



# CLACKAMAS COUNTY

## Pedestrian & Bikeway Advisory Committee

December 3, 2024 Meeting Agenda

**Attendees:** Dave Weber, Joseph Edge, Bruce Parker, Pete Ihrig, Kelli Grover, Del Scharffenberg, Mindy Montenucco, Dick Weber  
Dameion Samuelson (TriMet), Jason Nolin (Metro), Scott Hoelscher (Clackamas County), Mya Ganzer (Clackamas County), Bob Knorr (Clackamas County)

### **6:30 p.m. – Welcome and Approval of Prior Meeting Minutes**

Quorum not reached.

Quorum reached at **6:52 p.m.**

Joseph motions to approve the slate of minutes from June and September.

Dale seconds. **Motion passes unanimously. June and September minutes are approved.**

### **6:35 p.m. – Public Comment**

No public comment.

### **6:40 p.m. – 82<sup>nd</sup> Avenue Transit Project: Introduction and Overview – TriMet and Metro**

Wrapping up planning, starting design, hoping to come back later next year with design details

Upgrade from frequent service, to frequent express (FX)

82ns focused on because lot of people live there, with lots of jobs and services, population is growing, more likely to rely on transit in this area

82<sup>nd</sup> has a high rate of crashes and injury

Line 72 (current) has the highest ridership bus line, and highest amount of delays

Coordinating with ODOT in ClackCo section, includes new crosswalks and sidewalks

Project Goals: improve speed and reliability of transit

FX stations: improvements include shelters, displays, pedestrian access, crosswalks, transit signal priority, potential transit priority lanes.

Busses longer to fit more people, zero emission, new bus for TriMet.

35 station locations, dependent on north terminus, 8 stations in Clackamas County, one station combined near MultCo and ClackCo lines

- **Winter 2024/Spring 2025:** Steering Committee recommends “Locally Preferred Alternative” (route, general station locations)
- **Summer 2025:** commissioners vote on Locally Preferred Alternative
- **Ongoing** engagement with the public and communities along the route as the project begins design work (expecting first early designs in spring 2025)
- **Opening year 2029**

Dameion: coming weeks TriMet will launch the 82<sup>nd</sup> ave project website, will have a CAC, Community Advisory Committee.

Project email: [82ndavetransityproject@oregonmetro.gov](mailto:82ndavetransityproject@oregonmetro.gov)

**6:53 p.m. – Courtney Avenue Complete Streets: Design and Parking Issue – Bob Knorr and Scott Hoelscher, Clackamas County Staff**

Received grant from Metro, federal funds pass through Metro, as well as some road funds.

Bob Knorr, Community Project Manager

Courtney provides a lot of connections to 99E and River Rd, results from Safe Routes to School action plan. Project is near Oak Grove elementary, project is trying to increase walkability to the elementary school

Current conditions: collector, two travel lanes, disconnected sidewalk segments, bike lanes ranging from 3-feet to 12-feet in width, shared with pedestrians.

Improve accessibility: access to Trolley Trail including RFB, crosswalk at Linden, and ADA improvements

Improve safety: dedicated sidewalks and cyclists, separated, adding street lighting.

Existing ROW: 60 feet ROW, paved width of street 36 feet.

Timeline: Design 9/23 to Winter 26. ROW is starting Winter of this year (2025)

ROW staff contacts property owners, staff will follow with ROW acquisition process

Kick off around 2026

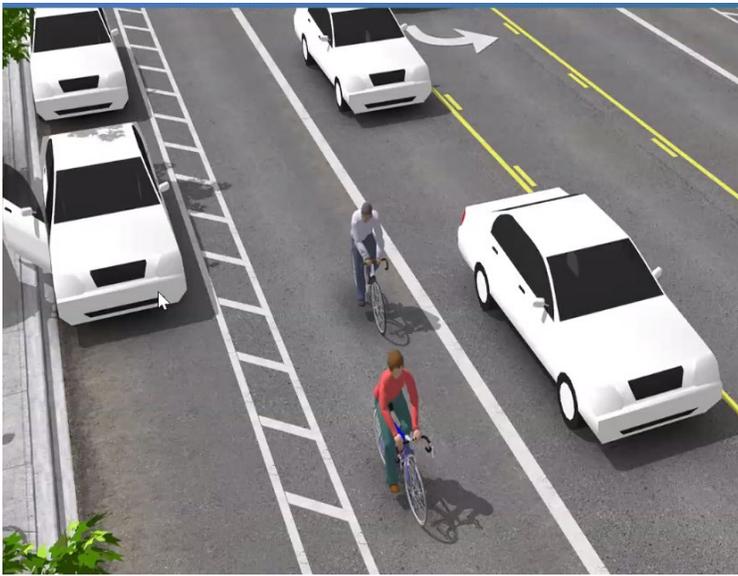
Residents of the area have expressed concern over on-street vehicle parking. Came through community engagement agreements, through Board of Commissioners, staff is considering purchasing additional ROW for parking east and west of Linden Ln, 250 LF each to accommodate about 15 cars, 10% of total project length

Will still include 10 ft travel lane, 8 ft bike lane, landscape and 6 ft pedestrian sidewalk.

2 ft bike land buffer being considered between parking and bike lane and adjoining parking areas to provide separation to avoid the “door zone”

Bob Knorr: parking is a hot button activity, parking study done showing that there is enough off-street parking in the apartments, east of Arista parked along Courtney, while there is enough parking (off-street) staff thinks its important to consider these concerns. Without ROW purchases, bike lane would have to be narrowed, which staff does not want to do because of safety concerns. These parking areas are near some of the larger apartment areas, and does not have significant cost.

10-foot wide travel lane, about as narrow as travel lanes go. Entrance of each parking zone, would have conflict zone, possible use of green contrast. Joe Marek, suggested flopping the two-foot buffer to the travel lane.



#### Discussion:

Dave Weber: where are we going to put these lanes? There doesn't seem to be enough space, especially on the east side of Linden. There seems to be enough parking around this area already. It seems like a tight fit.

Bob Knorr: consultant did a topographic study, but we'd need to purchase additional ROW and there is enough room, move fences and boulders, and move some sidewalks, tree removal, would move sidewalks closer to buildings.

Joseph Edge: if you're politically well-connected you can force the hands of engineer to create designs that are unsafe for vulnerable road users. This grant comes from federal funds, focused on equity, how has the county's approach to this project been different from other projects that receive general funds vs a equity centered grant?

Bob Knorr: federally funded projects are more stringent than locally funded and require more work and input. All projects we get input regarding safety from all parties, advisory committees, public, commissioners, staff, etc. Focusing on doing the right thing, while focusing on safety and others. We are being open minded to all concerns, including those of the parking, as well as this committee, and appreciate the input from you as well as those concerned about parking.

Scott: I'd like to know more about your equity concerns?

Joseph: the burden is shared by those who use the transportation system, and when people use the public ROW to park their private vehicle, the design has been changed to be less safe for vulnerable road users, and they will bear the brunt of those harms from a collision, which I believe is inequitable. An equitable solution would be moving the bicycle lane to where parking is, so they hug the curb (see image above). Cyclists tend to be more low-income, less privileged, less access to health care, will bear the burden of a collision. There are a lot of factors in equity, and this seems that it's a business-as-usual project and we need to consider who will bear the brunt of collisions. Next question: given ODOT's recommended targets, wouldn't be more equitable to create a BLTS1 facility.

Scott: that would be a separated bicycle facility, I would need to talk to Bob and consultant to see if that would be feasible.

Mya: I feel safer in bicycle lanes with the floating parking (when cyclist travel between parking lane and sidewalk, see below).

Bob: how do you feel parking a vehicle?

Mya: it's ok, slightly more difficult, but something you get used to.

Scott: Here is an example of separated around Linwood elementary with separate facilities.

Joseph: There is constrained ROW, but shouldn't we prioritize the 10-year-old riders and families and not parking?

Bob: I appreciate your input and these challenging and opposing priorities.

Scott: there were phone calls and posters about the parking issue, so it felt like the right thing to do to look into this issue, however we are not at the final stage of design.

Joseph: we should imagine a 10-year-old rider, or imagine our own children, using the facilities of the current proposed design, can we balance that priority with the concerns for people driving and parking when this grant is for people like that 10-year-old rider?

Bruce: kudos to you Joseph, I agree 100%.

Dave: I support this; however, floating parking can be dangerous, they can go in at an angle and take up the bike lane, we need a curb to separate the facilities. I hear you have to accommodate cars, but think about the cyclist and pedestrian safety, who are these 15 people that need to park there?

Bob: it's not necessarily 15 people who need to park, but that's what we're seeing and hear, lots of people park illegally around River Rd and we are not obligated to provide off-street and we are not accommodating around River Rd. The concern is "so if you are taking away parking where will my guests park?" People will have to park around side streets, which may be contentious as well. Staff went out around the weekend and mornings to see the parking situation and saw about 15-20 cars parking in this area. We originally said 20 spots, but narrowed that to 15 cars, due to stormwater constraints.

Dave: but if there are parking constraints people will park illegally in the bike lane without separated facilities, signs don't stop them, there's no enforcement. We need a curb, and to have pedestrians and cyclists next to each other.

Bob: Dave, is this what you're suggesting?



Dave: yes.

Bob: without this people park in the shoulder, however, road maintenance team doesn't like this design because we don't have the 6-foot street sweepers, which cost a half million.

Dave: the streets get swept 2-times a year. I'd rather have car protection, than debris.

Joseph: What sweeping or maintenance does the City of Milwaukie use on Linwood

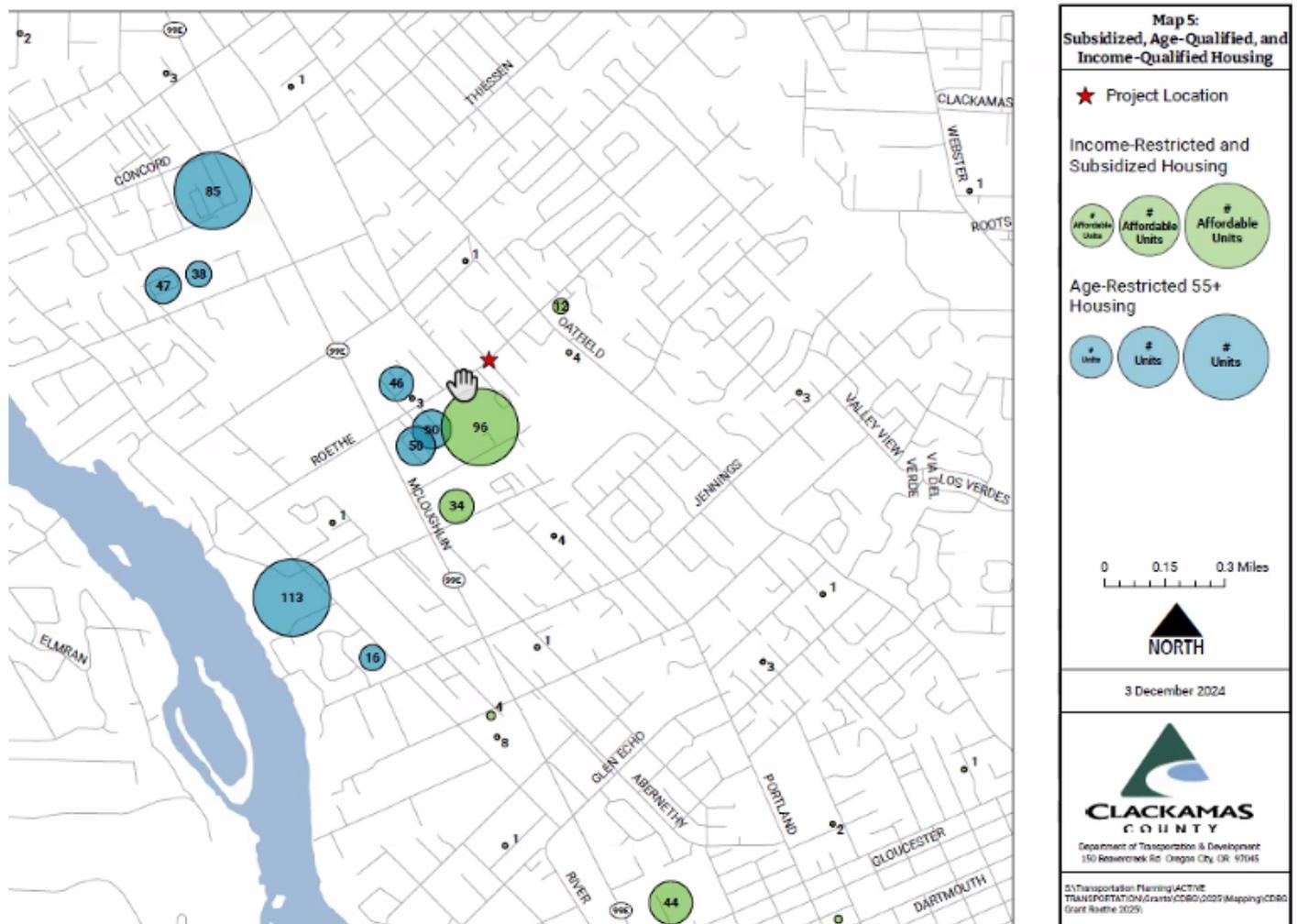
Scott: we have similar facilities on our Linwood and Monroe so we will have to invest in a sweeper eventually.

Joseph: maybe we could contract with City of Milwaukie to use the street sweepers.

Bob: that's a great idea. We'll be back in February to discuss the ROW phase and discuss the next stage and design.

**7:45 p.m. – Community Development Block Grant: Roethe Road Crosswalk (Letter of Support) – Scott Hoelscher, Clackamas County Staff**

Scott: this is another grant, another grant on Roethe Road and Austin Street. Most of our crosswalks have paint, but no lights, this will install two RRFBs on either side of Roethe to notify that there is a pedestrian crossing. CDBG funding, HUD money, meant to benefit Rex Putnam HS. HUD funding must be used to improve housing/access. We have similar projects/funding at River Rd and Park Ave. I am asking for a letter of support for this project, for the grant application. We need to include how the project will benefit low-income housing, low-income area, seniors, unhoused people and their services. This grant is intended to create equity. How does the project serve these equity groups? This is the only project in the Walk Bike Plan that specifically serves these groups. These grants generally fund 50,000 – 200,000. This project is running 800,000 because of the ADA curb ramps.



Four corners at SE Austin and SE Roethe, would be updated.

Bruce: does Roethe have sidewalks?

Joseph: there are sidewalks.

Joseph: I am inclined to support, since the safe routes outreach has already been done.

Kelli: I motion to create a letter in support of this grant application.

Bruce: I second this motion.

Dave: Brought to vote.

Passes unanimously.

**8:00 p.m. – Oregon State Park E-Bike Regulations** – Scott Hoelscher, Clackamas County OSP is looking at changed to e-bike regulations, and restrictions possibly. HB is looking at formalizing the different classifications, public comment period with OSP doesn't open until February.

Bruce: I think we should move this until February, though I must stress that city parks adopt OSP regulations, because it will likely extend past OSP jurisdictions.

Scott: maybe we should bring is people from NCPRD to discuss if there is a need for a speed limit.

Dave Weber: in Colorado some trails enforce a 15-mile speed limit for all bicycles, not just e-bikes.

Will discuss in January.

Dave: people will run in January for elections so something to think about.

Joseph: it's been two years since the most recent elections, encourage the committee to consider being an officer for at least a year, low time investment.

January 7<sup>th</sup> next meeting!

Happy New Years and Happy Holidays 😊

**Motion to Adjourn, Seconded, passes unanimously,**

**8:07 p.m. - Adjourn**

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