



Bike Infrastructure in the Beavercreek Road Concept Plan

February 10, 2020 Survey Results

How should the design of Collector Streets be revised to account for the need for wider/safer bike lanes?

- Expand the width of the street to accommodate safer bike lanes- no change to the planter strip and medium width 14
- Fit the safer bike lanes into the existing street width by reducing the widths of the planter strip and medium. 25
- Fit the safer bike lanes into the street through a combination of reducing the width of the planter strip and medium and also increasing the street width. 15
- Keep the existing street section and smaller bike lanes- no change to the widths of the planter strip and medium. 22

Tell us some information about you (click all that apply).

- I am a resident of Oregon City 65
- I am a resident of Clackamas County 55
- I am a resident of the Caufield Neighborhood 15
- I have a child enrolled in the Oregon City School District

Can You Let Us Know What Factors Led to Your Decision?

Less maintenance of planter strips and more width for bike lanes.

Narrow streets are important for pedestrians.

Smaller landscape strips will compromise the health of the tree roots. Planting trees in urban areas is tough as it is, so providing the most amount of space possible will help the trees thrive; which will contribute to the beautification and character of the Concept Plan area. Also, if the landscape areas are meant to serve as stormwater collection areas, limiting the width will limit the amount of treatment area.

The best way to make streets safer for bicycles is get them further away from cars and put a physical barrier between them. I'd rather see a car hit a curb or shrub than hit a wobbly child on a bicycle.

Trees in the median can interfere with line of sight for traffic.

Lack of enough bike traffic to justify major changes.

Not enough bikes riding Oregon City to warrant big changes to the road ways!
I am a cyclist and don't feel safe on most of the streets in Oregon City.

Most proficient use of budget to get a safe bike lane

I bike daily for transportation in Oregon City. I want the adopted 5-foot bike lanes upgraded to safer protected bike lanes. Buffered bike lanes do not feel safe enough. Since I value the shade that trees provide and seeing trees, I do not want the planter strip and median width reduced. I support expanding the width of the street to preserve the widths of the planter strip and median.

I prefer to keep the amount of concrete to the minimum. We are already covering a huge expanse of land with more concrete and asphalt, lets not add more. I want a dedicated bike lane in the linear park area for riders. Most of the bike riders in this area are doing it for exercise and recreation. I do not see a large amount of bike traffic as it is elsewhere. If done properly, we could make sure that the park area and the string/pearl concept would be a better option to provide for the majority of the riders.

A wide planter strip along the side can lead to creating blind spots for drivers. Pedestrians and bikers would be safer if planter strips along the sides of the road were kept to a minimum. A planted median, however, can be used as a safe haven for pedestrians who may need more time to cross both lanes of traffic.

My experience as a bike commuter.

Bicycle and automobile traffic should NOT mix. It is a death sentence for cyclists. Do whatever possible to keep bikes out of traffic lanes. Build a bike path for 2 way bike traffic OFF the roadway.

Use what you have as cost could be higher as you have to expand into virgin land

Making the street even bigger would not be a good idea because it would increase the amount of pavement people need to cross. Decreasing the center median from 10 to 8ft and the planting strips from 7.5 to 7-6.5ft would be acceptable.

Transportation structures should be moving towards alternative forms of transportation and away from cars planter strip seem to get smaller- needs to stay wide to provide a buffer

It's a reasonable compromise for all. Maintains safety of motorists, pedestrians, and those on bicycles, while also beautifying our city and a main thoroughfare.

- a. Wider bike lanes are very valuable. Biking as a mode of transport should be encouraged.
- b. Collector streets are to facilitate transport. They are not important as a landscaping element.
- c. If used, median strips need only be wide enough to accommodate bushes. Large trees are unnecessary. Planted medians are a waste of space. Use the space to separate fast moving cars from bikes, parking, pedestrians.
- d. BTW, hard to believe trees in the medium reduce runoff temperature by the time it reaches a stream.

I was considering the cost of building and the difficulty and expense in acquiring more land.

as a biker and car driver I know bikes do not need the amount of space given to them. to make the bike lanes safer, BIKERS need to get over their entitlement of the road. I grew up with a respect for cars and still ride with respect for them, not like many that bike now. we have a lot of trucks and trailers on our roads and they need space so I say we give it to them.

This is a RURAL area and it makes no sense and is of no benefit to pretend that cramming bike lanes into our streets would in any way encourage the use of bikes. This crap of attempted social engineering by government officials HAS TO STOP!

Less costly. Some areas have already been laid out.

If you go with a narrower overall width, you may not be able to expand in the future. Can't go wrong with more real estate from the start.

keep the bikes off beaver creek there useless and think they own the road

Want the roads wider because trucks take up more than 1/2 the road on streets like upper highland rd and Beaver creek. Maybe if the streets were a little wider the truck would not come over the center line.

I ride a bike. The 9.5 foot bike lane is better.

Do not add the parking strips outside the bike lane. With the new Oregon law that allows cyclist to roll through a stop sign and red flashing light intersections the cyclist will be harder to see. The cyclist will also not have good visibility of traffic. This new law will also be causing more cyclist to use this thought process to proceed through a stop lighted intersection. Even though that was not the intention; those less informed will think this is okay.

1. City maintenance of planted median strips requires additional staff, equipment and resources, while, potentially, partially blocking traffic.

2. Median areas are the high point in street design, and vehicle alignment is designed to run correctly on streets that drain to the outside edge, therefore, using the center median area for storm water retention would require extensive design effort. Further, street surface condition is highly dependent on the amount of subsurface water under the pavement. The more water captured there, the shorter the life of the pavement before corrective work is required.

3. Due to the general location of street lights, the farther apart facilities that need night time lighting are, the more lighting, electrical infrastructure, and energy is needed to provide that safe level of lighting, and the more expensive it is to provide it, both in first costs and in maintenance costs.

THE WIDTH & LOCATION OF THE BIKE LANE BETWEEN PARKED CARS & PLANTER STRIP.

People do not ride bikes throughout the city due to the large hills. This is an unnecessary accommodation

The catering to bikes is out of hand and causing unnecessary injury and death. If it is not acceptable for these lanes to be used by other transportation devices (segways, skateboards) then they need to be done away with. Stop wasting taxpayers money.

It just seems like taking 3 feet from the medium and planter strip will still leave plenty of room for trees. I don't think the expense is worth building wider roads.

Don't like the Portland model. Invites too much bike traffic

Taking away from porous land to make giant roads in order to accommodate a road, bike lanes, etc., seems ridiculous. The land is going to come from home owners, therefore putting their homes closer to the street. The vegetation in the planter strip is confined to such a small area, gets choked out over time. Who is to take care of the planting strip? Who replaces the vegetation when it gets run over, vandalized or just dies? Creating a huge planting strip is a waste of space.

Planter strips and medium can be maintenance issues. With that, reduce the size of them and add a bike lane. Don't make the road width bigger. Doing that will create more speed from vehicle traffic.. This option, I believe, you're accomplishing two positive things.

Why do all the streets have to be modified to accommodate bikes? Bicyclists don't have to pay annual fees or get a license - and they should. They are some of the rudest people in the roadways and have the attitude that they can do anything. Ridiculous!

Best balance for all traffic. Bike traffic frequently uses pedestrian sidewalks in any case.

I am a bicyclist and a motorist and believe we all deserve the right to safe travels
From my experience cycling over 100,000 miles on roads. Oregon City's bike infrastructure has greatly improved since my family moved to OC in 1996. Keep up the good work and don't compromise on making a street that's use is only going to increase over the next 50 years. The planter strips have greatly improved the appearance of OC as well.

Expense and less new concrete surfacing. I think sidewalks and bike lanes are vital for the livability of Oregon City. I chose a hybrid to give the city the option to what is needed to make the adjustment. My first choice is use what is there and then in situations where you cannot, expand.

Personally, I think you should focus on maintaining existing roads and not focus on bikes. It rains too much here and hardly anyone uses bikes for a work commute. In utopia it might be great but it's really just a waste of money.

Cost and safety

The city is not known for Bike use. If the city had many more transit stops added and increased ridership maybe wider bike lanes. But money put into bike-able areas in parks and under the power lines would be my preference.

Long term safety and aesthetics.

Bike lanes are SUPER important to me, as are planters for beautification and safety. I drive a car but wish I didn't have to. The more we can accommodate alternate modes of transportation like walking and biking, the healthier our community will be.

This area of OC is not appropriate for biking. That road is going to have enough traffic as it is without making a bike lane that won't be utilized.

Avid cyclist and don't want to take any more space than necessary

Would help keep the costs down.

I rarely see bicycles on Beavercreek.

Trees are very important for our environment. But don't want to add any more asphalt than we need to.

A 10-foot median seems overkill & just move some of the planter strip to buffer the bike lane.

Cost

Option 2 seems like the best solution if the speed limit is to be over 25 mph. If the speed limit is to be 25 or under, please see my comment below.

Do You Have Any Additional Comments/Ideas/Concerns That Should Be Part Of The Discussion?

I realize this is not the question that is being asked, but widening the sidewalks will improve the street environment and the pedestrian experience. A 5' wide sidewalk is quite narrow for two people to walk side by side. Providing 6'-8' unobstructed width would be ideal. Metro has design guidelines for designing livable streets, that might be helpful in your design: <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>

Thank you for the opportunity to participate!

Thank you for the effort.

Could you take away or significantly minimize the landscaped median and leave the landscaped planter strips intact? Trees there shade everyone. Median trees shade mostly cars and sometimes interfere with sight lines.

Will these plans apply to existing streets, like Meyers on the south side of the high school? It would have to be changed to comply.

The street cross sections do not show intersection design. Protected bike lanes are not enough to keep cyclists safe. You need to protect cyclists through the intersections. Protected bike intersections need to be constructed with the protected bike lanes. How do you plan to protect cyclists through the intersections?

Please consider the inclusion of protected bike intersections with the protected bike lanes.

Require all cyclists to purchase a license, and a registration sticker for their bikes. Use the money for bicycle infrastructure. Stop forcing the entire population to subsidize cycling.

Keep bikes safe but also don't limit vehicle traffic as we accommodate for more bikes. Let's not be Portland

I like the idea of protected bike lanes on Beavercreek because of the fast moving cars.

Bike lanes and intersections should be given maximum protection

It is essential for us to continue investing in making our city more walkable, bikable, and friendly to those taking steps to reduce their carbon footprint, as well as those seeking a healthier lifestyle.

Not at this time.

THIS IS NOT PORTLAND AND NO ONE EXCEPT THE BUREAUCRATS WANTS IT TO BE!!! Stop trying to get people out of their cars. Never going to happen. We neither want nor need bike lanes in a rural residential community.

Also would like underground electric cables as when trees fall on the wires power goes out. We are not a priority for PGE. So we sit in the cold dark house every time the power goes out.

I appreciate your interest in giving the city a nice bike path experience.

Who pays for the maintenance on the planter strips including watering. I'm not for any planter strips if it increases cost to the city. What was put in down by the OC Shopping center would work fine.

The so-called "protected" bike lanes scare the hell out of me. They are usually way too restricted, people opening doors into the lane, pedestrians too close and careless, horrible sight lines approaching intersections. If my lane is "protected" how do I escape from it when intrusions occur? I would feel a whole lot safer to just have a wide bike lane at street level with no barriers to changing lanes in an emergency.

Where are cars supposed to go in emergencies? Into a planter or tree lined median? Having such a busy road with plants and trees is going to cause issues. How are drivers supposed to see a person crossing the street when trees and bushes are hiding them? This is a waste of resources.

The 8-foot bike lane example is nice. I think the 9 1/2 foot example is a little bit too much.

I would be all for bike lanes as soon as bicycles have to be licensed and pay an annual fee for upkeep/maintenance of bike lanes on OUR roadways.

Please make this happen! Sidewalks and bike paths are vital for pedestrian safety and for the livability of our city!

I really like the ruralness of the area and to jame up Beavercreek road (which was just paved) with traffic while the 213 traffic is already ridiculous seems like adding fuel to the fire.

Please do not put trees or bushes in the planter strips that will impede vision for drivers. This is problematic around the city - by the HS for instance. It's easy to miss a pedestrian until its too late. In fact, do we have even need the planter medium? If you remove this, you would have a larger bike lane

and wider street for cars, safer for everyone involved. Keep the planter strip on the sides but see my first comment.

We're not Portland.

We live on a big hill why would we need more bike lanes

If the speed limit on the collector streets is to be 25 mph or less, I might lean more toward option 4, i.e., keep the existing street, bike lane, and planter widths.

What has led the city to think that if they did this people would actually ride bikes?

REsul

They are doing the same thing in West Linn. I don't think people are going to ride bikes around here no matter how safe the bike lanes. There are too many hills, too much rain and too much distance between point A and point B. People ride bikes in areas where it's flat dryer and towns and neighborhoods are not so spread out. I don't think anyone really cares whether or not we need it, or whether or not it will get used. It's just a popular trendy "green" thing to be doing to make your city look good. Why don't we put our money and our energy into some "green" things that will actually help our environment?