

Pedestrian/Bike Advisory Committee Meeting
November 1, 2011 – Development Services Building

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

Members Present: Peter Goodkin, Dick Weber, Dale Guenther, Ralph Goldstein, Del Scharffenberg and Lesa Pinker

Staff: Lori Mastrantonio-Meuser and Scott Hoelscher

Public: None

Minutes: Ralph moved and Del seconded the motion to approve the September 6, 2011 minutes. They were unanimously approved.

Clackamas Regional Center Pedestrian/Bicycle Connection Project Update

Lori provided an update on the Clackamas Regional Center project. She indicated that one of the goals is to come up with a priority list for pedestrian and bicycle improvement projects within the study area. Lori displayed two aerial photo maps of the study area. One map showed six primary destinations within the study area and the second map showed routes from the Max Green Line to the six destinations. The six destinations include Kaiser Sunnyside Hospital, Harmony Campus and four additional destinations. Lori discussed each of the six destinations. A central question: How do people using active transportation get from the Max Green Line to the six destinations?

Staff asked the Committee to identify gaps and deficiencies along the identified routes within the project area. The Committee identified the following gaps and deficiencies:

- No bike lanes on Causey between Fuller and 82nd.
- No sidewalk on Promenade access drive from Sunnyside (driveway near the Petco).
- Lack of “interior” sidewalks in the Promenade parking lot.
- Sight distance issues at the I-205 multi-use path and Monterey.

Rural Bike Signage

Scott gave the Committee an update on the Bike Wayfinding Signage. He discussed the areas within the urban portion of the County that have been signed. Signed streets include River Road, Webster Road, among others. He indicated that staff initially planned to install bike signs east of I-205 in the Happy Valley area. However, that segment has been put on hold. A sign plan may be developed in Happy Valley in the future.

Scott discussed the two rural segments slated for wayfinding signage. The two segments are Oregon City to Canby and West Linn to Tualatin. Scott distributed

maps and sign placement details for these two segments. He talked about how the rural sign plan incorporates more “Share the Road” signs and doesn’t include time in minutes to destinations. Dale commented that the mileage to destinations, however, should be left on the signs. Del suggested that more information should be put on the signs, for example additional destinations instead of “Share the Road.” The wayfinding signs with the bike icon imply that cars should look out for cyclists.

Hazard Elimination Program

Scott discussed the “Hazard Elimination Program.” The program’s goal is to develop a list of “hazards” within bike facilities in the County. Hazards may include depressed storm grates, potholes and vegetation in existing bike lanes. The program is for roads controlled and maintained by Clackamas County. Roads within city limits and maintained by municipalities are not covered.

Scott indicated that he had hoped to have inventory maps for Committee members tonight. The inventory maps could be used to do field work and identify hazards on County maintained roads. The inventory maps are in progress. Scott indicated that the maps should be ready by next meeting and discussion of the Hazard Elimination Program will be carried forward to next meeting.

Hwy. 43 Update

The County hired consultant CH2M Hill to undertake a Bike Lanes Alternatives Analysis on Hwy. 43. A draft report with alternatives has been prepared. Lori discussed the three alternatives for Hwy 43 presented in the Bike Lane Alternative Analysis draft report.

- Alternative 1 involves for the most part simply restriping; the cost is approximately \$1m. Although travel lanes narrow down to 11’ the shoulders remain below 4’ in width in the more constrained middle sections.
- Alternative 2 provides wider shoulders by modifying the existing lane configuration and reducing lane widths to 11’. Passing lanes are maintained on either end of the corridor in a modified form. The shoulder width is over 8’ for much of the corridor, narrowing to 5.5’ in the most constrained areas. The wider shoulders allow for the inclusion of a buffered bike lane (painted), providing 2’ of separation between the bike lane and the adjacent auto travel lane. Cost is approximately \$5.5m.
- Alternative 3 provides shoulders of over 8’ in width for much of the corridor, narrowing to 5.5’ in the most constrained areas. This alternative allows for wider shoulders and allows for the inclusion of a conventional bike lane (as compared to the buffered bike lane in Alternative 2). Cost is approximately \$6m.

Lori indicated that the project also involves significant storm drainage improvements and flood management in addition to the bicycle improvements. There was much discussion about the three alternatives. It was suggested that the project be described as a storm drainage/road improvement project accommodating bike lanes as the majority of the costs appears to be attributed to the road improvements including the drainage improvements.

Tonquin Trail

Lori passed out a map of the recommended Tonquin Trail alignment. The alignment is the recommendation of the Project Steering Committee. Lori is a member of the Committee. There are several relatively short segments of the trail within unincorporated Clackamas County. The vast majority of the trail is within the cities of Sherwood, Tualatin and Wilsonville and also within unincorporated Washington County.

172nd Project

Dale is a member of the 172nd Ave. Project advisory Committee (PAC). He discussed the 172nd Ave. project and gave the Committee an update on the project. An overview map with the recommended alignment was distributed to Committee members. Scott asked whether a cycle track would be included on 172nd Ave. Dale indicated that standard bike lanes and sidewalks were proposed and not the cycle track design. There was some discussion about the roundabouts along the corridor. Lori indicated that Comprehensive Plan and Zone Change amendments are scheduled for next month and that the amendments are available on the County web site.

Park Avenue

Lori passed out a handout on Park Ave. entitled "Park Avenue Neighborhood & Station Area Plan." There is a public meeting on the Park Ave. Station on November 15, 2011. Shari Gilevich with the Clackamas County Planning Dept. is the contact. The Committee discussed the difficulty in crossing McLoughlin Blvd. near the Park Ave. station. One Committee member asked about the feasibility of constructing the park-n-ride structure given the small size of the site.

Safe Routes to School Action Plan

Lori informed the Committee that the Safe Routes to School Action Plan has been completed. She indicated that the Plan includes parent and teacher survey results and maps showing the student routes to school and the recommended routes to school. Lori passed around maps showing these routes to the Committee. A Committee member asked if Safe Routes was a federal or state program. The program is funded through the local, state and federal levels.

TSP Update

Lori gave a power point presentation on the update of the Clackamas County Transportation System Plan (TSP). She passed out a survey entitled “Who Should Help Pay for Road? /Transportation Should...” Lori explained how to fill out the survey. Committee members recommended that the County create a better and clearer survey.

One member asked about the Committees future role in the TSP update. Lori said that the Committee will receive regular updates and Scott stated that the Committee can provide input throughout the process and will have a role in developing a list of priority projects for the two “sub-plans” of the TSP (the Bicycle and Pedestrian Master Plans) and many components of the two plans will be part of the update including a list of prioritized ped/bike improvement projects.

Sunrise Corridor

Lori showed the Committee a map of the Sunrise Corridor. Lori told the Committee that Phase 1 of the project will not include a multi-use path. The Committee had a number of questions. Staff will get back to the Committee about how best to address the issues.

Item(s) for the next meeting

- Sunrise Corridor Project
- Clackamas Regional Center Connection Project – Needs, Opportunities and Constraints Draft Report
- TSP
- Trolley Trail
- Hazard Elimination Program

Meeting adjourned at 8:15pm.