



MEMORANDUM

To: Scott Hoelscher, Clackamas County
From: Ellen Rogalin, Clackamas County
Date: October 23, 2024
Subject: Summary of Walk Bike Clackamas Public Engagement Milestone #4

INTRODUCTION

This memo summarizes the approach, activities, and feedback from Walk Bike Clackamas Public Engagement Milestone #4 in July-August 2024. This milestone consisted of five online surveys, one for each of the five Walk Bike Clackamas plan sub-areas.

The survey encouraged people to review and comment on the final draft plan, as well as:

- Which proposed projects and programs are most important to them.
- What are the specific pedestrian and bike needs in areas of interest to them

There were 660 survey respondents, including more than 400 comments about needs and conditions at specific locations.

Key takeaways from Engagement #4

Themes from this engagement milestone included:

- Safety continues to be the top community funding priority
- Support for large loop trails as future projects
- Significant interest in improvements in the vicinity of Concord Road in the McLoughlin subarea
- Continued interest in the McLoughlin subarea for building a pedestrian/bicycle bridge across the Willamette River between Oak Grove and Lake Oswego

METHODS AND ACTIVITIES

Promotion and marketing

The WBC team promoted the online surveys using a variety of methods including:

- News releases
- E-blast to the interested parties list

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- Email update to county community planning organizations (CPOs) and hamlets
- Social media posts
- Outreach to special interest groups including the county's Pedestrian/Bikeway Advisory Committee and Traffic Safety Commission, and Bike Portland
- Article in *ClackCo Monthly*, the county's monthly e-newsletter
- Flyers (see sample below) distributed at 20 locations around the county in late July and early August, including:
 - Happy Valley (4)
 - Estacada (2)
 - West Linn (2)
 - Sandy (4)
 - Lake Oswego (4)
 - Molalla (2)
 - Canby (2)



Do you walk and bike in Clackamas County? The draft Walk Bike Clackamas Plan includes more than 200 proposed projects & programs to make getting around safer and easier. Take our survey to let us know what your priorities are.

El Plan para peatones y ciclistas de Clackamas establece prioridades de infraestructura para apoyar a peatones y ciclistas —como carriles para bicicletas, cruces peatonales y aceras—, y programas de seguridad en las áreas no incorporadas del condado de Clackamas. Ahora, queremos conocer sus comentarios sobre los resultados de este estudio y qué considera que es más importante para priorizar.

Clackamas County has been talking with residents about ways to improve walking, bicycling and rolling opportunities throughout the county. Learn more and let us know which improvements you prefer by completing one or more surveys:

- Go to/Ir al sitio web <https://www.clackamas.us/engineering/bikewalk> or
- Scan the QR code to the right / Escanea el código QR de la derecha.

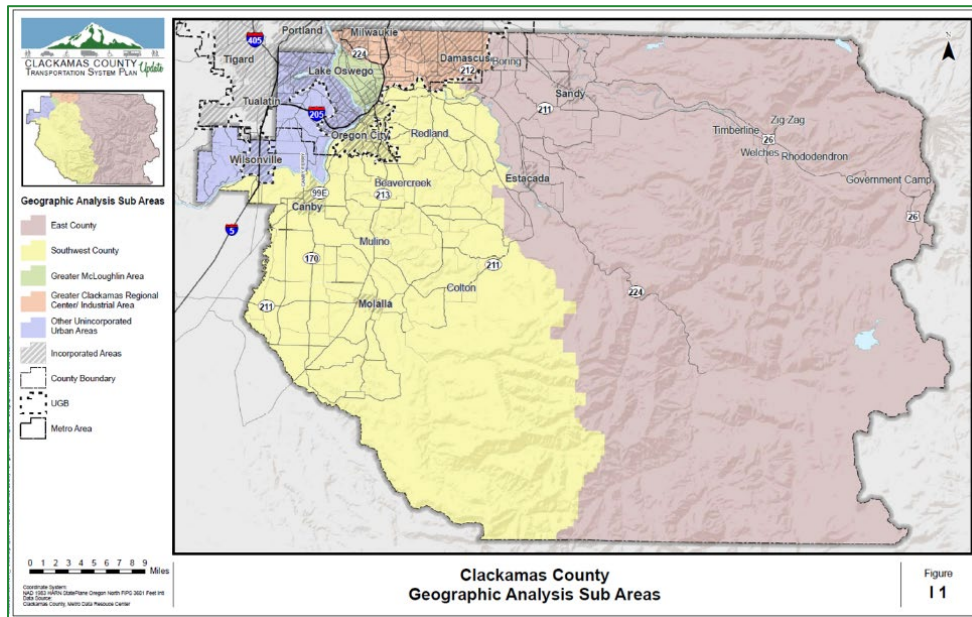


Realice el Plan para peatones y ciclistas de Clackamas. Están abiertas hasta el 15 de Agosto.

Surveys open through August 15. We look forward to hearing from you!

Online Survey

Five online surveys, in both English and Spanish, were available July 16-August 15, 2024. Each survey focused on and included proposed projects and programs relevant to one of the five subareas of unincorporated Clackamas County (see following map): McLoughlin, Clackamas Town Center, Northwest County, East County and South County.



People were able to respond to as many surveys as they wished. The South County area provided the most responses – 222 – while the least – 49 -- came from the Northwest.

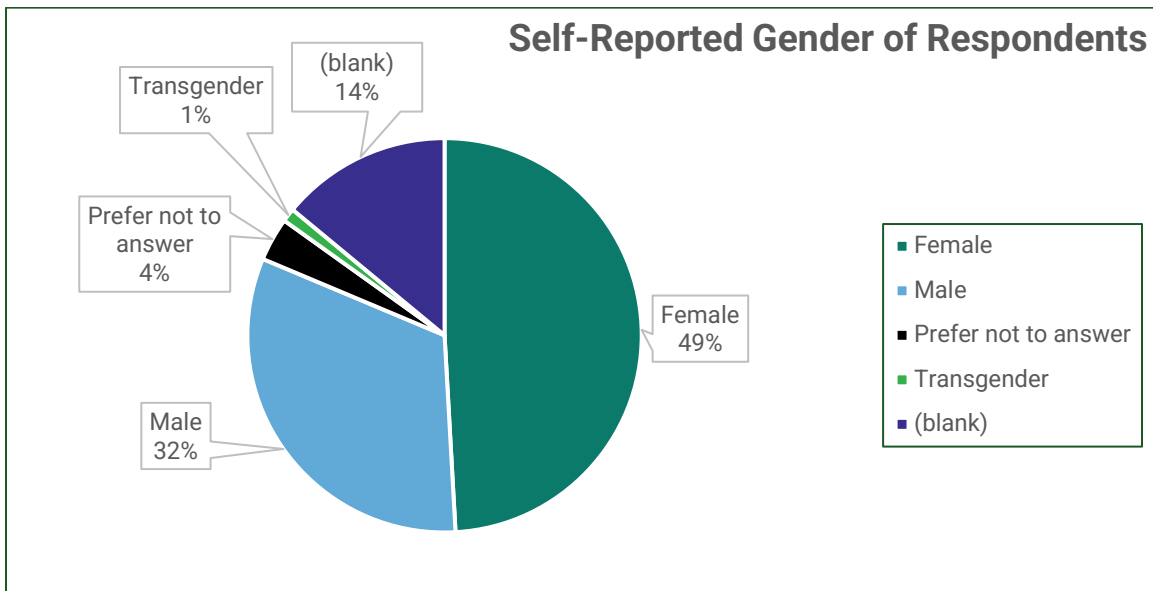
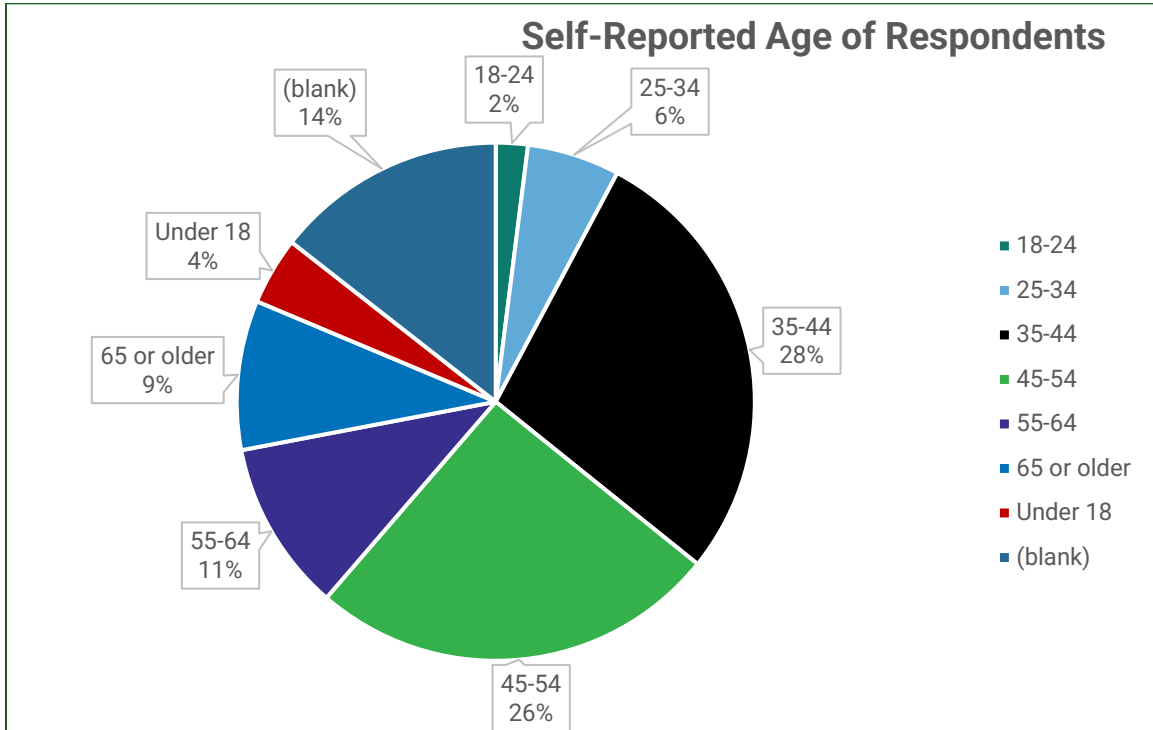
Subarea Survey	# Respondents	% Mobile Survey	% Web Survey
McLoughlin	175	64.0%	36.0%
Clackamas Town Center	129	59.7%	40.3%
Northwest	49	71.4%	28.6%
East	85	64.7%	35.3%
South	222	72.1%	27.9%
Total	660	66.5%	33.5%

Each survey was made up of five pages or sections, which gave respondents the chance to both learn about the project findings and provide feedback for the subarea they had chosen::

- 1) Welcome, introduction and encouragement to review plan
- 2) Preference on potential programs to improve walking and biking
- 3) Prioritizing top level (Tiew 1) projects in the subarea chosen (with information about mid-level (Tier 2) and low level (Tier 3) projects also available
- 4) Opportunity to provide comments on where infrastructure improvements are needed.
- 5) Demographic information and questions

SURVEY FINDINGS

Almost half (49%) of those who responded identified themselves as female and a little over half of the respondents (54%) were between ages 35 and 54.

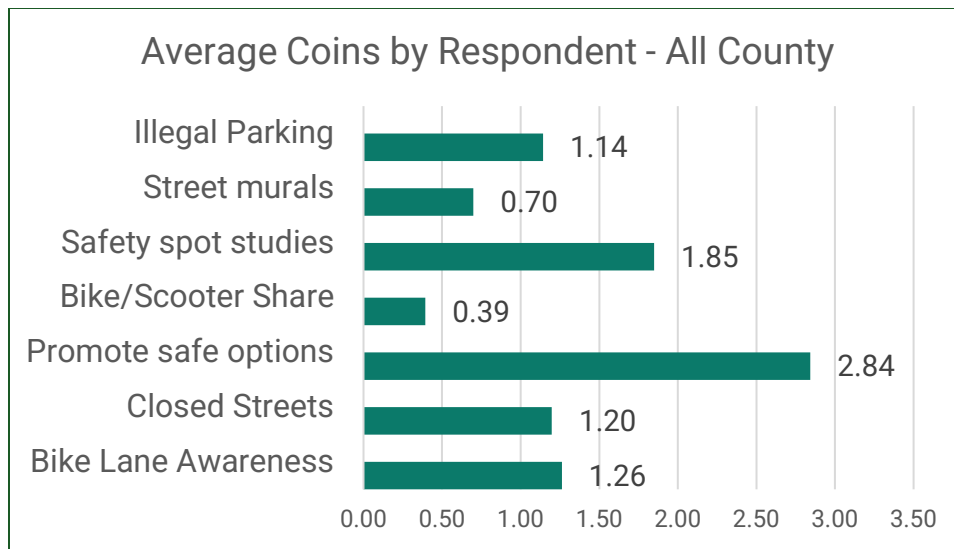


Preferred Programs

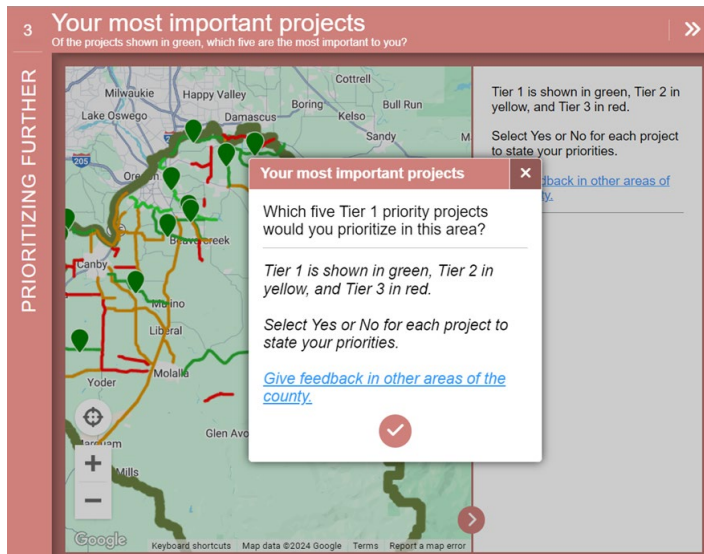
Respondents were given 10 coins and asked to assign them based on their preference for seven possible programs:

- Close streets for community events
- Promote safe driving and walking options
- Build awareness about safe driving near bike lanes
- Target illegal parking in bike lanes
- Provide shared bike or scooter rentals
- Study key locations for safety solutions
- Support neighborhood street murals to calm traffic

The results reaffirmed previous findings that safety is a top priority across the county.



Prioritized Projects

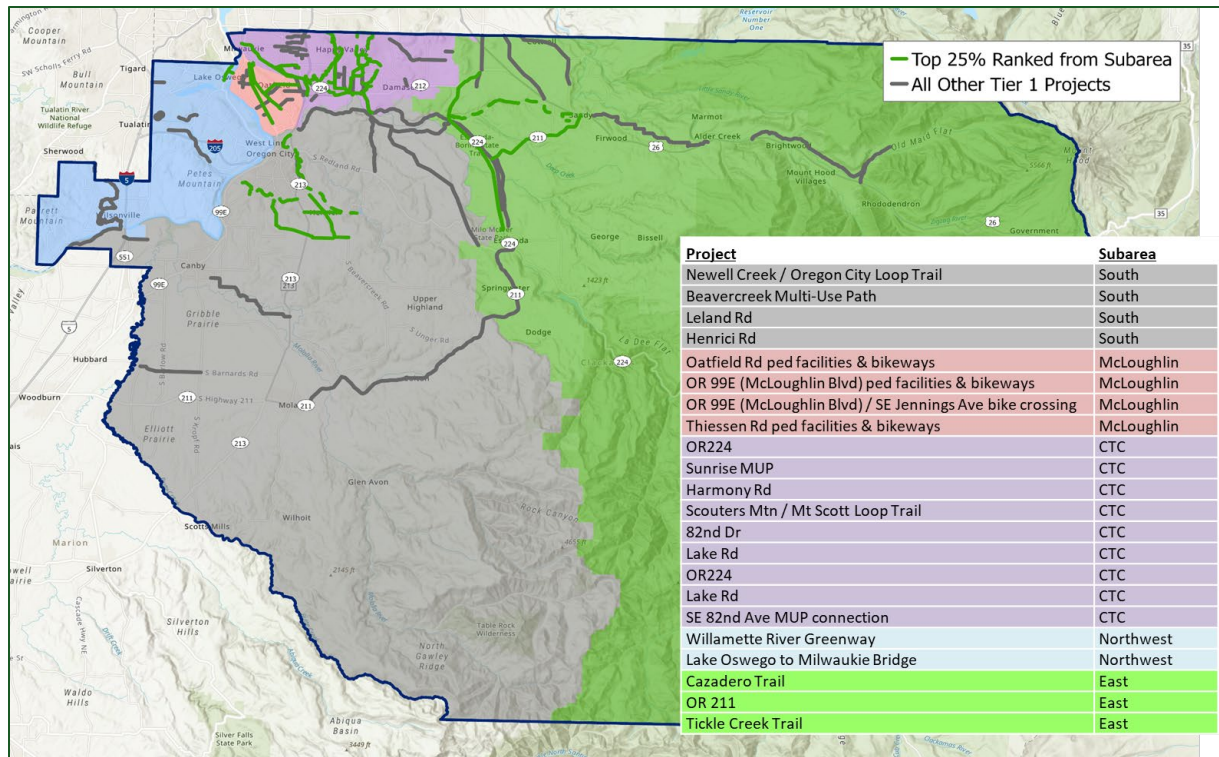


To express their views about the proposed projects in each subarea, respondents were asked to prioritize their top five Tier 1 projects.

People could let us know whether a project was a priority by clicking on a Tier 1 project (shown in green on the map) and selecting “yes” or “no” next to it.

The projects ranked most highly by respondents for each area of the county are shown below.

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South Area

- Newell Creek / Oregon City Loop Trail
- Beavercreek Multi-Use Path (from Loder Rd to Yeoman Rd)
- S Leland Road paved shoulders (from Oregon City City Limits to S Beavercreek Rd)
- S Henrici Road paved shoulders (from OR 213 to S Ferguson Rd)

McLoughlin Area

- Oatfield Road pedestrian facilities & bikeways (from Milwaukie City Limits to Gladstone City Limits)
- OR 99E (McLoughlin Blvd) pedestrian facilities & bikeways (from Milwaukie City Limits to Gladstone City Limits)
- OR 99E (McLoughlin Blvd) / SE Jennings Ave bike crossing
- Thiessen Road pedestrian facilities & bikeways (from SE Oatfield Rd to SE Johnson Rd)

Clackamas Town Center Area

- OR 224 Multi-Use Path (from SE 17th Ave to I-205)
- Sunrise Multi-Use Path (from SE 122nd to Rock Creek Junction)
- Harmony Road (from SE Linwood Ave to Aquatic Center)
- Scouters Mountain / Mt Scott Loop Trail
- SE 82nd Drive pedestrian facilities and bikeways (from OR 212 to I-205 Multi-Use Path)
- SE Lake Road pedestrian facilities and bikeways (from Johnson Rd to Webster Rd)
- OR 224 bikeways (from Rock Creek Junction to SE Midway St)

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- SE Lake Road pedestrian facilities (from Milwaukie City Limits to OR 224)
- SE 82nd Avenue Multi-Use Path connection (connection to proposed North Clackamas Regional Park Multi-Use Path)

Northwest Area

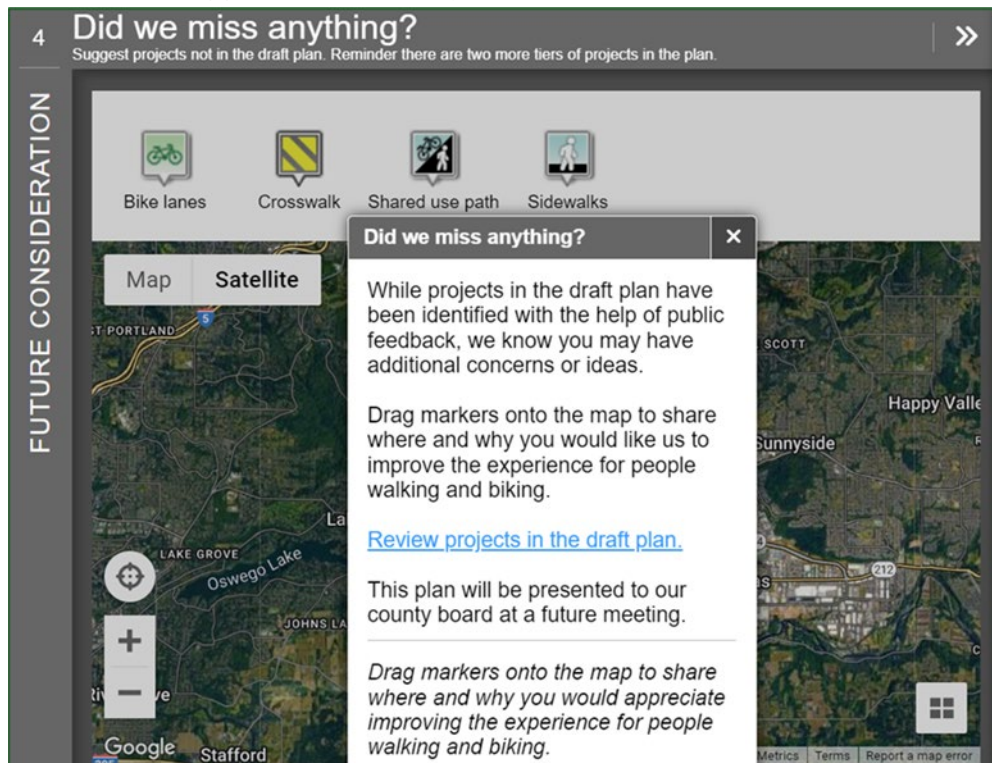
- Willamette River Greenway (from Lake Oswego City Limits to County Line)
- Lake Oswego to Milwaukie Bridge (aka OGLO)

East County Area

- Cazadero Trail (from Boring City Limits to Estacada City Limits)
- OR 211 (from OR 224 to Sandy City Limits)
- Tickle Creek Trail (from Cazadero Trail to Sandy City Limits)

Comments

Respondents were invited to suggest additional projects that were not included on the list, to show the location of those projects on the map and to add comments. There was no limit on the number of projects or comments.

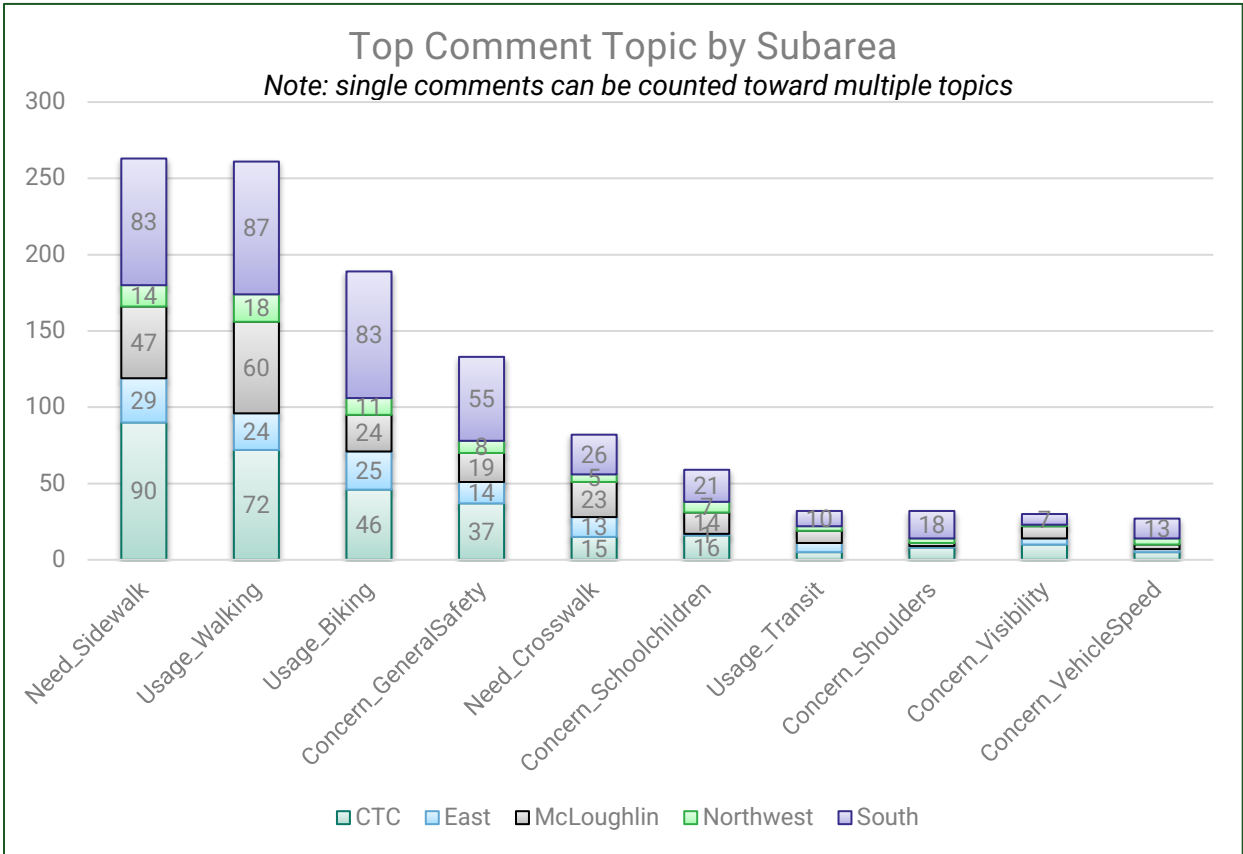


We received 450 responses, including:

- 163 from the South County subarea
- 123 from the Clackamas Town Center subarea
- 88 from the McLoughlin subarea
- 51 from the East County subarea
- 25 from the Northwest County subarea

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The topics of the most frequent comments and requested projects by subarea are shown in the following table.



NEXT STEPS

County staff will analyze the results of the surveys to determine if any final adjustments are needed in the Walk Bike Clackamas Plan. The results will also be used to inform future county work related to the Transportation System Plan (TSP) update planned for 2025 and to implementation of future projects and programs to continue to improve walking and biking opportunities throughout Clackamas County.