

Pedestrian/Bike Advisory Committee Meeting
January 5, 2010 – Development Services Building

Website: <http://www.co.clackamas.or.us/dtd/trans/info/pedbike.htm>

Members Present: Del Scharffenberg and Peter Goodkin

Staff: Scott Hoelscher and Lori Mastrantonio-Meuser

Public: None

Minutes: Minutes from the previous meetings in May and October were not approved due to lack of a quorum.

Public Comment

None

Transportation Growth Management (TGM) Grant Pre-Applications Update

Lori Mastrantonio summarized the six (6) potential TGM projects. They include:

- Clackamas Regional Center (CRC) Pedestrian/Bicycle Connection Project

As riders of the new Max Green Line depart from the stations there are no direct, safe pedestrian connections to many of the area's major employers and services, including 82nd Ave. businesses west of the Fuller Road station, Clackamas Community College Harmony Campus, North Clackamas Aquatic Center, Clackamas Promenade, Kaiser Permanente Hospital, Willamette Falls Clinic, Eagle Landing, etc. A lack of signage contributes to the problem. A pedestrian/bicycle network system with adequate signage is needed to support the existing and potential infill development in the area and provide connections to the Green Line.

- North Clackamas Revitalization Area (NCRA) Street Improvement/Pedestrian/Bicycle Connectivity Prioritization Project

Sanitary sewers are about to be constructed within the NCRA (an urban renewal district) just northwest of the Clackamas Regional Center and east of the City of Milwaukie. The majority of streets within the district are substandard with no sidewalks, bike lanes or pathways. A street and pedestrian/bicycle network system is needed to support the existing and expected new development in the area.

- Transportation Demand Management (TDM) Strategies for the Clackamas Industrial Area

A more enhanced TDM program is needed in the Clackamas Industrial Area in order to reduce single occupancy vehicle trips in this area. There are approximately 20,000 jobs in this industrial area that contribute toward traffic congestion generated by employees commuting to work by primarily single occupancy vehicles. Bus service is infrequent and doesn't meet the needs of employees working varying shifts. Pedestrian and bicycle infrastructure is inadequate for employees to travel safely from the Town Center Transit Center and Light Rail Station to employment areas. This project will involve coordination with TriMet, DEQ, ODOT and other relevant agencies, residents, and major employers within and surrounding the industrial area.

- Transportation System Plan (TSP)/Capital Improvement Plan (CIP) Update
Coordinate an update of the county CIP as we prepare for the upcoming update to the TSP.
- County Transportation System Plan (TSP) Update
The TSP for the unincorporated portion of the urban county needs to be updated to reflect changes in the Regional Transportation Plan (RTP). The TSP identifies a system of transportation facilities and services adequate to meet community needs.
- County I-5/Canby Transportation System Plan
This project was completed several years ago and now needs updating.

Clackamas County Bike Sign Plan

Scott passed out the bike sign plan for the Webster Road segment. He explained that the River Road segment has been forwarded to Engineering for implementation. The bike sign plan will be done in phases. The River Road segment was the first phase. Other segments include Webster; Oatfield and the I-205 path. Scott explained that Engineering would like to begin sign installation by the end of January.

Peter talked about his comments regarding some of the destinations such as the Oregon City Arch Bridge, Trolley Trail, I-205 path and the Clackamas River Ped/bike Bridge. Peter suggested that local parks should not be included because riders traveling to them already know where they are. Del disagreed; he thought parks should be included in the bike sign plan.

There was further discussion about specific signs; including:

Sign 2-5; question whether this sign is necessary.

Sign 2-1; this sign seems too soon to sign Mt. Talbert.

Sign 2-2; OIT/Aquatic Center; perhaps we don't need both on the sign.

Other issues discussed include:

Should we have a sign from 82nd to I-205 path?

Should we include a sign for the Gladstone Library?

How frequent should signs be?

Email Basil Christopher with ODOT about lack of lights on Springwater and I-205 path. Also, need better signing where path ends (92nd to path to Flavel Station – have to hop a curb). Absent curb cut @ Monterey.

Item(s) for the next meeting

- County Bike signage project; staff will bring information regarding the location of the signs for the I-205 multiuse path corridor.

Meeting adjourned at about 8:00pm.