

Pedestrian/Bike Advisory Committee Meeting
August 4, 2009 – Development Services Building

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

Members Present: Peter Goodkin, Del Scharffenberg and Dale Guenther

Staff: Scott Hoelscher

Public: Dick Weber and Tim Morgan

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

Public Comment

There was no public comment.

Clackamas County Bike Sign Plan

Scott Hoelscher explained that the County has funding to develop a *Bike Sign Plan* (Sign Plan). The Sign Plan will be a wayfinding system for cyclists in Clackamas County. The initial program would focus on one geographic area in urban Clackamas County. Scott passed out maps of urban Clackamas County and explained that the area for consideration is bounded by the Willamette River on the west; I-205 on the east; City of Portland/Milwaukie on the north and the Clackamas River/City of Gladstone on the south. Dell suggested signing beyond this area (out to Mt. Talbert, for example) and asked how this area was selected. Scott explained that this area has the highest concentration of cyclists in the County and that the plan needed to initially focus on a limited geographic area. Other areas could be signed in the future. It was suggested that maybe signs in the urban core could direct riders to areas outside of the defined Sign Plan area. For example, perhaps including signs for Carver or McIver Park. The Committee agreed that the Sign Plan should focus on the urban core described above but that some signs could maybe include destinations/landmarks outside the urban area.

A Committee member recommended that we tie into the Milwaukie and Portland sign networks. There could opportunities to provide continuous signage for bikers. Scott agreed and indicated that the County is planning to meet with Milwaukie and Portland about their sign programs.

There was discussion about the size of the signs. The ODOT standard is 24" x 30". Peter asked if the size would change if fewer destinations were listed on the sign. Some members thought that all signs should be the same size regardless of how many destinations were listed.

Scott passed out notebooks for Committee members that included sample signs from Portland and ODOT. Scott noted the minor differences in the signs. One difference is that Portland signs use different arrows. Peter asked about the color of the ODOT sign. Scott said he thought it was green but would double check and email the Committee. The County recommends the ODOT signs; the City of Milwaukie plans to use the ODOT standard. The Committee supports the use of the ODOT signs because they seem to be easier to read.

Scott explained that one of the goals of tonight's meeting was to start of list of destinations/landmarks that bikers will be directed to. The idea is to create a comprehensive list of places within the sign area. Routes to those places can then be determined at a later meeting. The Committee discussed the destinations/landmarks that should be signed and started a list. There was considerable discussion about the destination/landmark list. There was discussion about including places inside of the city limits. For example, the Oregon Trail Interpretive Center or King Road Shopping Center in Milwaukie. The consensus of the Committee was that significant places outside of the unincorporated County area should be included.

Dale asked what the next step for the Sign Plan project was. Scott thought the next step would be to map the destinations/landmarks and then determine the best routes to the destinations/landmarks. Field verification of the routes could be necessary.

Items for the next meeting

- County Bike signage project.
- Historic Columbia River Highway Video

The meeting adjourned at 7:20 pm.