

**Bicycle & Pedestrian Advisory Commission
Agenda**

July 1, 2011

**Madison Avenue Meeting Room
500 SW Madison Avenue 7:00 a.m.**

Call Meeting to Order/Introductions

- I. Approve June 3, 2011 Minutes (attachment)
- II. Visitors Comments
- III. Old Business
- IV. New Business
 - Elections
 - ODOT Corvallis Crossing Project (discussion - attachments)
 - CIP Project Prioritization (discussion, establish process - attachment)
 - Bike parking standards review (discussion, establish process)
- V. Information Sharing
- VI. Commission Requests and Reports
- VII. Pending Items
 - Draft Bicycle Parking Monitoring Strategy
 - Draft Corvallis Bicycle and Pedestrian Safety Implementation Strategy
 - Colored Bike Lane Presentation
 - Central Business District Sidewalk Furniture Standards

Commission Members:

Brad Upton, Chair

Joel Rea

Susan Christie

Evan Sorce

Charles Fletcher

Cora Borradaile

Dan Herford

Mike Beilstein, City Council Liaison

Next Meeting: August 5, 2011

Bicycle & Pedestrian Advisory Committee (BPAC)

Meeting Guidelines

In order to ensure that BPAC meetings are run efficiently and effectively, the following guidelines have been adopted:

- A. Placards with Commission members names will be placed on the meeting room tables and members grouped near the head of the table. This will allow visitors, consultants, and visiting Councilors, etc., to be aware of who the Commission members and support staff are.
- B. All members, visitors and others wishing to ask questions or participate in a discussion must raise their hand, be recognized by the chair (vice or acting chair) and called upon (in order) before participating.
- C. Visitors comments at the beginning of the meeting:
 - 1. Visitors comments will be taken from approximately 7:15 a.m. to 7:30 a.m. (15 minutes).
 - 2. Visitors comments are limited to items which are not on the agenda.
 - 3. The members will decide what to do with the visitors comments, i.e., request that staff research them, put them on the next month's agenda, thank him/her for their comment and take no action, etc.
 - 4. Visitors comments will not be discussed at length during the meeting. Rather, a determination will be made as to how best to address the visitors issue/comment.
- D. Visitors discussion/participation on specific agenda items:
 - 1. The presenter (staff, consultant, Commission member, etc.,) will report on the agenda item.
 - 2. The presenter will then take questions first from Commission members and staff.
 - 3. Visitors may then make brief comments and/or ask specific questions of the presenter regarding the item.
 - 4. The chair (vice or acting chair) will decide (based upon time constraints, etc.,) when to end the visitor participation on agenda items.
 - 5. Commission members will then discuss the item with no further visitor participation.
 - 6. The members will then take action on the item.

**BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
MINUTES
June 3, 2011
DRAFT**

Present

Brad Upton, Chair
Joel Rea
Susan Christie
Dan Herford
Evan Sorce
Mike Beilstein, City Council

Absent

Cora Borradaile, excused
Charles Fletcher

Staff

Lisa Namba, Public Works

Visitors

Vernon Huffman
Jim Bowey
Ali Bonakdar
Theresa Conley
Dean Codo
Kelly Potter
Lynn Evans
Jason Yaich
Sandra Gazeley
Lyle Hutchens
Rose Clarke
Alden Gray
John Roullier
Walter Prichard
Laura Duncan Allen

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Call Meeting to Order/ Introductions	n/a		
II. Review of May 6, 2011 Minutes			Approved as amended
III. Visitor Comments	X		
IV. Old Business • None	n/a		
V. New Business • Corvallis Area MPO - Bicycle safety education project • McFadden Annexation multi-use path review • Proposed downtown portable sign regulations • Bike parking standards review	X X n/a		BPAC offered conditional support
VI. Information Sharing	n/a		
VII. Commission Requests and Reports	n/a		
VIII. Pending Items	n/a		

CONTENT OF DISCUSSION

I. Call Meeting to Order/ Introductions

Chair Upton called the meeting to order. Commissioners and staff introduced themselves.

II. Review of May 6, 2011 Minutes

Chair Upton provided clarification on the item on Land Development Code bike/ped requirements, as follows: the last bulleted item in that section should read, "...The covering should be wide enough to cover the bike parking space. This is typically six feet long, which may..." Commissioner Herford also suggested a correction, stating that he had made the statement regarding the accuracy of the mode share survey, not Chair Upton. **Commissioner Christie moved to approve the minutes as amended; Commissioner Herford seconded the motion and the minutes were passed unanimously with one abstention.**

III. Visitor Comments

Visitor Vernon Huffman reported that the Corvallis Bike Collective (CBC) has negotiated an agreement with the Parks and Recreation Department for use of the Flomacher Building east of the Willamette River. The CBC will provide the mechanics for the summer bike program to recycle old bicycles and help kids learn how bicycles work. The City Attorney is taking a Memorandum of Understanding to the City Council; Mr. Huffman asked BPAC to support this effort. Councilor Beilstein expressed concern that BPAC has not seen the memo, so offering support may be problematic. Chair Upton agreed. Commissioner Herford stated that he has read the memo and asked if BPAC can make a general statement to support the CBC. The Commission agreed and Chair Upton asked that the minutes reflect that BPAC supports the CBC and the City's support of the program.

Visitor Lynn Evans stated that he has been following the ODOT Highway 34 project and asked why, when a tunnel or overpass was a viable option before, it is not acceptable to convert the Suzanne Wilkins Path to a tunnel. Chair Upton stated that the overpass and tunnel were deemed infeasible both for cost and concerns about flooding. Raising the elevation of the Suzanne Wilkins path was also considered, but the idea never gained traction. He provided more background, noting that the Urban Services Committee decided not to accept BPAC's recommendation to reject the sliplanes, instead recommending support of the project with conditions. Following the City Council's acceptance of this recommendation, ODOT appeared ready to abandon the project, but is contacting the stakeholder advisory group and steering committee to give an update on internal ODOT discussions. Linn County strongly supported the project. Chair Upton stated that it would be more useful for Mr. Evans to forward his suggestions to ODOT, but invited him to share his idea anyway. Mr. Evans drew an illustration of his idea, which would have cyclists use the Suzanne Wilkins path and then backtrack to access areas on the south side of Highway 34.

Visitor Jim Bowey commented on the ODOT project and recommended focusing strongly on ODOT's criteria regarding equal treatment of all transportation modes. He also distributed criteria for reviewing Capital Improvement Projects in the past and suggested the Commission use this matrix to evaluate projects.

IV. Old Business

None.

V. New Business

Corvallis Area MPO - Bicycle safety education project

Ali Bonakdar of the Corvallis Area Metropolitan Planning Organization (CAMPO) stated that CAMPO was given \$10,000 by the FHWA for a project focusing on bicycle safety and education. The project must be finished by the end of summer. Mr. Bonakdar asked BPAC for input on bicycle safety and education issues. Theresa Conley, also of CAMPO, presented a draft of the plan to the Commissioners. Chair Upton provided background on BPAC's safety and education recommendations from 2007 and stated that he has given that information to CAMPO. Ms. Conley detailed some ideas CAMPO is considering and stated that education on the rules of the road is key and will be a focus of the project.

Councilor Beilstein suggested CAMPO both contact Gigi Simms with Safe Routes to School regarding projects involving the end of the school year and coordinate with World Car Free Day in September. Ms. Conley said that she has spoken to these groups and is choosing to focus on the adult population. Chair Upton suggested providing education for motorists as well as bicyclists. Commissioner Herford encouraged CAMPO to fund at least one actual training event. Commissioner Christie suggested placing information on the City and OSU's web pages. She noted the number of new drivers in town in the fall and asked about speeding up the process of those new drivers getting used to the "bike culture" of Corvallis. Commissioner Sorce suggested holding an event on campus during the first week of school to provide outreach to students. Mr. Bonakdar stated that time is a limitation and that the project should be wrapped up in early September, though there is the possibility of some flexibility.

Mr. Bonakdar reported that CAMPO's Regional Transportation Plan is being updated and that it will incorporate BPAC's feedback. CAMPO will hold a public meeting on June 15.

McFadden Annexation multi-use path review

Jason Yaich from the Community Development Department's Planning Division presented an annexation request and asked BPAC for feedback. The proposed plan includes a public sidewalk along the site's Highway 20 frontage. The trails plan component of the City's Parks and Recreation Plan and Transportation System Plans show a future multi-use path in this location and along the western property line. Planning is asking BPAC to consider the merits of having the developer install a multi-use path (MUP) along the Highway 20 frontage instead of the sidewalk. In May the Parks, Natural Areas, and Recreation Board (PNARB) recommended a 12-foot wide MUP along the Highway 20 frontage and an easement along the west property line for a future MUP. This trail connection is shown in the above-noted planning documents. Mr. Yaich provided details of the Land Development Code standards for sidewalks along arterial highways (a 12-foot wide park strip and 6-foot wide sidewalk). A high-volume MUP must be 12 feet in width. In response to a question, Mr. Yaich stated that the Comprehensive Plan designation for the site is General Industrial and the applicant is proposing a General Industrial zone. There was discussion about the need for a sidewalk on the east side of the highway but the Commission recognized it wasn't possible to ask for that in conjunction with this annexation. The Commission agreed with the recommendation from PNARB for both the installation of a MUP along the Highway 20 frontage and an easement for a future MUP on the west property line.

Proposed downtown portable sign regulations

Kelly Potter from the Community Development Department's Planning Division presented proposed changes to the Land Development Code (LDC) that would establish standards for temporary and portable signs on sidewalks in the Central Business District and Riverfront areas of the downtown. The changes were developed and are recommended by the Downtown Commission. BPAC asked about the possibility of running this as a pilot or test program. Ms. Potter stated that that is not typical within the LDC, but that the regulations could be re-evaluated some time after implementation. In response to a question from Commissioner Sorce, Ms. Potter responded that enforcement would be complaint driven. Code

Enforcement would inspect and process complaints similarly to how they are handled now. Ms. Potter said that the Downtown Commission considered assessing a permit fee for these installations but they felt it would cost more in staff time to process the fee than could reasonably be collected. Visitor Jim Bowey asked why the regulations were limited to these two areas of town, since there are similar issues elsewhere. Ms. Potter said this was done deliberately; the Downtown Commission felt the downtown area was different and that portable signs, properly regulated, could enhance the ambiance of downtown. Chair Upton said he appreciates that the Downtown Commission has attempted to accommodate pedestrians with the requirement for four feet clearance, but that keeping the sidewalks primarily for pedestrians is important. He opined that it's hard to see that these regulations will improve the pedestrian environment and doesn't support the proposed changes.

Ms. Namba noted that in recent years BPAC has discussed standards for downtown "furniture" zones, where things like benches, flowerpots, portable signs, bike racks, etc were allowed. They were headed toward defining these zones and what would be allowed, but set the topic aside for other work and didn't complete the process. Commissioner Sorce noted that these signs are illegal now but there appears to be little enforcement. He is concerned about what will happen when portable signs are allowed. Commissioner Herford asked if signs in the downtown have been an issue and Ms. Potter responded affirmatively, noting that there are problems with vision clearance areas and the fact that they are currently illegal. Commissioner Herford opined that having a standard is better than having none. Regarding process, Ms. Potter stated that staff is currently preparing a report for the Planning Commission, who will make a formal report to the City Council. General comments from BPAC can be incorporated into the staff report. **Commissioner Rea moved to support the proposed changes to the Land Development Code conditional upon a review after two years and a modification to the maximum number of portable signs to allow one sign per business public entrance regardless of frontage footage. Commissioner Herford seconded the motion, which passed four to one.**

Bike parking standards review

Not discussed.

VI. Information Sharing

None.

VII. Commission Requests and Reports

None.

VIII. Pending Items

The meeting was adjourned at 9:18 a.m.

NEXT MEETING: July 1, 2011, 7:00 a.m., Madison Avenue Meeting Room

From: WOLCOTT Jerry O [mailto:Jerry.O.WOLCOTT@odot.state.or.us]
Sent: Friday, June 17, 2011 4:43 PM
To: Rogers, Steve; Hal Brauner; Mayor
Subject: South Bypass update: OTC approval

Julie/Hal/Steve-

The OTC approved our request to add a construction phase to the project and change the name to OR34/US20: South Bypass to Wolcott Road.

We also informed them that we have two viable options for construction:

- o Option A: the slip lane and south frontage road
- o Option B: dual right lanes and extension of the north frontage road

If the city can't support Option A (slip lane and south frontage road) as currently designed, and is therefore unable to enter into an agreement with ODOT for ROW acquisition, then we will move forward with construction of Option B.

We also informed the commissioners that we would like to include improvements to the Susan Wilkins MUP and the TSM improvements on 3rd Street between Jackson and Harrison in the South Bypass project.

We believe that improvements on the Susan Wilkins MUP may include significant environmental risks, and so would require the city of Corvallis, as owner of the MUP, to develop the Plans/Specifications/Estimate package and obtain all environmental clearances and local permits. We would then fund construction and include those MUP improvements in the South Bypass project. This MUP improvement project would begin with an IGA, and we would look for Council authorization for the city manager to sign that agreement as a commitment from the city to begin development.

The TSM improvements on 3rd Street will involve consolidation of a minimum of one of the driveway accesses of the Arco gas station, perhaps more. We would be happy to develop and construct this project with the expressed written support of the Corvallis city council for the project and the consolidation of access.

We're still holding firm to let the South Bypass project in February, 2013. In order to make this deadline, we'll need to have these issues nailed down by the end of July, 2011.

One final note- I spoke with Roger Nyquist today, and he informed me that Linn county is looking to have the two governing bodies meet to discuss the South Bypass project. ODOT supports this dialog, and will be happy to attend and provide any information that you would need to further the discussion.

Hope that this answers any questions that you have, but if not I would be happy to talk with you further.

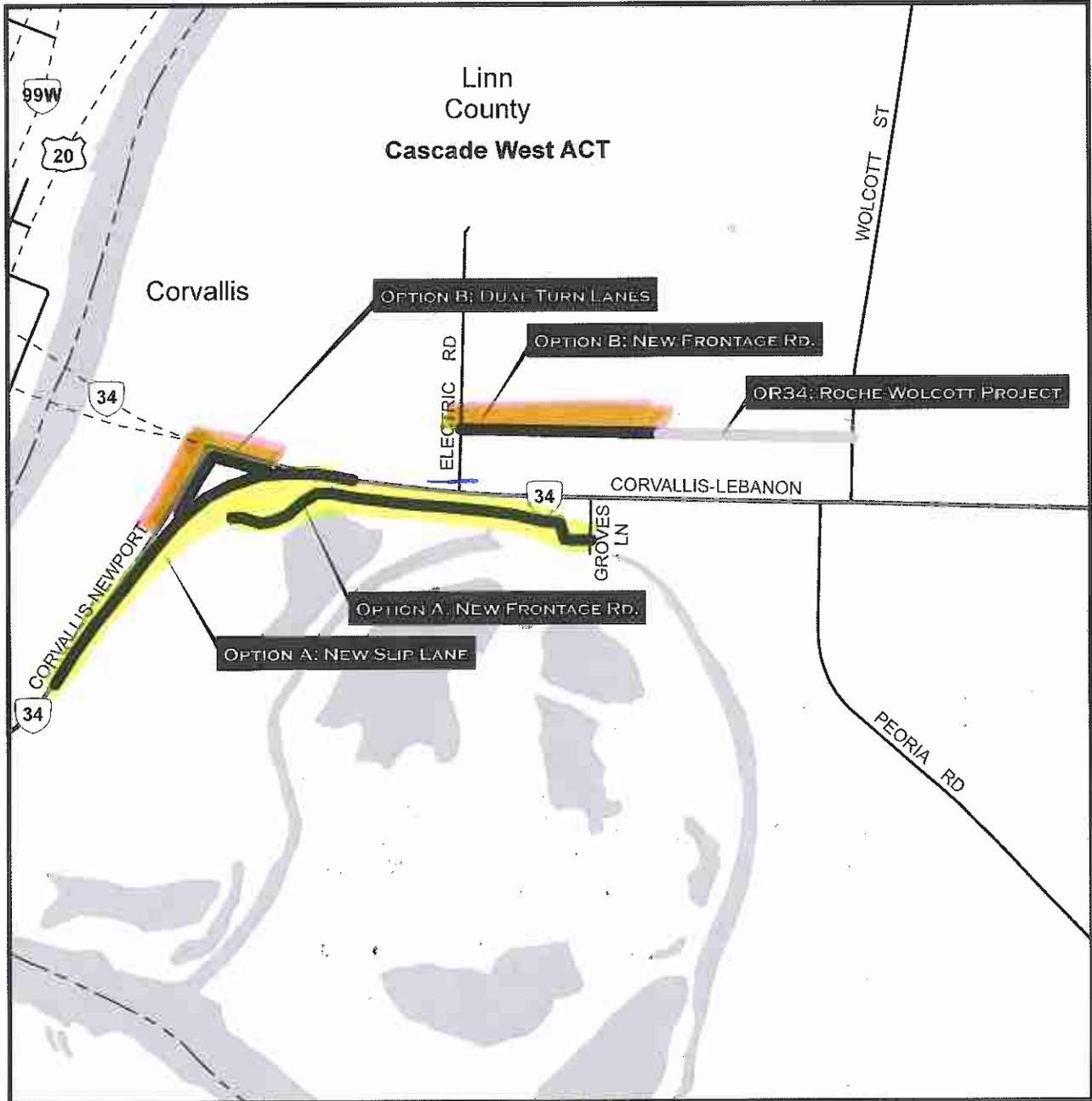
Sincerely,

Jerry O. Wolcott

Project Leader
Area 4 Corvallis
Oregon Department of Transportation
541-757-4164 (w)
541-905-7204 (c)

PROJECT LOCATION

ODOT REGION 2



LEGEND

- PROJECT LOCATION
- STATE HIGHWAY CLASSIFICATION**
- INTERSTATE
- STATEWIDE
- REGIONAL / DISTRICT
- REGIONAL BOUNDARY
- COUNTY BOUNDARY
- ACT BOUNDARY

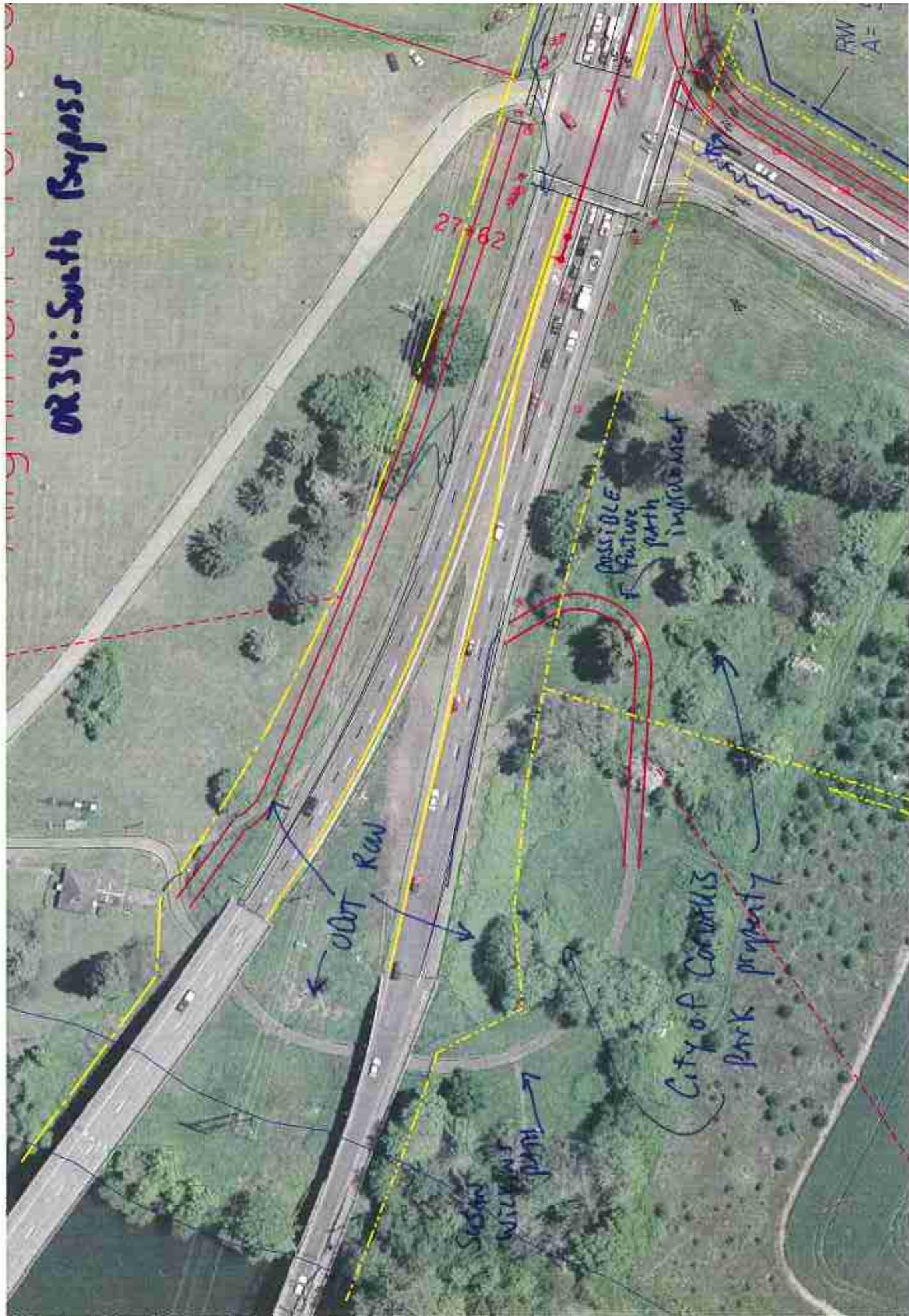
**OR 34/U.S. 20: SOUTH BYPASS -
WOLCOTT ROAD
KEY NO. 12827**

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."

0 0.1 Miles

PRODUCED BY ODOT - GIS UNIT
(503) 966-3154 - JUNE 2011
GIS No. 23-52

OR34: South Bypass





NW HARRISON BLVD.

NW 3RD ST.

NW VAN BUREN AVE.

NW JACKSON AVE.

13'11" 11'5" 11'

5' 12' 13'11" 11'

20' 12' 12' 8'



Right Turn Lane Striping Option

Design Speed = 30 mph
Storage Length = 80'

2012 BPAC CIP Prioritization

Projects currently in the CIP document

1. **35th St Sidewalks and Railroad Crossing**

This project will make improvements to 35th Street between Western Boulevard and Jefferson Way to facilitate safe movement of pedestrians and bicyclists.

2. **Brooklane DR Improvements – 20/34 to Chintimini**

Brooklane Drive is a narrow, two-lane roadway extending from Highway 20/34 in a southwesterly direction to 45th Street. Although designated as a collector street, it currently exists as an unimproved County standard road with no continuous bicycle or pedestrian facilities. This section of Brooklane Drive currently has bikes and pedestrians sharing the vehicle travel lanes and is a missing bike link to OSU, to a popular bike route to and along Bellfountain Road, and to the multi-use path between Corvallis and Philomath.

3. **Corvallis to Albany Trail**

The City of Corvallis, City of Albany, and Benton County are participating in a joint effort to develop a multi-use path from Corvallis to Albany. The project will be developed in phases. A multi-use path adjacent to railroad ROW separated from the highway will provide a much safer route than the highway shoulder currently in use.

4. **Downtown Way Finding**

Downtown wayfinding signage has been identified in the Downtown Corvallis Strategic Plan (2006) and the Downtown Commission's work program (2010/11) as an important project to aid pedestrians, bicyclists and vehicles maneuvering Downtown. Initial scoping of the project calls for roughly 32 signs to be placed in locations around Downtown to direct visitors to important locations, such as the Riverfront Promenade, City and County buildings, parks, OSU and other features.

5. **Highland Drive Sidewalk**

This project will facilitate safe movement of pedestrians and bicyclists between Conifer Boulevard and Meadow Ridge Place on Highland Drive by constructing a sidewalk on the west side of the roadway. Building sidewalks on the east side is not a viable option due to the proximity of a riparian area.

6. **Madison Ave Improvements**

These improvements are a result of a collaborative effort between the Madison Avenue Task Force and OSU. The product of that collaboration is a master plan for improvements that enhance the pedestrian connection between OSU, Central Park, downtown, and the riverfront.

7. **Monroe Streetscape**

This project, when fully completed, will change the "character" of this segment of Monroe Avenue to enhance pedestrian, bike and transit travel modes and to enhance the aesthetic characteristics on both the OSU and commercial sides of the street.

8. **Pedestrian Crossings**

This project will improve pedestrian crossing opportunities by installing actuated, flashing pedestrian crossing facilities with landscaped median refuges at selected locations along 9th Street and Walnut Boulevard. Ninth Street locations were selected through a CAMPO

planning project and include an installation between Fremont and Reiman Avenues; Buchanan and Grant Avenues; Grant and Garfield Avenues. A New Freedom grant has been secured to install a crossing near Spruce Avenue. Walnut Boulevard locations include Jack London Street and between 13th and Garryanna Streets.

9. Sidewalk In-fill

This project will construct missing segments of sidewalk to safely connect neighborhoods and provide access to schools, transit, multi-use paths and commercial and industrial areas at the following locations:

- Technology Loop (400 feet on south side)
- Research Way (400 feet on north side)
- 35th Street/Whiteside Drive (300 feet on east side from Knollbrook to Long Avenues)
- Conser Street (150 feet on west side from Village Green Creek to Lorvik Place)
- Wake Robin Ave (150 feet on north side from Pickford Street to Highway 99)
- Harrison Blvd (635 feet on north side from LDS Church to multi-use path)
- Knollbrook Ave (675 feet on north side from Knollbrook Place to 35th Street)
- Rivergreen Ave (1,125 feet on south side from sidewalk end and Riverbend Park)

Note: A Safe Routes to School grant will construct a missing segment on Glenridge Drive (800 feet on west side between Ponderosa Avenue and Walnut Boulevard).

Community requests submitted in Spring of 2011

A. Kings Blvd Signal

Add a traffic signal at Kings and Garfield to aid middle school kids west of Kings who attend Linus Pauling Middle School

B. Harrison Blvd Bike Path *

Build a separated bike path along Harrison Blvd from 53rd Street to LDS church. Note: there was a separate request for a bike path from the end of the multi-use path from Circle to the existing sidewalk at the LDS church. This portion is similar to a currently programmed CIP project.

C. 9th St Crossing *

Add a pedestrian actuated crossing between Grant Avenue and Circle Blvd

D. 35th Street Path (east side)

Widen path across RR tracks near Washington Way

E. South 3rd Street Lighting

Add lighting to existing midblock pedestrian crossings on South 3rd Street

F. Philomath Blvd Multi-use Path

Add a path along the north side of Philomath Blvd connecting the 53rd Street path to Western to provide better access from the Hillview/Timian neighborhoods to OSU.

G. Harrison Blvd Bike Lanes

Add bikelanes between 30th and 35th Streets

H. 3rd Street Traffic Calming

Beautify and calm traffic through use of landscaping, reduced speed, speed humps, stop signs.

I. Bike Boulevards

Construct them city-wide to provide safe corridors for pedestrians and bicycles

J. Mill Race Path

Construct a multi-use path along the east bank of the Mill Race from Lilly Ave to Crystal Lake Dr.

K. County Club Drive Sidewalk

Construct a sidewalk on the south side of Country Club Drive from 35th to Research Way.