 28th. He explained that the Policy Committee approved the Feasibility Study, but with Lake

Oswego removing themselves from the process, the next step was recommended to be for County staff to look into potential bridge crossings both north and south of Lake Oswego. Peter said he felt those who spoke in support of the bridge at the meeting were professional and on point.

Del said that he believes that the railroad bridge is still a great option for a bike and pedestrian connection. Brett said that was looked at, but the railroad hasn't shown any interest in working with local governments to make that a possibility. Del said that was also the case with the extension of the MAX Orange Line, but they eventually came to the table, and maybe that can happen again.

7:40 p.m. Active Transportation Hot Spots

Scott went over the Hot Spots program the PBAC has been discussing over the past year. Scott gave several examples of the fixes this project is designed to make. He said this project is in the Safety Action Plan, having the PBAC find areas that would benefit from a safety standpoint. One of the fixes he showed was adjusting paint on the roadway to allow bicyclists more room or to continue through a portion of roadway where the bike lane ends. Paint could also be put down along conflict points (such as green paint) or shared-lane markings on the road to show drivers that bicyclists are allowed on that road. Joseph said in certain instances you could repaint an entire segment of roadway if there is space to provide an even safer path for bicyclists. Scott provided another example where wayfinding signage could direct bicyclists to the safest route, which may be along a sidewalk.

Del showed the PBAC pictures of the new Kronberg Park Trail in Milwaukie, providing a bike/pedestrian path from downtown Milwaukie to the Trolley Trail (across McLoughlin Blvd) using the MAX bridge. Del was showing the pinch point where the trail meets McLoughlin Blvd where the city has put in a pair of blockades that bicyclists have to zig-zag through where signs say to "walk your bike." The Committee discussed the blockades, and why they were installed. Scott went over storm grates that can "eat" bike tires and the minimal things that can be done to fix them such as raising them or adjusting the storm grate openings to horizontal instead of vertical. He showed a location Bruce submitted where there is a pinch point near Canby and Scott said this may be a good location for signage stating "bicyclists on roadway" or something similar.

Scott then went over the next steps for this project, which are to obtain feedback from the Committee, develop a process for inventorying hot spots, create a potential reporting template, possibly assign geographic areas/corridors for inventory, and to review the Washington County reporting website example.

Joseph showed an example of telephone poles built right in the middle of the sidewalk along a corridor of the essential pedestrian network. He said he's seen areas where similar intrusions have been where a small portion of cement is poured alongside the sidewalk to add a little more room for pedestrians. He asked if that's an example of the scope of this project and Scott said yes, he thinks so because it'd be such a small infrastructure improvement.

Hans asked a question about the conflict zones along Hwy 213 and I-205, showing the difficult crossings for bicyclists. Scott said those are good locations to look at, but they are ODOT facilities, so the County has no jurisdiction on those roadways. Joseph said it may be a good idea to still capture these types of areas, because even though the County can't make any actions, it's a good idea to capture all the areas that could use improvement, making our inventory comprehensive.

8:25 p.m. Barton Park Preview

Scott gave a quick preview of the Barton Park project that the PBAC will be having a joint meeting alongside the County Parks Advisory Board. He showed an aerial of the project area and the Cazadero Trail that travels south to Estacada.

8:35 p.m. Adjourn