



# MEMORANDUM

**To:** Scott Hoelscher, Clackamas County  
**From:** Jeri Stroupe and Layne Wyse, Nelson\Nygaard  
**Date:** February 3, 2023  
**Subject:** Walk Bike Clackamas Public Engagement Milestone #1 Summary

## INTRODUCTION

This memo summarizes the approach, activities, and feedback from Walk Bike Clackamas Public Engagement Milestone #1. Walk Bike Clackamas centers community input to inform work at all stages of the planning process. The first round of public engagement was conducted in late fall 2022 and included three Community Conversations at in-person events and a corresponding online survey, with over 110 total participants including both in-person and online engagement. Engagement Milestone #1 was designed to:

- Build awareness and support for Walk Bike Clackamas;
- Understand what people like and dislike about walking, rolling, and biking in Clackamas County;
- Begin to identify gaps and deficiencies in the walking, rolling, and biking networks; and
- Understand community priorities to inform project goals and objectives.

## METHODS AND ACTIVITIES

### Community Conversations

Community Conversations were informal staff “tabling events” with project information to share with people where they were already gathered at community events or during daily travel. Clackamas County project staff conducted three Community Conversations that invited the passersby to learn about Walk Bike Clackamas and provide feedback using an informational project overview poster, maps, and a dot voting exercise (see materials in the images below under each Community Conversation summary). Nearly 50 people engaged with the project team at the three events held in late November-early December (Figure 1).

**Walk Bike Clackamas Engagement #1 Summary**  
Clackamas County

**Figure 1 Community Conversation Events**

| Date        | Event   | WBC Planning Area          | Number of participants |
|-------------|---|----------------------------|------------------------|
| November 19 | Bilquist Elementary School Holiday Bazaar           | McLoughlin Area            | 9                      |
| December 12 | Winter Fair and Holiday Market at Canby Fairgrounds | South Area                 | 31                     |
| December 15 | Clackamas Town Center Transit Center                | Clackamas Town Center Area | 7                      |
|             |   |                            | <b>Total: 47</b>       |

Participants indicated their most important active transportation issues in Clackamas County, and shared with the project team their ideas and locations for active transportation improvements as well as the challenges they have while walking, rolling, and bicycling (Figure 2). The Community Conversations generated too few responses to this prompt to draw any meaningful conclusions, however the corresponding online survey (see below) collected more than 60 responses.

**Figure 2 Community Conversation posters**


**Walk Bike Clackamas**  
**What's most important to you about walking, biking, and rolling in Clackamas County?** Place a sticky dot on your top 3 priorities and tell us why.

Respond online!



| <br><b>Safety</b>  | <br><b>Connections</b>   | <br><b>Equity</b>  | <br><b>Climate</b>   | <br><b>Health</b>   | <br><b>Economy</b>                      |
|--|--|--|--|---|---|
| Having places to walk, roll, and bike that are safe and comfortable for people of all ages and abilities | Getting to school, parks, jobs, and other places without a car | Accessibility for all people regardless of age, income, ability, race, or gender | Combatting climate change through use of active travel options | Supporting personal and community health through use of active travel options | Supporting tourism and local businesses |
|  |  |  |  |   |   |


**Is there anything missing? What would you add?**


## Walk Bike Clackamas Engagement #1 Summary Clackamas County

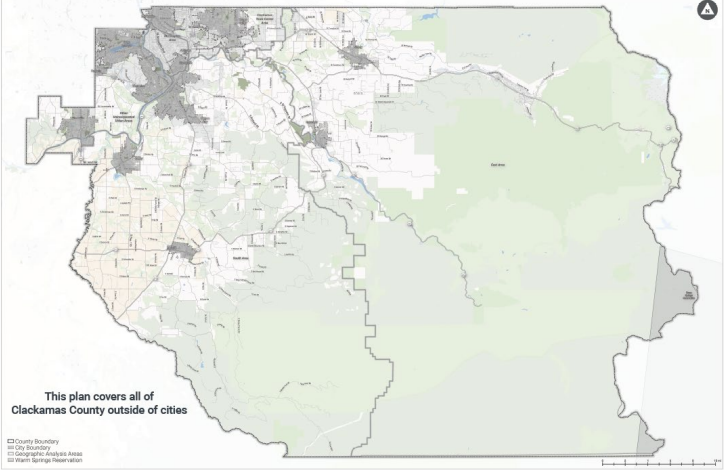
**WE WANT TO HEAR FROM YOU!** 

Where do you like to walk, roll, or bicycle?  
Where would you like to, but currently do not?  
Show us with colored dots or tape.

  Respond online!

What is working well? 

What is challenging? 



This plan covers all of Clackamas County outside of cities

County Boundary  
City Boundary  
Geographic Analysis Areas  
Warm Springs Reservation

See table for smaller area maps.

### **Bilquist Elementary School Holiday Bazaar**

The project team set up near the event entrance for three hours on Saturday, November 19. Three people signed up for the interested parties list to receive project email updates. Participants commented on the need for active transportation improvements on Clackamas River Drive and Jennings Avenue.



The Community Conversations setup included informational and dot voting posters as well as smaller focus area maps of existing walking and biking networks. Staff distributed cards with the link to the online survey (see below).

## Winter Fair and Holiday Market at Canby Fairgrounds

The project team attended the Winter Fair and Holiday Market on Saturday, December 10, from 5-8:30 p.m. Three participants signed up for the interested parties list and more than 30 people stopped by the table to learn about the project. Key themes of conversations included the general need for multimodal safety improvements, more sidewalks, and more protected or separated bike lanes.



## Clackamas Town Center Transit Center

County project staff set up at the Clackamas Town Center Transit Center for 1.5 hours on Thursday, December 15. They offered free blinky bicycle lights and knit hats to encourage more engagement from people passing. Community members voiced general support for Walk Bike Clackamas and for ongoing County efforts toward improving multimodal transportation, and noted their satisfaction with recent active transportation improvements in the Clackamas Town Center area, which include upgraded crosswalks and cycle tracks.



## Online Survey

The project team created a complementary online survey to broaden the reach of this phase of public engagement and allow participants to provide more in-depth feedback on their own time. The survey was publicized through the project interested parties list, the Walk Bike Advisory Committee, the project website, county social media channels and e-newsletters, and by handing out flyers at the in-person Community Conversation events. The 65 people who responded to the survey provided hundreds of comments. Themes of the feedback received on each question are described below. Detailed survey responses for each question are available in Attachment A: Survey Report.

### **Question 1: Where do you like to walk, bike or roll in Clackamas County?**

Respondents like to engage in active transportation all over the county. Specific areas that stand out include the incorporated and unincorporated urban areas from Oregon City to Milwaukie (especially the Trolley Trail), the Clackamas Town Center area, and more rural areas to the east around Sandy, Estacada, and Mt. Hood.

### **Question 2: Where would you like to walk, bike or roll in Clackamas County?**

Respondents like to walk, bike, or roll throughout the county. Many mentioned a preference for urban areas, such as Clackamas Town Center/82<sup>nd</sup> Avenue area, neighborhoods from Oregon City to Milwaukie, and downtowns, and others commented on trails between communities and in the Mt. Hood area.

### **Question 3: What keeps you from walking, biking or rolling in these places?**

The majority of respondents indicated they are kept from walking, biking, or rolling in preferred places because of concerns for their or their family's safety. Concerns focused on active transportation infrastructure (or lack thereof) and proximity to vehicle traffic.

### **Question 4: What do you like about walking, biking, or rolling in Clackamas County?**

Respondents enjoy the paths, sidewalks, and trails in the county, and offered some suggestions for improving them or adding more. They like being outdoors, the sense of community, enjoying the beauty of the county, helping the environment, and getting some exercise.

### **Question 5: What is challenging for you about walking, biking, or rolling in Clackamas County?**

Safety was the biggest concern cited among respondents. Specific issues centered around missing or inadequate infrastructure, and high traffic volumes and speeds.

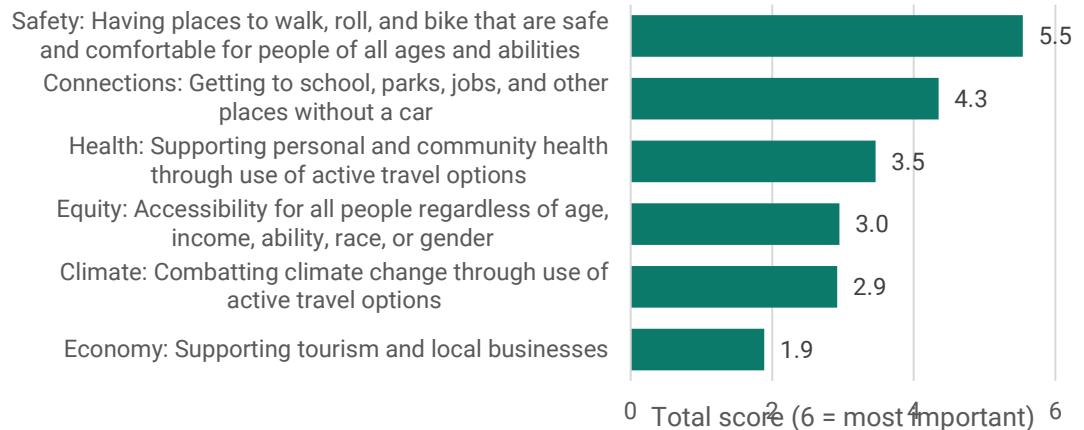


**Question 6: What is most important to you about walking, biking, and rolling in Clackamas County?**

Participants were asked to rank the relative importance to them of issues related to active transportation. Safety was most important for the respondents, followed by connections and health, with climate and equity tied as the fourth priority, followed by the economy (Figure 2).

**Figure 3 Importance of active transportation issues in Clackamas County**

What's most important to you about walking, biking, and rolling in Clackamas County?



**Question 7: Please let us know why these issues are most important to you.**

Respondents were asked to comment on their responses provided to Question 6. Safety was the top issue for many respondents and a high priority for nearly all respondents. Participants noted that other issues follow safety because if people don't feel safe traveling by active modes, they will simply choose other modes and the remaining active transportation issues (equity, connections, etc.) are not applicable. Though safety was the top theme in these responses, the full set of responses shows the wide variety of topics and perspectives related to walking, rolling, or biking in Clackamas County.

## NEXT STEPS

The project team will use the feedback and themes generated through Public Engagement #1 in the following ways:

- Inform draft goals, objectives, and performance measures.
- Help shape the questions asked and topics covered in Public Engagement Milestone #2 to dig deeper into gaps and deficiencies for an interactive map exercise.
- Create program recommendations that respond to community desires for increased safety, better multimodal connections, and other key themes.
- Compile lists of specific locations with safety concerns or project suggestions, and ideas related to facility selection or project conceptual design, to inform project recommendations.



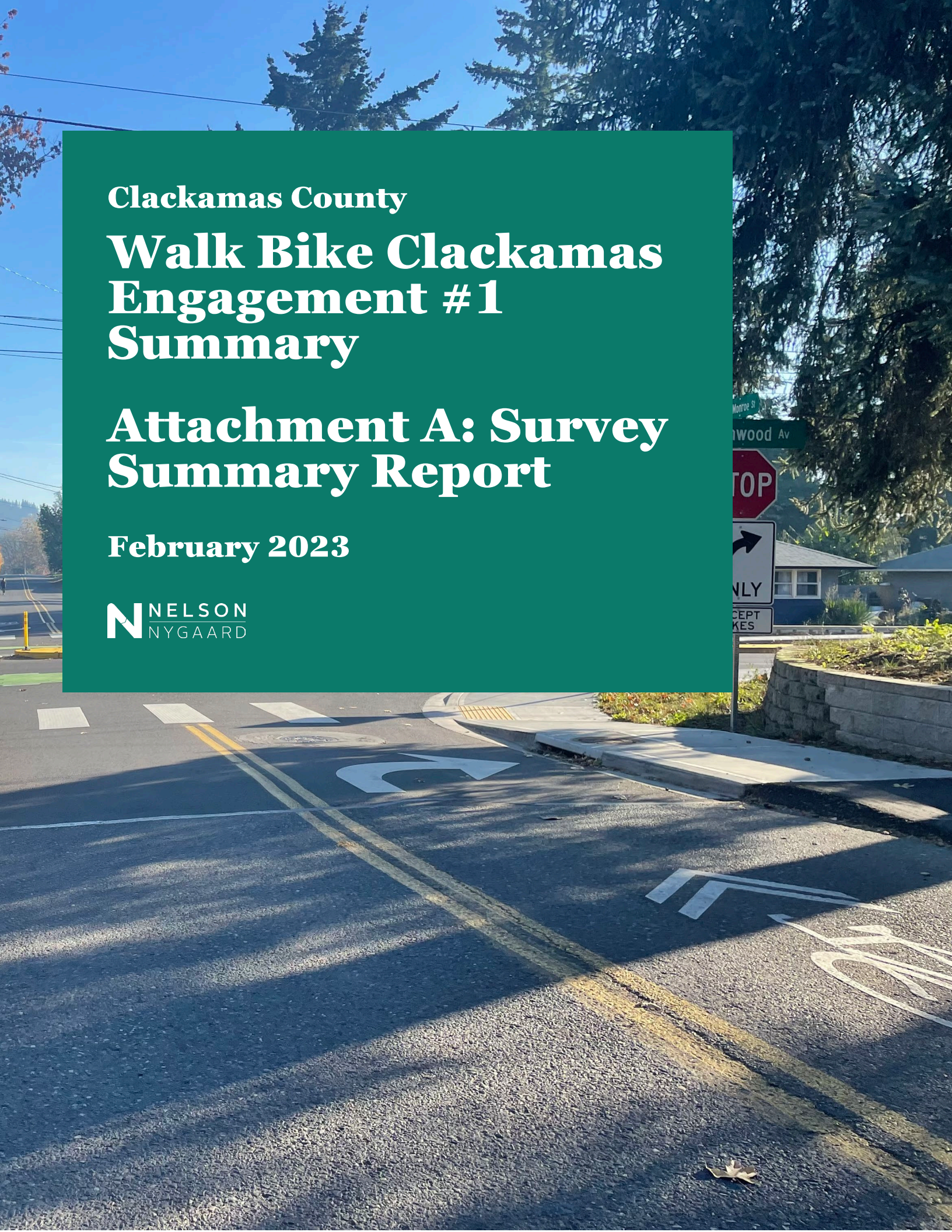
**Clackamas County**

# **Walk Bike Clackamas Engagement #1 Summary**

## **Attachment A: Survey Summary Report**

**February 2023**

**N NELSON  
NYGAARD**





**Walk Bike Clackamas County Project**  
**SUMMARY OF DATA FROM ONLINE SURVEY**  
December 27, 2022

Survey open: Nov. 24-Dec. 19, 2022  
Number of respondents: 65  
Number of questions: 8  
Completion rate: 100%

| <b>Questions and Responses</b>  | <b>Page</b> |
|---|-------------|
| <b>Q1: Where do you like to walk, bike or roll in Clackamas County?</b><br><i>Respondents like to engage in active transportation all over the county. Specific areas include Oregon City to Milwaukie (including the Trolley Trail), the Clackamas Town Center area and more rural areas to the east around Sandy, Estacada and up the mountain.</i> | 1           |
| <b>Q2: Where would you like to walk, bike or roll in Clackamas County?</b><br><i>Respondents like to walk, bike or roll throughout the county. Many prefer urban areas and others commented on trails between communities and in the mountain area.</i>   | 5           |
| <b>Q3: What keeps you from walking, biking or rolling in these places?</b><br><i>The vast majority of respondents said they are kept from walking, biking or rolling because of a concerns for their or their family's safety.</i>  | 9           |
| <b>Q4: What do you like about walking, biking or rolling in Clackamas County?</b><br><i>Respondents enjoy the paths, sidewalks and trails in the county, and have suggestions for improving them or adding more.</i>  | 12          |
| <b>Q5: What is challenging for you about walking, biking or rolling in Clackamas County?</b><br><i>Safety is the biggest concern that keeps people from walking, biking or rolling in places where they want to go.</i>   | 14          |
| <b>Q6: What is most important to you about walking, biking and rolling in Clackamas County?</b><br><i>Safety is most important, followed by connections and health.</i>   | 17          |
| <b>Q7: Please let us know why these issues are most important to you.</b><br><i>Safety was the top issue for many and a major issue for almost all of the respondents.</i>  | 18          |
| <b>Q8: Please share your email address if you would like to receive project updates.</b><br><i>Thirty-four respondents shared contact information.</i>  | 22          |



## Question 1: Where do you like to walk, bike or roll in Clackamas County?

*(please be as specific as possible)*

(Respondents could provide up to three answers each)

FINAL: December 19, 2022

Respondents like to engage in active transportation all over the county. Specific areas that stand out include the incorporated and unincorporated urban areas from Oregon City to Milwaukie (including the Trolley Trail), the Clackamas Town Center area and more rural areas to the east around Sandy, Estacada and up the mountain. Detailed responses below are roughly grouped by location or type of location. Numbers in parentheses show the how many times that specific item was mentioned.

### SPECIFIC LOCATIONS

#### Gladstone/Oak Grove/Jennings Lodge Area (20)

- Hills of Gladstone and (rarely) the hills of Oregon City
- Gladstone to Oregon City
- Gladstone
- Along the river in Gladstone
- Gladstone to Candy Lane Elementary
- Gladstone neighborhoods
- On the way to the park in Gladstone
- Meldrum Bar Park [Gladstone]
- Meldrum Bar Park
- In neighborhoods in Gladstone
- Jennings Lodge
- Jennifer Rd
- Oak Grove / Milwaukie
- To the grocery store (Webster and Thiessen)
- Rusk to Thiessen area neighborhoods
- Walking on SE Thiessen Rd (Oatfield Rd - La Bonita Way).
- Commute: Webster Rd, Aldercrest Rd, Lake Rd, 17th Ave path
- Urbanized Clackamas County around the Milwaukie/Gladstone area
- Walking on SE Oatfield Rd (Oak Grove Blvd - Jennings Ave).
- Walk from the MAX station at Park Ave to Elk Rock Island and into downtown Milwaukie

#### Trolley Trail (16)

- Trolley Trail (5)
- Trolley Trail Loop (Hwy 205 - Trolley Trail - Springwater)
- Trolley Trail from Gladstone to the Springwater Trail in Gresham
- Trolley Trail to Springwater Corridor
- Trolley trail from Milwaukie to Clackamette Park and Oregon City
- Trolley Trail from Gladstone to Milwaukie
- Along the Trolley Trail from Milwaukie to Oregon City
- Trolley Trail and vicinity
- Trolley Trail Milwaukie, Oak Grove & Gladstone
- Trolley Trail from Gladstone to Clackamette Park
- Trolley Trail to Milwaukie
- Trolley Trail from Max station at Park Ave to Oak Grove and then to Oregon City and back through to Sellwood/Portland

### **Oregon City (16)**

- Newell Creek Canyon Nature Park (2)
- South End Rd, Oregon City (2)
- Oregon City (2)
- Rivercrest Park
- Leland Park
- Telford Road, Oregon City
- Oregon City - thanks for the pedestrian bridge
- Warner Parrott Road, Oregon City
- Any lunchtime walk/jog from Red Soils campus
- DSB to Hillendale Park and beyond into neighborhood for a 30-40 min lunchtime jog
- Beaver Creek Rd (from my house by the high school to the county)
- Downtown Oregon City
- Along the Willamette River in Oregon City & Canby

### **Milwaukie Area (12)**

- Milwaukie proper such as SE Harrison, SE Monroe, SE Railroad, and SE 29th SE 32nd Ave
- Milwaukie Riverfront (2)
- Milwaukie downtown
- Linwood Ave. bike/ped paths, Milwaukie
- Safeway in Milwaukie
- Ardenwald
- Milwaukie
- Downtown Milwaukie from Llewellyn via Monroe
- Downtown Milwaukie area generally
- North from Milwaukie into Portland via 17th or 52nd Ave
- Throughout every neighborhood in Milwaukie north of Hwy 224 and into Happy Valley

### **Clackamas/Clackamas Town Center/82<sup>nd</sup> Area (11)**

- Multi-use I-205 path (3)
- I-205 trail between Gladstone and the mall
- I-205 path south to Gladstone/Oregon City
- Along I-205 into Portland
- In my immediate neighborhood (Wenzel Park)
- Clackamas Town Center area
- 82<sup>nd</sup> Avenue near the Clackamas Town Center
- Around Lot Whitcomb Elementary
- Shopping, like Clackamas Town Center, SE 82nd Ave

### **Canby (5)**

- Canby Eco Park
- Logging Road Trail in Canby
- Along S Ivy Street in Canby
- Bike all around the Canby region
- Have biked to Molalla traveling out of Canby on South Ivy Street

### **Springwater/Highway 212 (6)**

- Springwater Corridor (3)
- Springwater from Boring
- 17th Ave and Springwater toward Portland
- Springwater/Redland area

### **Sunnyside/Happy Valley (7)**

- SE Sunnyside Road area from I-205 to SE 172nd Avenue
- SE Sunnyside Rd near SE 122nd Ave
- South of Sunnyside to Oregon City and Milwaukie
- Neighborhood hills of Happy Valley where there is low traffic and some parks
- The areas around the Happy Valley library and food carts
- Around Happy Valley park
- Happy Valley

### **East County/Mountain Area (20)**

- Welches (2)
- Mt Hood - Welches area. Welches Road and connecting roads to shopping center, etc.
- Zigzag
- Lolo Pass
- Rhododendron
- Cazadero Trail
- Favorite ride is from Estacada to Ripple Brook
- Estacada
- Sandy
- Ten Eyck Road, north of Sandy
- Boring, Gresham and Sandy areas
- Bike- outside of Oregon City towards Estacada, around Sandy (Ten Eyck)
- Bluff Road-Lusted Road-Ten Eyck, Sandy
- Bike Path Rd to Firwood to Wildcat Mtn Dr.
- Bluff Rd, north of Sandy
- Downtown Sandy
- Salmon River Road
- Marmot Rd - north and east of Sandy
- 442nd to Firwood to Hwy 26 to Sandy

### **West Side Urban Area (7)**

- Wilsonville parks
- Hwy 99 corridor
- Tualata Avenue, Lake Oswego
- Rosemont Road (between Summit and Salamo)-needs repaving and bike lane
- Hwy 43 from West Linn into Portland
- Wilsonville back roads on the east side of I-5
- Wilsonville streets

## **TYPES OF LOCATIONS**

### **Parks (11)**

- Mt. Talbert trails (2)
- Stone Creek golf course (2)
- Parks in and around Milwaukie
- Near parks
- Parks because there is no safe flat area for kids but that is very limited
- Parks
- North Clackamas Park
- Golf courses
- Parks because there is no safe flat area for kids but that is very limited



### Paths, Trails and Corridors (3)

- Sunrise path (Hwy 224)
- Parks and running trails, Trolley Trail, high school track
- Leisure off-traffic scenic multi-purpose paths

### Rivers (3)

- Along the Clackamas River
- Along the river(s)
- Along the Clackamas River from the Willamette River to Carver

### Other (20)

- Clackamas Community College (2)
- Hwy 212 (2)
- Unincorporated CC all of it , there is much less traffic. I will break 10k miles this year most in CC.
- Commute to work
- Clackamas High School parking lot when not in session
- Shopping center areas
- I have crossed the Willamette using the Canby Ferry many times
- Local errands
- Downtown areas such as Milwaukie, Gladstone along Portland Ave, Oregon City away from 99E
- City downtown districts
- School/ grocery shopping: Monroe St, Linwood Ave, Webster Rd, I-205 path
- Between Gladstone and Wilsonville
- SE River Road, E Arlington, S Clackamas River Road, Willamette Falls Drive, SW Pete's Mountain Road, S Mountain Road, N Holly Street, N Knights Bridge, S Knights Bridge, Arndt Road
- S New Era Rd, S Redland, Abernathy Rd, S Springwater Rd, SE Idleman, SE Mt Scott, SW Borland
- Recreation: Oregon City via Redland, Cascade Hwy to Molalla recreation area, Estacada via 212 to Cazadero Trail, Sandy ridge
- Hwy 224 (Cascading River Scenic Bikeway)
- Planet Fitness on 82nd and King Road
- Sellwood and SE Portland on residential streets and mixed traffic lanes

### OTHER COMMENTS

- Have to drive everywhere in Hoodland area because it is not safe to walk
- Oatfield Rd (Oak Grove Blvd - Jennings Ave) -- no sidewalks, only bike lanes; sometimes you have to walk in the road to get around vegetation overgrown in the bike lane. Cars drive well above 35 MPH on Oatfield Rd.
- Would like to bike on Lolo Pass but there are no shoulders, visibility is poor and speed limit too high
- SE Thiessen Rd (Oatfield Rd - La Bonita Way). No sidewalks and you have to walk along the narrow edge of road and vegetation. Cars go very fast and do not obey the 30 MPH limit.
- It would be nice to have sidewalks lining both the E and W side of SE Oatfield Rd. The road can be dangerous at times for pedestrians-especially students walking home from Rex Putnam HS.
- We need shoulders on all unincorporated area roads.
- I'd like to ride my bike to Lake Oswego but do not feel safe riding from Sellwood bridge or in the opposite direction across the bridge in Oregon City and then back north. Please add the bike/ped bridge back into the plans!
- SE Thiessen Rd (Oatfield Rd - La Bonita Way) -- No sidewalks and you have to walk along the narrow edge of road and vegetation. Cars go very fast and do not obey the 30 MPH limit.
- SE Oatfield Rd (Oak Grove Blvd - Jennings Ave). There are no sidewalks, only bike lanes, and sometimes you have to walk in the road to get around vegetation that is overgrown in the bike lane. Cars drive well above 35 MPH on SE Oatfield Rd.

## **Q2: Where would you like to walk, bike or roll in Clackamas County? (please be as specific as possible)**

(Respondents could provide up to three answers each)

FINAL: December 19, 2022

Respondents to this survey like to walk, bike or roll throughout the county. Many mentioned a preference for urban areas, such as Clackamas Town Center/82nd, neighborhoods from Oregon City to Milwaukie, and downtowns, and others commented on trails between communities and in the mountain area. There are more comments on this in response to question #3, *What keeps you from walking, biking or rolling in these places?* Detailed responses below are roughly grouped by location or type of location. Numbers in parentheses show the number of times that specific response was given.

### **SPECIFIC LOCATIONS**

#### **Clackamas/Clackamas Town Center/82<sup>nd</sup> Area (19)**

- Jennifer St (2)
- 205 to I-5 parallel bike path
- 205 bike path if it was cleaned up/safe
- I-205 Multiuse Path (dangerous at 82nd 212 intersection)
- Gaps in multimodal areas (along 205)
- Three Creeks Natural Area
- 82nd Ave
- Shopping areas along 82nd Ave between Springwater Corridor and Clackamas Town Center Mall
- Clackamas Town Center
- Walk down SE 74th Ave without being in the road
- The commercial area at 82nd Ave and Johnson Creek from the west (Milwaukie)
- SE Johnson Creek Blvd
- Overland Park neighborhood in general (SE 82nd/Johnson Creek Blvd)
- Cross King safely between 70th and 82<sup>nd</sup>
- Connect up to Linwood from North Clackamas in a safe way.
- The commercial area at 82nd and King Rd from the west (Milwaukie)
- Gladstone to Clackamas (but the 82nd/212 interchange is too dangerous)
- Monroe Greenway extension beyond Milwaukie

#### **Gladstone/Jennings Lodge/Oak Grove/Milwaukie (18)**

- Throughout Oak Grove, Milwaukie, Jennings Lodge
- From Oak Grove to Mt Talbert Nature Park
- Oatfield Road in Milwaukie - I live close by and see many people biking and walking on the road. There are very few sidewalks, the bike lanes are narrow and in many places overgrown with vegetation, and many school children walk to Putnam on this road without safe walking lanes.
- More in Rusk to Thiessen area neighborhoods if Rusk could be made more safe
- Walk on sidewalks along SE Oatfield Rd and SE Thiessen Rd.
- Webster Road
- Walk across McLoughlin Blvd near Silver Springs without jaywalking or going down/up the hill to Park Ave. (Lots of people illegally cross McLoughlin here and it's unsafe without proper crosswalk infrastructure. The rest of McLoughlin has crosswalks now but not there. Was a use study even performed or just randomly chosen? Please add a crosswalk island and lighting here!!)
- Some more sidewalks in Ardenwald would be great
- Gladstone to West Linn

- West Linn/Lake Oswego from Oak Grove north to Terwilliger
- Other cross-connections to Trolley Trail
- River Road in Milwaukie
- Walking in my neighborhood - Roots/Webster/Thiessen/Clackamas Rd
- Connect Alder Creek to Lake in better ways.
- Oak Grove Fred Meyer via Oatfield Dr. all the way up to Milwaukie
- From Oak Grove to Mocha Express at SE Thiessen and Webster
- There is a break in the protected Trolley Trail south at Courtney Blvd. The Trolley Trail shares the street through downtown Oak Grove where vehicular traffic still believe they do not need to lookout for or be respectful of bikes and pedestrians simply trying to transit the Trolley Trail.
- Lake Road connection to Linwood Ave near Railroad Ave.

### **Oregon City/Canby (20)**

- 99E Between Oregon City and Canby (3)
- Along Lone Elder Road
- Bike between Canby and Molalla using the old logging road
- McLaughlin, Oregon City
- Along Canby-Marquam Hwy
- South End Rd.
- Off streets with cars - too many close calls on South End Road biking
- Downtown Oregon City
- Oregon City
- Redland Road from Oregon City to Springwater
- Redland Road
- From Clackamas to Oregon City hilltop
- Open space at Red Soils to Hillendale Park and beyond, possibly to Wesley Lynn Park
- Any safe jogging route from Red Soils campus
- Open space at Red Soils campus to Mtn View Cemetery
- On Beaver Creek Road between Oregon City High School and Carus Road
- Clackamas River Dr. (dangerous)
- Hwy 213 Oregon City bypass
- Elyville/Barclay Hills Oregon City
- S. Central Point Rd. to New Era

### **Springwater/Highway 212 (9)**

- Protected lane on Hwy 212
- Hwy 212, from Boring to Hwy 26 (to be able to reach Springwater Trail)
- Hwy 212
- Would like to see Springwater continue east, parallel Hwy 26 to the mountain
- Hwy 211--too dangerous now without a shoulder
- Springwater Road from Carver to Milo
- Springwater Corridor if it was cleaned up/safe
- Along main roads near me such as Orient Dr., Revenue Rd, Compton
- Damascus

### **Sunnyside/Happy Valley (9)**

- Happy Valley (2)
- Sunnyside Road businesses/Happy Valley Library
- Sunnyside Road
- 142nd Ave from 212 to Sunnyside
- Protected lane on Sunnyside



- Yellow line MAX from SE Sunnyside & 122<sup>nd</sup>
- Harmony Rd, Sunnyside Rd, Kaiser Permanente Sunnyside
- Walk from Sunnyside Road to Hwy 212/224 between SE 122nd and SE172nd

#### **East County/Mountain Area (16)**

- Welches to Rhododendron
- Brightwood
- Need safe walking route along Hwy 26 in Hoodland area
- Lolo Pass (Rhododendron)
- Need safer bike accommodation on Lolo Pass Road
- Estacada just beyond the middle of town
- Cazadero Trail
- Cazadero trail needs to be paved
- Sleepy Hollow [Sandy]
- Dedicated trails to east and south Clackamas County
- Routes along or near the Sandy River
- Salmon River Road (Welches)
- Wemme
- Along Barlow Road
- Between 224 and Sunnyside Rd.
- Protected lane on Hwy 224

#### **West Side Urban Area (5)**

- West Linn (2)
- Clackamas River Rd
- Wilsonville to West Linn/Lake Oswego
- Tryon Creek State Park and downtown Lake Oswego

#### **South County Area (2)**

- More areas in Molalla, Sandy & Canby
- Areas south of Hwy 224

### TYPES OF LOCATIONS

#### **Parks (5)**

- Bike to parks. In Colorado we had planned communities with parks/trails built into all new development. That was in place a long time so most neighborhoods had great parks and trails.
- Parks
- On the way to a park or library
- More parks like Mary's Woods
- From park to park to park

#### **River Crossing (6)**

- Bike across the Willamette River in the vicinity of I-5
- Walk from TriMet Orange line Max station at Park Ave to downtown Lake Oswego
- Across the Willamette River from OC to WL
- Pedestrian options for crossing the river are abysmal.
- From Oak Grove to downtown Lake Oswego where my mom lives, perhaps via a ped/bike bridge :)
- Bridge across Willamette to Lake Oswego!

#### **Rivers (10)**

- Along the Willamette River, a fully connected path (4)

- Along the Clackamas River (2)
- Parallel Clackamas River further east into Estacada and beyond
- New trails along the Clackamas River from Carver to the Willamette River
- I'd like to connect to other cities in the Willamette River Valley
- Along the river

#### OTHER

- Make the rural secondary roads safer for bikes however you can
- More rural areas - wine country outside of Canby/West Linn
- Anywhere that's flat, wide, with specific trail for pedestrians/bikes
- A gently sloped, paved, and protected bike path
- On mulched trails (for running)
- To the grocery store
- Shopping center areas
- To get to farmers markets, and neighborhood centers
- To regular destinations (stores, school, library, etc.)
- City downtown districts
- Hattman
- Same as above, but I would like to be safe.
- Any road by a school should have good walking and bike lanes

### Q3: What keeps you from walking, biking or rolling in these places?

(Respondents could provide up to three answers each)

FINAL: December 19, 2022

The vast majority of respondents said they are kept from walking, biking or rolling in preferred places because of a concerns for their or their family's safety. Concerns focused around infrastructure (or lack of) and proximity to traffic. Detailed comments are roughly sorted into several safety categories and an "other" category. Numbers in parentheses after some items show the number of respondents who gave that same response.

## SAFETY

### GENERAL

- Safety (6)
- Not enough safety precautions for pedestrians
- Fear of my family members for safety
- General personal safety
- Lack of sufficient lighting (5)

### MISSING SIDEWALKS/PATHS/SHOULDERS

- No sidewalks (15)
- No shoulders/shoulders too narrow (11)
- No bike lanes (10)
- Lack of connecting trails (8)
- No safe crossings (4)
- Lack of safe bike routes (3)
- No safe paths (3)
- Lack of safe routes -- prefer separated bike paths or cycle-track
- Dedicated cycling areas
- Not many long (5-10 miles) mulched trails in city limits

### TRAFFIC/SPEEDING CARS

- High vehicle speeds (18)
- Little buffer to fast-moving traffic (8)
- Cars (5)
- Aggressive drivers don't like sharing the road (3)
- Narrow, blind corners
- Distracted drivers
- Pinch point with lots of backed-up traffic/traffic exiting freeway between two comfortable bike experiences

### SPECIFIC LOCATIONS

- High vehicle speeds on roads like *River Road, Oatfield, and McLoughlin Blvd*
- Fast cars (*South End Road; SE 82nd* in Clackamas)
- No safe route to *West Linn*
- Lack of bike lanes *south of Clackamas River*
- Very narrow streets (*152nd, 142nd*); no bike lanes
- And roadside ditches are in the place where one might otherwise walk. For example, stretches of *SE 142nd Ave between Sunnyside Road and Hwy 212/224* are exceptionally dangerous
- *211* has limited sight lines and NO shoulder



- *142nd to Sunnyside* extremely dangerous as no sidewalk
- There are no sidewalks on *SE Oatfield Rd and SE Thiessen Rd*. It is dangerous for pedestrians to walk in the bike lane, especially when there are areas of vegetation overgrowth and you are forced to walk in the street; dodging speeding vehicles that don't give you any space.
- Crossing the Willamette River on a bike is next to impossible using the *Boone Bridge*
- *Rusk Curve* (which is blind with no shoulder)
- Crossing *82nd* takes forever and feels like an afterthought to speeding cars
- Feeling unsafe. *Mcloughlin Blvd just south of Park Ave* is NOT safe. People have died here yet crosswalks closer to Gladstone have been added.
- We either have to ride on the *narrow scary bridge in Oregon City* or ascend the cemetery hill to enjoy the *Westside*. It's daunting for commuting and impossible to do with kids.
- *Springwater Rd* is a good example- too sketchy. Redland is better b/c of bike lanes, even if it's basically treated as a highway
- No great route after you get off the I-205 multi-use path, *to get to hilltop in Oregon City*
- There is no safe sidewalk/bike path on several portions of *142nd Ave south of Sunnyside*
- Not a safe access route from *Rivercrest to downtown OC*
- Would love to have a track we can use *near Red Soils* (school does not allow us on site)
- *Sunnyside*: traffic volumes and speed. I have to be hyperaware with the kids (curb tight SW, bike lane is at the shoulder and often has signs or debris in the way)
- *82nd/212* is dangerous for everyone involved, bike route is horrible right there, I don't even understand what the routing is meant to be
- No good route i.e. *parallel to Hwy 224*
- No sidewalks on most of *Rusk* (no way to get to North Clackamas without walking in a ditch)
- Feel unsafe waiting to cross *82nd*
- *82nd/212* intersection is a nightmare for me
- Safety! *Oatfield Rd* is a bus route, and kids within a mile of Putnam High have to walk, but the road isn't developed for walkers or bikers. Cars often go fast, upwards of 40 mph, and there aren't consistently safe places to walk or bike, even though we make our kids risk it every day.
- I haven't found a route to the park or library that doesn't involve *SE Sunnyside*. The developers / land use decisions eschewed connectivity. We're an island bounded by greenspace, an arterial and shopping center.
- *OC high school track* has been locked up for a couple years.
- *I-205 path* doesn't exist
- *Alder Creek* is dangerous but *Lake Road* is a long way around.
- Unsafe along *Johnson Creek east of Bell Ave* where *Springwater Trail* goes in wrong direction
- At night there are few street lamps in many areas with enough traffic to feel unsafe and no bike/ped infrastructure -- e.g. in the *area bordered by McLoughlin, 224, and 205 encompassing Oak Grove, Gladstone, Johnson City, and Oatfield*
- Difficult crossings near *Hwy 224*

## OTHER

- Bike lanes are choked with debris
- Debris in the narrow unprotected bike lanes
- Road debris such as on *Jennifer Rd*
- Not enough options of rails to trails conversions.
- Topography: we drive to the parking lot @ CHS (Our streets are sloped or are busy on SE119th, so we teach the kids how to ride on flat surfaces)
- Hills
- Homeless
- Cold

- Rain
- Huge puddles during rainy season
- Limited access via bridge
- Poor access
- Crime
- Wide road
- Always wanted to try, but road seems very narrow.
- Stormwater drains and filters in the bike lanes
- Lack of bridge infrastructure!
- If the pedestrian bridge had been built a few years ago, I'd have a 3-mile bike/walk to work instead of a 30-minute drive.
- Lack of info on safe routes
- Figuring out a quiet route that fits into the lunch hour
- A long history of putting vehicular transit over bike and pedestrian transit
- Strodes
- Insufficient transit

## Q4: What do you like about walking, biking or rolling in Clackamas County?

FINAL: December 19, 2022

Respondents enjoy the paths, sidewalks and trails in the county, and have some suggestions for improving them or adding more. They like being outdoors, the sense of community, enjoying the beauty of the county, helping the environment and getting some exercise. The detailed responses listed below are roughly sorted into categories. Numbers after specific items represent the number of those specific responses.

### BEAUTY/SCENERY

- Beautiful scenery (20)
- Sense of adventure
- The quiet. Not a ton of foot traffic when we're out
- Change in landscape- city, rural, mountain

### GOOD FOR THE ENVIRONMENT

- Not using cars is a great way to make a place more livable
- Environmentally friendly
- Zero emission, mental win from traffic, and doing my part to reduce congestion & sustainability.
- Eco-friendly
- Good for the environment

### EXERCISE/HEALTHY

- Exercise (9)
- Healthy way to get around
- Good for health

### OUTDOORS/NATURE

- Enjoy being outside (5)
- Enjoying nature (4)
- Fresh air (3)
- Wide open spaces
- Recreation
- Exploring Clackamas Co.
- Quiet
- Contact with nature, low traffic
- Smelling the plants

### SOCIAL BENEFITS

- Walking my dog and seeing the neighborhood, as well as getting to know my neighbors
- It is my neighborhood. I want all neighbors (kids and adults) to be able to enjoy this safely.
- Building community
- Feeling connected to larger community, enjoyable with friends and family.
- Meeting other riders and seeing new things
- Seeing other community members outside enjoying nature
- Folks out and about are pretty nice

### SPECIFIC LOCATIONS

- Biking to *parcs* for overnight camping.
- Excited about the projects on *Linwood and Monroe* coming up in the near future. I am a big fan of what is already done on *Linwood, Fuller, and by the town center*



- Appreciate the few connections we have, i.e. *Trolley Trail* to Milwaukie and Gladstone, and *Springwater* corridor
- *Trolley Trail* is a great example of an existing pathway connecting many neighborhoods. It would be great if it extended to Oregon City. Access to bathrooms, benches, and places to pause are helpful. One time my son had a melt down and I needed to stop for water and the nearest convenience store was far.
- Not much in unincorporated ClackCo. I suppose the small portion of *Springwater Trail* that lies in unincorporated Clackamas County. I know there are other trails in the county but they aren't close enough to me to consider.
- Bicycling, roller blading, and walking my dog along *Trolley Trail* and *Springwater* where modal separation from cars drastically increases safety. I like the waterfront of *downtown Milwaukie*. I love the *pedestrian bridge from Kronberg Park* to downtown Milwaukie food carts.
- Areas where *multi-use trails* have been added, and I also the increase inside walks in *Milwaukie Trolley Trail*, and parallel *River Rd.*, are fantastic. A real lifesaver for me. Don't think I would have gotten on a bike again if not for them.
- I love the trails and parks. *Trolley Trail* is quiet and safe and generally well lit for early morning winter runs. The newish *path on 17th* is a perfect example of a public transportation project that made everyone safer and encouraged people to get out and see the community.
- *Trolley Trail* is a great amenity, but less clear and consistent when it gets to Gladstone.
- The existence of the *I-205 multi-use path*, the existence of the *Trolley Trail*
- Add a sidewalk on *Linn Avenue* from Pearl Street to the bottom of Singer Creek Park, improve the huge drop-off in waterboard park, Oregon City
- Unimproved cut-throughs / dirt paths found in *Oregon City*.

#### OTHER COMMENTS

- Not having to drive (3)
- My area has a lot of sidewalks. We have curb cuts and good drainage.
- eBikes are removing topographical barriers, making hilly terrain accessible.
- Only safe places to walk are on mountain trails
- There are sidewalks in some places
- Great network of roads
- (biking) Some of the back roads have little traffic. (walking) Interesting neighborhoods
- The challenge of getting places on my bike or feet
- I'm in a good location to connect to three other cities on paths. I like that there is a lot of weekender cyclists around which keeps motorists aware of bikes' existence.
- There are many quiet country roads, the terrain is overall not too difficult unless one seeks a challenge. Most drivers are courteous and do not crowd bicyclists
- Being on the bike, it is one of my happy places.
- Lots of things to bike to close by. Some good starts at ped/bike infrastructure, particularly unincorporated areas (Milwaukie in particular)
- Connected residential neighborhoods with greenways. The stop sign placement and speed bumps discourage automotive traffic. Houses, yard trees, and neighbors are pleasant scenery.
- There are SO many good neighborhoods and there are good trails if you can get to them!
- Areas with protected bike lanes/trails, and where sidewalk infrastructure makes full connections.
- Quiet areas
- I feel like there are sidewalks and biking paths through much of CC, especially popular locations.
- Economical
- Saves on gas
- Close to home
- Almost nothing
- Nothing

## Q5: What is challenging for you about walking, biking or rolling in Clackamas County?

FINAL: December 19, 2022

Once again safety is the biggest concern that keeps people from walking, biking or rolling in places where they want to go. Specific issues center around missing or inadequate infrastructure and traffic. Detailed comments are roughly sorted into several safety categories and an “other” category. Numbers in parentheses after some items show the number of respondents who gave that same response.

### SAFETY

#### GENERAL

- Unsafe, homeless
- Cycling in Portland provides some of the safest routes I ever rode in my time across states and countries, but Clackamas is some of the most disjointed and dangerous.
- Lack of safe bike routes - both bike lanes and multi-use paths. My wife will only join me cycling if I'm on a multi-use path.
- Safety. Drivers are not as aware as in Multnomah County.
- Riding on or walking along rural roadways can feel unsafe - paved or improved lanes would help.
- Safety on the roads and streets
- Dangerous highway and side streets.
- There's not a lot of safe walking space in the developed areas.
- Not safe!!! We need safe paths to walk on!!! Families need to be safe while walking/riding!!!
- Not safe even in close in areas

#### MISSING SIDEWALKS/PATHS/SHOULDERS

- Lack of sidewalks and crossings (10)
- Lack of bike lanes and trails (6)
- Lack of separated bike lanes (5)
- No shoulders or very narrow shoulders (4)
- The County pretty clearly doesn't prioritize these road users
- I like to walk, and you can't walk in a bicycle lane. I walk several miles in places where there are sidewalks, but I have to drive my car to get to where I can walk.
- As rural roads are improved, narrow shoulders and no bike lanes should be a high priority.
- Shoulders have accumulated vegetation, now that there is rare shoulder spraying. That means the bicycle riders MUST ride in the road (which, I note, we are entitled to do), but it gives us no safety cushion from impatient drivers or those who chose to be aggressive.
- Lack of infrastructure in unincorporated areas; auto-focused development in many areas
- Often no space for bikes; space given is usually a "bike lane" gutter with a bicycle painted on it
- Many areas where sidewalks are missing or where it's difficult to find relatively direct routes to shopping areas that feel safe to walk or bike on
- Bike lanes on busy roads don't feel safe. Much prefer rails to trails conversions where no cars are allowed.
- Connecting the trails... there are a ton of almost connections with dangerous interludes, not a great combo.
- Lack of good connecting routes
- Cycle lanes are mostly narrow and unfit for vulnerable traffic.
- Incomplete networks

## TRAFFIC/SPEEDING CARS

- Speeding vehicles (5)
- Cars (3)
- Getting to quiet country roads requires traveling on heavily used high speed roads.
- Automobile operators are generally benevolent, but some are unwilling to share the road with slower traffic or won't yield to crossing peds/cycles.
- The aggressiveness of drivers has increased significantly in the past three years.
- Drivers too aggressive, cars too noisy
- Some drivers do not share the road well with bikes.
- High speed of vehicle traffic and cars/ obstruction in bike lanes.
- Unsafe or rude drivers.

## SPECIFIC LOCATIONS

- It is only safe to do this in some places. Lots of other places are unsafe. For example, the paint on the edge of the bike lane in *SE 152nd Drive* has been worn away by motor vehicle tires near *SE Brackenbush and Addison*! Using that bike lane is exceedingly dangerous, and I won't use it.
- *Concord Road, Hill Road, Jennings, Aldercrest* are several main connectors that are steep hills. Clear alternative paths with less of a slope marked would be helpful. Protected bike lanes on *Oatfield, McLoughlin, River Road* and other main arterials would keep people safer.
- Limited connecting roads--*Hwy 211* is the gateway south out of Sandy but terrible sight lines from sharp hills/ curves with NO shoulder. No other viable alternatives.
- SAFETY! We have to get in the car to go anywhere because of the unsafe condition of *142<sup>nd</sup>* leaving our Wenzel Park neighborhood - especially for our children!
- I feel uncomfortable with the traffic (on *Sunnyside*). I'm resentful that vehicles get 5 lanes and the bike paths on a 45 MPH road seem to be 5-8 feet wide. N Greeley Ave in Portland has a protected bike track with big ol' jersey barriers. That's the dream! Or alternately, continue the ped/bike path track (cycle track?) from the west, put in at the Center w/the bridge widening. Looks so fun. I've never driver over to try it. Another challenge is finding a safe bike route from *Happy Valley to Portland*. I was warned not to take the *I-205 trail* (incidents like throwing rocks, assault). I am unsure about riding on Johnson Creek. How do I find a route?
- Limited safe walkways for pedestrians (disabled and non-disabled) along major roadways in the *Oak Grove area: SE Oatfield, SE Thiessen, etc.*
- Lighting and transiting at night. In the winter after work the *Trolley Trail* is dark and treacherous from Park Ave south to Courtney. Many areas are lacking sidewalks, even mere blocks away from major transit like the TriMet Max station at Park Ave.
- Most of Clackamas County is unsafe for bicyclists and pedestrians, and it's clear that Clackamas does not value the safety and convenience of anyone outside of a car. There are few sidewalks and bicycle lanes even along relatively busy roads with fast cars such as *River Rd, parts of Thiessen, and Oatfield* is particularly egregious and terrible. Not enough streetlights so that on top of having no room, if it gets dark and I've forgotten to wear a light vest or reflective clothing, I'm not very visible to cars. *McLoughlin* does not have enough cross walks and the lights to cross take a lifetime to change, prioritizing traffic heading N/S along *McLoughlin*. This can turn what could be a ~5 minute walk into a 20-30 minute walk. I completely understand why pedestrians dash across *McLoughlin* all the time, including at night. That's so unsafe but *McLoughlin* is a disaster for pedestrians.
- The *82nd/212 intersection* on the I205 MUP. Outside of the cities, the roads are narrow, sometimes without even a shoulder, and giant pickups drive far too fast.
- There are very few areas completely developed for safety. My kids would love to go biking more, but our area by *Oatfield Road* in the 97267 zip code is completely unsafe for children due to inconsistent walking and bike lanes. Kids walk up and down the street all the time to get to Putnam High School and I'm surprised someone hasn't been hit by a car.

- Lack of continuity from *OC to Canby*. I'd like to visit my parents in Canby but don't feel safe getting there.
- Some areas don't have sidewalks even right in town (specifically *Estacada*) and while I enjoy *Tickle Creek Trail in Sandy*, I don't feel it's as safe due to drug and homeless activity on the trail.

## OTHER

### LACK OF ACCESS

- Lack of infrastructure for other activities/uses than cars. No safe alternatives to get to school/parks/jobs and other places without a car.
- Access to more rural areas from urban via safe cycling routes
- Everything is too far apart to walk to + walking through giant parking lots is dangerous
- We can only enjoy half of the county because there's no means of accessing the west side.
- Access to Willamette River

### LACK OF INFORMATION

- Not knowing where bike-only trails and bike lanes on roads are
- Not knowing where bike lanes are

### OTHER

- Too much focus on car infrastructure, who are not the only users of the transportation environment.
- Poor visibility
- Construction behind our buildings!
- I hate biking on streets
- It's not the social norm to ride your bike; there isn't the biking infrastructure like in Mult. Co.
- Weather
- Hills! (2)
- Not enough dedicated active transportation infrastructure, or supportive infrastructure like secure bike parking
- Lack of bike parking at locations
- Trash and litter is pretty bad in some spots.
- "Bike lanes" are full of debris
- "Bike lanes" often just end near large dangerous intersections.
- "Bike lanes" that do exist near large intersections tend to have dangerous crossing with right turn lanes. Use Dutch style intersections/remove slip lanes
- Lack of free time
- Basically every a\*&hole with a huge truck and a MAGA flag
- The city seems to have dropped the ball on allowing newer developments without requiring the developer to connect sidewalks to existing infrastructure. It has created several areas where there is a development and kids/families have to walk on busy streets to get to a sidewalk.
- Little ability to actually get anywhere, roads too wide

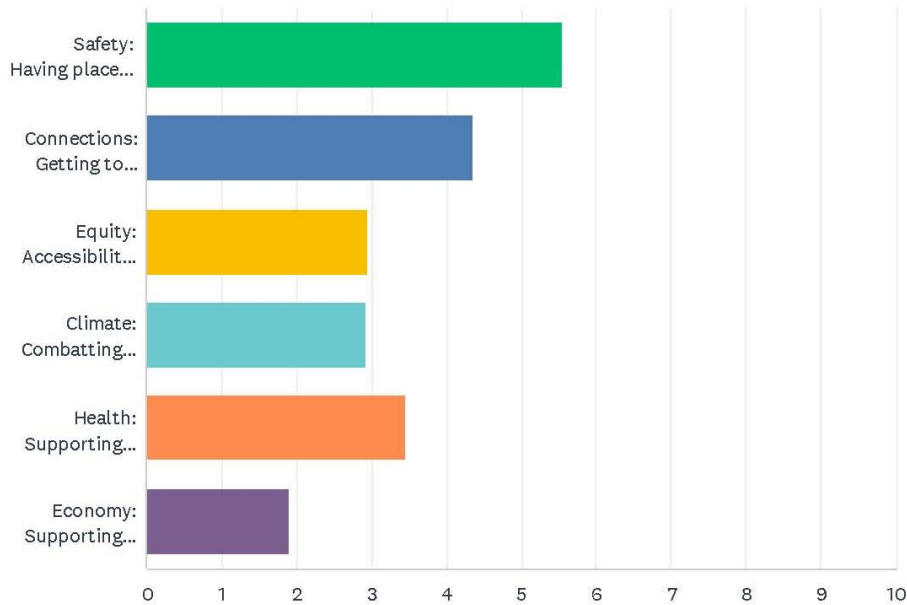


## Q6: What is most important to you about walking, biking and rolling in Clackamas County?

Please rank the items from 1 (most important) to 6 (least important).

FINAL: December 19, 2022

Safety is most important for the respondents, followed by connections and health, with climate and equity basically tied as the fourth priority, followed by the economy.



|  | 1            | 2            | 3            | 4            | 5            | 6            | TOTAL | SCORE |
|--|--------------|--------------|--------------|--------------|--------------|--------------|-------|-------|
| Safety: Having places to walk, roll, and bike that are safe and comfortable for people of all ages and abilities | 69.84%<br>44 | 22.22%<br>14 | 3.17%<br>2   | 1.59%<br>1   | 3.17%<br>2   | 0.00%<br>0   | 63    | 5.54  |
| Connections: Getting to school, parks, jobs, and other places without a car                                      | 19.05%<br>12 | 34.92%<br>22 | 23.81%<br>15 | 11.11%<br>7  | 6.35%<br>4   | 4.76%<br>3   | 63    | 4.35  |
| Equity: Accessibility for all people regardless of age, income, ability, race, or gender                         | 1.64%<br>1   | 6.56%<br>4   | 27.87%<br>17 | 26.23%<br>16 | 24.59%<br>15 | 13.11%<br>8  | 61    | 2.95  |
| Climate: Combatting climate change through use of active travel options  | 4.84%<br>3   | 8.06%<br>5   | 17.74%<br>11 | 29.03%<br>18 | 24.19%<br>15 | 16.13%<br>10 | 62    | 2.92  |
| Health: Supporting personal and community health through use of active travel options                            | 4.76%<br>3   | 23.81%<br>15 | 25.40%<br>16 | 15.87%<br>10 | 19.05%<br>12 | 11.11%<br>7  | 63    | 3.46  |
| Economy: Supporting tourism and local businesses   | 1.61%<br>1   | 4.84%<br>3   | 3.23%<br>2   | 14.52%<br>9  | 22.58%<br>14 | 53.23%<br>33 | 62    | 1.89  |

## **Q7: Please let us know why these issues are most important to you.**

FINAL: December 19, 2022 (65 respondents)

Safety was the top issue for many respondents and a major issue for almost all of the respondents. The detailed responses below are roughly sorted into categories based on which issue seemed to be the top priority – safety, connections, equity, climate, health or economy. The responses show the wide variety of topic that are on people’s minds – and the depth of their feelings – related to walking, rolling or walking in Clackamas County.

### **Safety First**

- Pedestrian safety
- If the route isn't safe then everything else doesn't matter.
- Safety is #1, I have a car so that's not as important to me, #5 is irrelevant, #2 should be important to everyone.
- WE NEED TO BE SAFE
- If I don't feel safe taking my kids on a bike ride, then I'm not going to.
- If the routes are not safe, change will not happen in regard to more people walking and rolling. Let's face it, a painted white line next to traffic passing you at 40-50 mph does not feel safe.
- It's a lifestyle (riding) and it should be for more people, but will not be unless it is safer.
- Safety applies across the board, and is critical to supporting the economy, etc.
- If we want to promote cycling, we have to provide safe and easy-to-navigate bike routes. Otherwise, most people will stay in their cars or drive to a gym for exercise.
- Safety is obviously #1. Equity is also crucial -- paths should not just serve the more affluent areas.
- When safe options are available, it promotes regular activity - more exercise, longer productive life and less negative impact on the environment
- Safety first
- I believe that all citizens of our county are entitled to safety! Welches/Mt Hood area has been forgotten about in our county!
- I ride bikes and safety is #1. Too many impatient people are d to drive by too close due to no space on many of the roads in Clackamas County. The roads are also not cleaned often enough creating too much road debris causing flats.
- Safety is first because of you due none of the others matter at all.
- Having lived in Beijing where there are bike lanes EVERYWHERE and drivers are used to watching for bikers, safety is my #1 issue. Because if I don't feel safe I won't bike and will drive more.
- Safety is number one. Too dangerous to bike most places.
- There are a myriad of reasons, but safety first as they say. Getting places without a car contributes to everything. Health helps everyone. Then equity so everyone gets help; finally business because that is the only way to sustain anything.
- I miss riding my bike and not feeling like I will get hit by a car. Most paths don't go far and end at a busy street.

### **Climate/Environment First**

- Incorporating sustainable and green practices are important to me because I want to make the world a little better for my kids.
- I think this Clackamas plan should look at walking and cycling as critical infrastructure to move people in a growing population with climate change affecting everyone. As much as I love

cycling for recreation and such, the primary usage should be getting people to opt away from cars for everyday needs.

- My world is not my parents' world, and my kids will have a different world still. I'm at the start of a huge shift that must occur to move away from car dependence, to slow down, to choose how resources are used more equitably. I want a great world for them. There's so much that's going well! But so many ways we need to keep shifting our cultural practices to live sustainably.
- A world with fewer cars, especially single-occupant vehicles, is a safer, cleaner, inviting world for all. It's a world where people connect and support one another. Cycling is more than a hobby to me, it's a way of life and the more the county can support active transportation the more people will opt to utilize it especially for shorter trips.
- Given present fossil fuel emissions, we have no future. These are the final generations of humanity living openly on earth. Climate change induced extreme weather is already displacing vulnerable populations and killing disadvantaged people. Transitioning away from an oil-dominated and automotive-required society is the quickest and easiest thing that individual citizens can do. We can just stop buying oil and gas and vehicles. Personal micro-mobility is a great freedom and solution.

### **Equity First**

- A community built on equity is a community built on love. I have hope that encountering one another outside, in nature, being active in our own ways under the same sun and moon, can't help but nurture a more inclusive and empathetic community.
- An equitable commute is just as important as being a good steward to our planet. We have plenty of bike lanes but limited sidewalks.
- It's one thing for healthy middle-income people to bike in less-than-ideal circumstances – we can afford decent tires, maintenance, and trips to the hospital - but bike/ped infrastructure should be accessible, consistent, safe, and comprehensible to all.
- These issues are most important to me because I would like to see a county and community that enables all people to have equal access to our resources regardless if they have a car, a bike or just their own two feet. Whatever their preference they should at least have the option of getting around safely rather than risking their lives trying to get to school, work, etc. These three roads are the main arteries south of Canby and are currently only accessible by car and bike, if you're willing to risk getting hit.
- Walking should be a basic human right; it's free, such good exercise and is basically available to everyone who is able to be outside. The fact the Clackamas County is so unwalkable is crazy. You have to drive a high speeds to enjoy the beauty of the forests. It's really unfortunate.

### **Health First**

- Health is vital and without a safe place to get out and enjoy nature, it's hard to be healthy.
- My husband and I rely on bicycling for health and recreation. He logs over 2000 miles a year on Clackamas County roads; I do over 600 miles. I'd like to know we can come home safely when indulging in this recreation.
- Getting outdoors is healthy. Better sense of community, good for the environment.
- My household tries to keep an active lifestyle and be outdoors when we can for health benefits both mentally and physically.

### **Connections First**

- I currently do not bike more due to lack of connections between places I might visit; I love to ride my bike and would definitely ride more if the biking infrastructure was more developed.
- Connections are my top priority because if all you have are safe beautiful trails out in the woods then biking/walking is a strictly leisure activity. You need destinations that are realistic to get to on foot/bike for people to legitimately consider it a transportation option. Safety was #2 because most non-leisure routes in ClackCo are so dangerous for bikes that the average person doesn't

consider biking a valid option, gatekeeping biking only to people who are particularly strong and confident on a bike. Climate as #3. Our transportation sector is the largest contributor to climate change and cars are a very large part of that. Making more trips practical (not just possible but inconvenient) without a car is the best way to curb those emissions. This was only not #1 because I believe 1/2 accomplish #3 Economy as #4. It has been shown time and time again that commerce and small businesses benefit from less car-centric development. Less land needed to provide parking, walking and biking people are more likely to stop by multiple places of business and have been shown to shop more local rather than large multinational chains Equity at 5. I care a lot about this one too but ranking is hard. I believe making sure an equity representative is involved in 1, 2, and 4 will accomplish 5.

## Multiple

- Because they are universal needs: safety, ability to meet key needs, need for health. All 6 of these are important.
- Without safe areas and a positive impact on the local economy, none of the other issues matter because no one would walk, bike or roll in areas that are unsafe with nothing to accomplish.
- Bicycling for recreation or as a commuter combines the health benefits, the cost savings, the reduced carbon footprint that are all important to me. Making this as easy as possible for our community reduces our reliance on the automobile, with more benefits than can be quantified.
- Safety & Health: I want to live a long and healthy life. Connections: Better connections means more opportunities for my wife to join me. Climate: I do believe in climate change and global warming; we're missing the boat on getting ahead of our problems. Economy: There's lots of data out there on how cyclists can pump up the local economy. Equity: I'm a firm supporter of DEI, however I don't think that it is a limiting factor on people's choices to stay fit.
- All of the above issues are interconnected and I'd say safety, equity, and health are high priority and can't be accomplished without the other being true. Climate is also a part of safety and is the number one threat to all of our safety and health. Finally, economy was ranked last but I understand it is an important driver of change.
- I'd prefer to avoid using our car whenever possible, but safety and access issues sometimes make this difficult.
- 1. If it isn't safe, that is an immediate barrier for anyone to use the space. 2 and 3. It is important that important community areas like schools, libraries, and parks are accessible for all, regardless if someone can afford a car and gas. 4. We can encourage healthy living by making walking and biking more accessible. 5. I want to minimize the damage that we are doing to the planet. 6. I could be wrong but sidewalks and bike lanes don't seem like a big tourist attraction, but if they are, I'm all for it.
- Riding has to be convenient and safe for it to be a viable alternative to driving.
- Part of why we choose to live in this area is to have an active role in the community and support local businesses, as well as give our children opportunities to play outside. But we need to be able to access those areas without always having to take a car. It's silly and irresponsible to get in my car to drive 6 blocks, but there is no safe alternative on 142nd.
- Walking, rolling, and cycling need to be safe and effective in getting people where they need or want to go for the sake of all the other things (climate, equity, health, economy).
- Need to move away from car-centric life and provide SAFE alternative options, especially for those who can't afford to have a car.
- I want to be able to walk or bike and avoid congestion and be healthy. I also want to be safe doing it.

## Other

- Should be obvious
- Why would you include equity in safety? Shouldn't everyone be safe, not just BIPOC/underserved areas? I don't mean to sound like Tootie Smith as she'd say that. But still...

- My primary transportation is a bicycle. I bought my house in part for its proximity to Trolley Trail and the MAX. Bicycling improves my cardiovascular health, is substantially less damaging to the ecosystem compared to a car, improves my mental health where driving reduces it due to stress, requires less maintenance compared to a car, is less expensive than a car, and is less likely to kill another person vs a car. I \*want\* to continue to make eco-conscious, health-conscious, community-friendly transportation decisions. Away from my little bubble near the MAX, Trolley, and Springwater, Clackamas is largely antagonist toward non-car modes of transportation. I want other people to not feel coerced into driving to get anywhere. In an ideal world, nobody would need a car except for specific circumstances (hauling stuff, moving to a new home, getting animals to the vet, etc.) and all the most common commutes (work, grocery store, shopping at local businesses) could be done by walking/biking/wheelchair/rollerblading/ etc.
- My family moved to Milwaukie largely because of the transit options. The orange line hadn't opened yet but we knew it was coming and we both commuted to downtown. My wife and I both took up biking since it was so easy to get to the Springwater and that led to us becoming more active in general. Now we bike or run on the local routes every day. I changed jobs and commuting is no longer an option for me, but I would love to do it again if there were a safe route across the river to Lake Oswego.
- I have lived in other parts of the USA. I am always happiest where I can get out and safely travel by walking, biking or roller skating to get around for at least 20% of my time outdoors. Commuting and exercising on dedicated paths without cars makes a huge positive impact.
- They aren't.
- They meet my personal values.
- Climate change will not be solved by building more car infrastructure. Traffic won't be solved by widening roads.



**Q8: Please share your email address if you would like to receive project updates.**

FINAL: December 19, 2022

|     | <b>Name</b> | <b>City</b>                                 | <b>Zip</b> | <b>Email</b> |
|-----|-------------|---|------------|--------------|
| 1.  |             | Sandy                                       | 97055      |              |
| 2.  |             | Happy Valley                                | 97086      |              |
| 3.  |             | 97015                                       |            |              |
| 4.  |             | Damascus                                    | 97089      |              |
| 5.  |             | Canby                                       | 97013      |              |
| 6.  |             | Sandy                                       | 97055      |              |
| 7.  |             | Milwaukie                                   | 97222      |              |
| 8.  |             | Clackamas                                   | 97015      |              |
| 9.  |             | Clackamas                                   | 97015      |              |
| 10. |             | Oregon City                                 | 97045      |              |
| 11. |             | Milwaukie                                   | 97267      |              |
| 12. |             | Oregon City                                 | 97045-7645 |              |
| 13. |             | Canby                                       | 97013      |              |
| 14. |             | Milwaukie                                   | 97222      |              |
| 15. |             | Gladstone                                   | 97027      |              |
| 16. |             | Milwaukie                                   | 97267      |              |
| 17. |             | Milwaukie / unincorporated Clackamas County | 97222      |              |
| 18. |             | Happy Valley                                | 97086      |              |
| 19. |             | Milwaukie                                   | 97222      |              |
| 20. |             | Unincorporated                              | 97222      |              |
| 21. |             | Oak Grove                                   | 97222-8140 |              |
| 22. |             | Milwaukie                                   | 97222      |              |
| 23. |             | Jennings Lodge                              | 97267      |              |
| 24. |             | Milwaukie                                   | 97222      |              |
| 25. |             | Sandy                                       | 97055      |              |
| 26. |             | Milwaukie                                   | 97222      |              |
| 27. |             |   |            |              |
| 28. |             | Welches                                     | 97067      |              |
| 29. |             | Beavercreek                                 | 97004      |              |
| 30. |             | Clackamas                                   | 97015      |              |
| 31. |             | Gladstone                                   | 97027      |              |
| 32. |             | Happy Valley                                | 97086      |              |
| 33. |             | Welches                                     | 97067      |              |
| 34. |             | Oregon City                                 | 97045      |              |