

**Bicycle and Pedestrian Advisory Commission**  
**Minutes**  
**December 2, 2005**

**Present**

Greg Bennett, Chair  
 Rosie Toy  
 Andrew Ross, Vice Chair  
 Jack Schubert  
 George Grosch, City Council  
 Joel Rea  
 Josh Storer

**Staff**

Joe Whinnery, Public Works  
 Steve Rogers, Public Works

**Visitors**

Walt Prichard, Mid-Valley Bike Club  
 Som Sartnurak, City Engineer  
 Aaron Manley, City Engineer  
 Lloyd Swanson, Mid-Valley Bicycle Club

**Absent**

Susan Nelson, Vice Chair  
 Annie McMahon

**SUMMARY OF DISCUSSION**

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Call Meeting to Order/Introductions	X		
II. Approve November 4, 2005 Minutes			Approved, as amended.
III. Visitors Comments			To support a conceptual plan to connect the Witham Oaks project with Campus Way via a multi-use path.
IV. Old Business <ul style="list-style-type: none"> <li>• Revisit East-West Bike Route- Information and Recommendations from City Engineer Som Sartnurak and Staff</li> </ul>		X	
V. New Business <ul style="list-style-type: none"> <li>• Update on OSU Planning Process/ Alternative Transportation Advisory Committee (ATAC) - Rainier Farmer</li> <li>• Benton County/Corvallis Metropolitan Planning Organization (MPO) Master Plan - Corvallis Area Metropolitan Planning Organization (CAMPO) Report</li> </ul>	X  X		
VI. Information Sharing	X		

**I. Call Meeting to Order/Introductions**

The meeting was called to order and introductions were made.

## **II. Approve November 4, 2005 Minutes**

Page 3, paragraph 4, sentence 3, the word “path” should be replaced with “lane”.

Page 3, paragraph 4, sentence 4, the word “path” should be replaced with “lane”.

Page 3, paragraph 4, sentence 5, the words “Commuter bicycles” should be replaced with “Cyclists”.

**Commissioners Schubert and Toy, respectively, moved and seconded that the Commission approve the minutes, as amended. The motion passed unanimously.**

## **III. Visitors Comments**

### **Background:**

Terri Valiant of Pahlisch Homes recently attended a Commission meeting to discuss OSU’s objection to the proposed multi-use path along the east edge of the housing at the end of Van Buren Avenue and Jackson Avenue. The path would follow the easement for a sewer pipe to be constructed, then run parallel to Harrison Boulevard on the opposite side of the drainage, to the south. OSU’s College of Agriculture administers the land and OSU’s Department of Animal Sciences works with the land. Walt Prichard and Lloyd Swanson spoke with members of OSU’s Department of Animal Sciences who expressed no opposition to the proposed path. Prichard was informed by Councilor Betty Griffiths that it was her impression the Commission opposed the multi-use path.

### **Discussion:**

Based on Councilor Griffith’s perception, the Commission wanted it known that it strongly supports the proposed multi-use path.

Mr. Swanson said the Mid-Valley Bike Club strongly favors the multi-use path because it would be an asset to residents north of Harrison Boulevard. Mr. Swanson said the Department of Animal Sciences does not oppose the proposed path but the College of Agriculture does. College of Agriculture is currently negotiating with OSU administration for use of the land east of the proposed path. Mr. Swanson asked the Commission for a motion to City Council advocating construction of the path.

Greg Bennett asked Commissioner Ross, a member of OSU’s Alternative Transportation Advisory Committee (ATAC), if ATAC has discussed the proposal. Ross said ATAC has discussed the proposal and it is his opinion that ATAC supports the proposal.

**Commissioners Schubert and Rea, respectively, moved and seconded that the Commission support a conceptual plan to connect the Witham Oaks project with Campus Way via a multi-use path. The motion passed unanimously.**

#### **IV. Old Business**

- **Revisit East-West Bike Route - Information and Recommendations from City Engineer Som Sartnurak and Staff**

##### **Background:**

Steve Rogers said this project was first brought to light a number of years ago when it was presented to the Commission by Councilor Tomlinson. Mr. Tomlinson said although the City has a new riverfront park, there is no viable East-West bicycle connection through downtown to reach the park. He suggested the Commission look into a possible connection solution, which the Commission did. The issue was forwarded to the Capital Improvement Program (CIP) Commission and was added to the CIP project list. The most straight-forward solution envisioned by the CIP Commission was converting either Jefferson Avenue or Monroe Avenue into a two-way street with bike lanes on both sides. Several issues have held up the project, including funding and a serious potential impact on downtown parking. BPAC has been asked to develop a more detailed solution for the project. Public Works Engineering staff has worked to develop multiple alternatives.

Greg Bennett said a BPAC subcommittee previously identified Monroe Avenue over Jefferson Avenue as a better street on which to construct the East-West bike route.

##### **Discussion:**

City Engineer Aaron Manley distributed photos and details of the various proposals for the East-West bike route. Engineering staff asked to develop three options for the route. From a safety standpoint, none of these options are recommended as all lead to dangerous situations of bike lanes and angle parking. The three options, all encompassing 5th Street to First Street, are:

- **Jefferson Avenue Option** - Starting at 5th Street, issues which arise from installation of bike lanes are the removal of the right turn lane from Jefferson Avenue onto 5th Street. A traffic study would be needed to determine if traffic volumes are low enough to permit elimination of certain traffic lanes. A CTS bus route includes a turn from 4th Street on to Jefferson Avenue which would be rendered impossible with this configuration. The route would have to be modified. ODOT would need to be consulted regarding re-signalizing certain intersections. Staff anticipates re-signalizing to be a significant expense. Between 3rd Street and 2nd Street angle parking would be eliminated, resulting in a loss of twenty-three parking spaces. On First Street, the existing bulbs could be eliminated, the alignment straightened, and three parking spaces could be saved for a slight cost.
- **Monroe Avenue Option** - Bike lanes would be constructed on both sides. Angled parking would be converted to parallel parking. Monroe Avenue would be converted to a two-way street all the way to First Street. A proposal was made to eliminate the bulbs or the bike lanes from 2nd Street to the riverfront. There would be expected re-signalization through ODOT at a significant cost and twenty-nine parking spaces would be lost.

- Madison Avenue/Monroe Avenue One-Way Option - This route would be eastbound on Monroe Avenue and westbound on Madison Avenue. Staff is concerned about the sharp change in direction around the bulbs. This could be somewhat mitigated by elimination of the bulbs or some parking spaces. Twenty-one spaces would be lost with this option, even without the mitigation plan for the sharp change in direction. A travel lane would need to be eliminated between 2nd Street and First Street on both Madison Avenue and Monroe Avenue.

George Grosch asked the Commission if there is a pressing need for an East-West bike route. He said he travels by bike often to downtown and has never had a problem. He said loss of parking spaces would be a major negative impact resulting from this project. Also, the Madison Avenue Task Force would need to be consulted about any changes to Madison Avenue. Greg Bennett said experienced cyclists may not have a problem negotiating downtown streets but less-experienced cyclists do have problems. The Commission has received requests from cyclists who stated they would travel to downtown more frequently with their families if there were a bike route. Regarding loss of parking spaces, Bennett pointed out that Monroe Avenue is in the Comprehensive Plan to have bike lanes.

Engineering staff designed three other concepts for the Commission to consider. Each design only took into account one block for each option and is relevant for Jefferson Avenue, Madison Avenue and Monroe Avenue.

- There is enough sidewalk width downtown to allow for striping or other dividing devices to create a pedestrian sidewalk and a bike lane side-by-side within the existing curb line. Essentially, a multi-use path would be created from an existing sidewalk. The Commission strongly opposed this idea because of potential safety issues.
- Removal of one travel lane and replacement with a bike lane. Monroe Avenue would be one-way traveling eastbound, Madison Avenue would be one-way traveling westbound. No parking would be lost and it would be less expensive than other plans because it would only entail striping and not signalization. This is different from option three listed above in that it would remove a travel lane from 5th Street to First Street. The third option above only traveled from 2nd Street to First Street.
- One-way bike travel by striping a travel lane with a bike lane in the middle. This would increase safety by clearly defining bike lanes for motorists. No re-signalization would be required nor would a traffic study need to be conducted. This would be less expensive than most of the other options and would use the existing width of the street without having to change existing street improvements. Problems with angle parking would be mitigated but not completely solved.

Josh Storer said this option is appealing because it would prevent bicyclists from having to ride on the extreme right of a travel lane in order to let motorists pass. Rogers said there would be no connection further than Fifth Street. He said if the Commission is interested in this option, work would need to be done to devise a way to mark the bike lane properly. He suggested contacting Michael Ronkin from ODOT. Walt Prichard said the Madison Avenue Task Force should be contacted to gauge any objections. Schubert said any changes should occur for a probationary period to determine effectiveness.

Joe Whinnery said he favored Rogers' suggestion of having the Engineering staff further tinker with this option, which would give the Commission time to consider all options. This was agreed to by all parties.

## **V. New Business**

- **Update on OSU Planning Process/Alternative Transportation Advisory Committee (ATAC) - Rainier Farmer**

Mr. Farmer attended the meeting to inform BPAC about ATAC's hope of improving the integration between ATAC and Campus Planning staff responsible for instituting changes that affect alternate transportation. Those individuals primarily reside in the Planning Department. The initiative came from Mark McCambridge, Vice President for Finance and Administration. ATAC was once the Bicycle Advisory Committee for OSU but in January, 2003, the Committee's scope and charter were expanded to include other forms of alternative transportation. Mr. Farmer stated he was on hand to answer any of the Commissioner's questions.

Greg Bennett referred to ATAC's October meeting minutes which state Vincent Martorello, Facilities Services Planning Manager, recommends less emphasis on biking and more on other forms of alternative transportation. Bennett asked Mr. Farmer besides pedestrians and transit, what other forms of alternative transportation Mr. Martorello is referring to. Mr. Farmer said more emphasis is being put on moving ATAC more toward the strategic instead of the tactical. Long-term planning would replace much of the operational issues. The minutes contained the term "customers" who took a customer survey and Bennett asked Mr. Farmer who, besides students, does ATAC consider its "customers". Mr. Farmer said "customers" would include OSU faculty and staff as well as City residents in general and BPAC in particular.

Josh Storer said administrative techniques such as not issuing parking permits to freshman could be used to limit traffic and promote alternative modes. Exceptions could be made on a case-by-case basis. Andy Ross said similar ideas have been discussed by ATAC. Bennett said the 2004 OSU Campus Master Plan contains a Transportation Circulation/Parking section which emphasizes Transportation Demand Management (TDM). Also, OSU will be a partner in Corvallis Metropolitan Transportation Planning Organization (CAMPO). Mr. Farmer said part of the integration involves moving Parking Services, which collects fees that fund bike facilities, under Campus Planning. Currently, funds are not moved directly from Parking Services to bike facilities funds. There is no set-aside amount but the goal of the integration is to automate the process to make it more streamlined and efficient.

OSU applied for and was denied a grant for work on 14th Street and 15th Street. After speaking with ODOT, ATAC decided it is very unlikely the grant will ever be funded. Therefore, the Parking Committee passed a resolution to have the university remove parking along 14th Street and 15th Street and stripe for bike lanes. The project will be funded with existing monies.

Bennett asked Mr. Farmer about ATAC's stance on the proposed multi-use path through OSU's land. ATAC did not feel the need for a multi-use path was critical from the standpoint of

serving commuting needs to OSU. The path would have more value as a recreational connection to Midge Cramer-Campus Way bike path system. ATAC said the project is viable conceptually but the Committee would not endorse it because there are other projects of higher priority. Walt Prichard attended Parks and Recreation's Advisory Committee meeting and raised this issue to the committee, which was not aware of the issue.

- **Benton County/Corvallis Metropolitan Planning Organization (MPO) Master Plan-Corvallis Area Metropolitan Planning Organization (CAMPO) Report**

Bennett reported on a recent meeting at which CAMPO reviewed the existing conditions and made comments on the work done. There is still no way of measuring the level of service for bicycles and pedestrians. A multi-pronged strategy was recommended using capacity expansion and transportation demand management. Bennett said he would cull some applicable information from the Comprehensive Plan and will include application information from OSU and report back to the Commission.

Steve Rogers said he heard the consultants' report outlining alternatives for the Van Buren Bridge is complete. It is expected that ODOT will soon begin having Steering Committee meetings, of which Rogers and Bennett are members. Jack Schubert said the Commission should take a favorable or opposing position on the Van Buren Bridge project. Rogers said the Commission has previously endorsed bicycle and pedestrian facilities on the new bridge but has not taken a stance on the existing bridge.

## **VI. Information Sharing**

Joe Whinnery passed out ballots for Alice B. Toe Clips Awards nominations and asked they be returned by the January BPAC meeting.

Andrew Ross will soon be leaving the Downtown Parking Commission and his role of BPAC representative to the Commission will be vacant. Greg Bennett asked Joel Rea about his interest in the post and Rea did not express interest in the post.

Ross, on behalf of ATAC, thanked Joe Whinnery and the City of Corvallis for attending ATAC meetings. He feels the City's participation keeps ATAC and the City well-connected.

**Next meetings:** January 6, 2006, at City Hall Meeting Room "D", 7:00 a.m.  
February 3, 2006, at City Hall Meeting Room "D", 7:00 a.m.