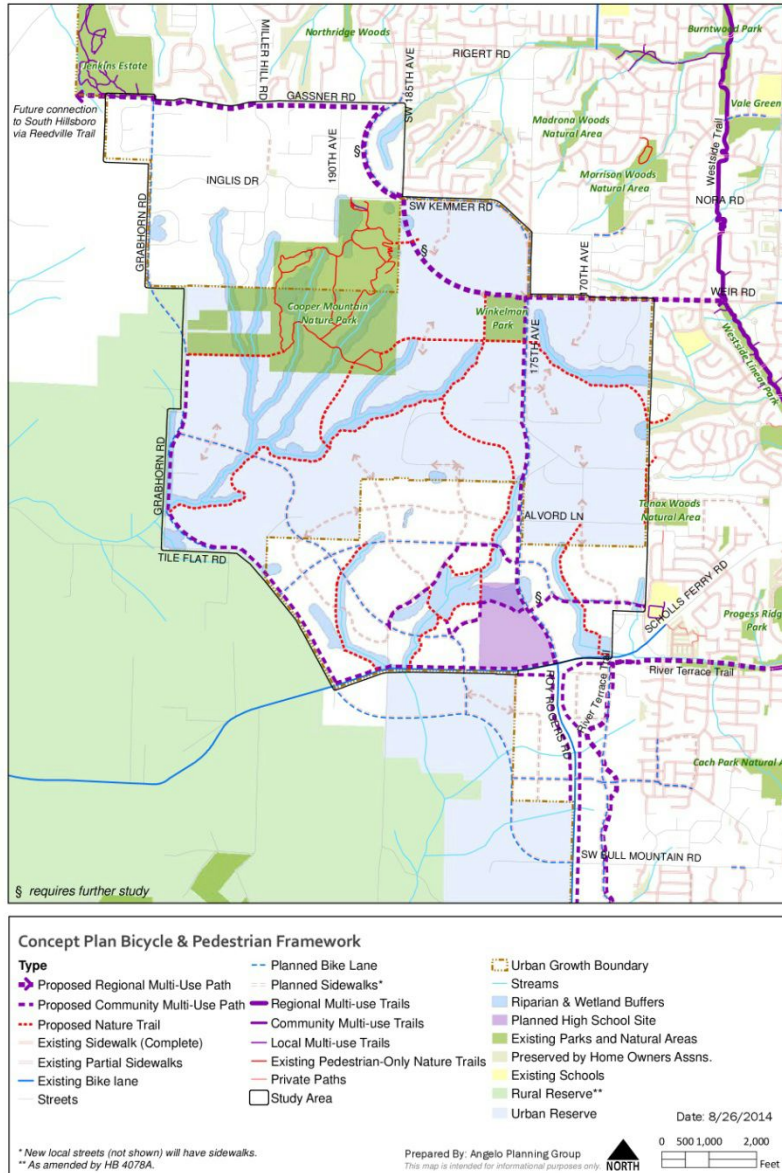


Bike paths should not align with major roads and arterials around and over Cooper Mountain

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Figure 8 - Concept Plan Bicycle & Pedestrian Framework



1. In the South Cooper Mountain area there is a planned multiuse path and bike lane:
 - a. Running along 175th Ave north from Scholls Ferry to at least Winkelman Park and beyond.
 - b. Running west from 175th & Roy Rogers along Scholls Ferry / Tile Flat / Grabhorn.
2. Putting a bike lane along a major interurban or rural arterial just adds multiple incompatible modes of transportation to an existing road.
 - a. Why is that necessary?
 - b. I would like to push back on the assumptions that got us to this point.
3. I propose that we look at completely separating these incompatible transportation modes:
 - a. There are planned nature trails all over upper Cooper Mountain.
 - b. If you add bikes to the trails you keep the bikes separated from the high traffic on the roads.
 - c. It is proven that bikes and pedestrians on trails can coexist.
 - d. The cost of a 5-10 foot wide trail is much less than the equivalent width of a highly developed road that satisfies multiple “industry standards” and codes.
 - e. It preserves the challenge for the bikers who currently climb up Cooper Mountain and keeps them safer than tangling with semi trucks and the greatly increased traffic.
 - f. These road segments are in the Urban Reserve area and have a very long time horizon for improvements and moving the bikes off of them could be done sooner due to lower cost:
 - i. 175th at the top of Cooper Mountain
 - ii. West end of Tile Flat
 - iii. Grabhorn
4. Summary
 - a. There are safety issues with forcing bicycles to ride along major thoroughfares, particularly when different segments of the arterial will be improved at different times (175th in SCM vs. 175th in Urban Reserve areas). Let’s find a way to separate them onto the trails that will cover Cooper Mountain.
 - b. The Regional Multi-Use Path (Metro-funded?) is going along the roads but Beaverton should be using these funds to convert one or two of the Nature Trails (red dotted lines) or the Community Multi-Use Trails (purple dotted lines) to a N-S Regional Multi-Use Trail (Metro-funded?) which will then fan out at the top of the hill to end at the ideal destinations – thus avoiding the major roads and arterials.
 - c. Bicyclists can still get to desired destinations using safer, more interesting routes.