

**Corvallis Sustainability Coalition  
Transportation Action Team (TAT) Meeting Agenda**  
Wed, March 17, 2021, 3:30-5pm, on Zoom

**ATTENDANCE:**

Annette Mills (League of Women Voters [LWV], Corvallis Sustainability Coalition [Coalition])  
Steph Nappa (Oregon Cascades West Council of Governments [COG] Transportation Planner)  
Steve Dobrinich (COG Transportation Planner)  
Jay Thatcher (Cycling Educator, Parks & Rec Bike Camp instructor)  
Margie Stevens (Corvallis Climate Action Advisory Board [CAAB], Coalition Steering Committee, TAT liaison)  
Steve Starceovich (TAT)  
Josh Capps (City of Corvallis Public Works [COC], Active Transportation Program Specialist)  
Rachel Schwindt (TAT member, Alternative/Active transportation advocate)  
Larry Weymouth (350.org)  
Rob Upson (EV owner and driver, TAT member)  
Dave Rabinowitz (Land Use Action Team)  
Dennis Stillwaggon (Stewardship Inc.)  
Scott Laffin (Corvallis Transit System)

**Annette Mills (Coalition)**

Let's think about how the TAT can come up with new ideas and actions that support the TAT vision/goals/strategies for a sustainable transportation system as stated in the 2018 report "Community Sustainability: A Framework for Action." So far, the TAT has helped foster a culture of active transportation; what new TAT actions would fill in the gaps left by the city that would move us toward sustainable transportation in our city. Review the vision/goals/strategies and submit your ideas for new actions.

**Steve Starceovich (TAT)**

Two bills relevant to sustainable transportation are being considered, one in the Oregon legislature and one in the US House. The one in Oregon is being promoted by The Street Trust (<https://www.thestreettrust.org/>), which is a Portland-based non-profit working to "create communities where people can meet their daily transportation needs through active transportation." Here is their link to Oregon Senate Bill 395 (<https://www.thestreettrust.org/SB395>). SB395 will increase bike/pedestrian funding from 1% to 5% of state highway funds and improve bike/pedestrian infrastructure across the state. Here is the link to the bill: <https://olis.oregonlegislature.gov/liz/2021R1/Measures/Overview/SB395>

At the federal level, the House of Representatives is considering HR 1019 (<https://www.congress.gov/bill/117th-congress/house-bill/1019/text?r=1&s=1>), which would provide a tax credit for the purchase of certain new electric bicycles. This Act may be cited as the "Electric Bicycle Incentive Kickstart for the Environment Act" or as the "E-BIKE Act".

Marge: Also, a reminder that your voice matters at the city council level. The councilors don't hear from many people, and it is possible to build a relationship with your councilor through email, meetings, and phone calls. City budget and council meetings may be an opportunity for TAT members and larger coalition and community to influence bike and pedestrian projects and Capital Improvement Program (CIP) projects. More grant opportunities for active transportation are expected. Your interest in can influence our active transport and Vision Zero policies.

**Dennis Stillwaggon (Stewardship Inc) & Scott Laffin (CTS)**

The community should be considering Transportation Benefit Districts (TBDs) to solve some transportation problems. One example similar to a TBD includes the South Corvallis Urban Renewal District: <https://www.corvallisoregon.gov/cm/page/urban-renewal-south-corvallis>. A TBD should be considered to improve safety for riders and staff of the Corvallis Transit System. There has been a dramatic increase in crime at the downtown transit center. A potential TBD-like model for improving safety of riders and staff in Corvallis could be the Eugene program Cahoots (<https://whitebirdclinic.org/cahoots/>).

**Josh Capps (Corvallis Active Transportation Specialist)**

*New Public Works Director* – Jeff Blaine has been hired as the new Public Works Director for the City of Corvallis, where he will begin work on July 2. Blaine led Albany Community Development Department and the Engineering Division in the Public Works Department. He graduated from Oregon State University with a degree in civil engineering so he knows our community expectations for how others get around by alternative methods and how the City wants to offer those options. I haven't heard him speak about our Transportation programs from any standpoint so I don't have any basis to form any opinions; but I am hopeful as he held/holds the Community Development director role, which is a position that typically takes more compassionate thinking about people rather than straight engineering design.

*36th Street* – Last month I teased information on a new north/south collector that will be converted from standard bike lanes to buffered bike lanes on both sides. To reveal the location: 36th from Lincoln Ave. to Harrison Blvd. (Although there is still possibility this project could go to Grant Ave instead of Lincoln Ave.) Parking is to be removed as this is a collector and it is “not typical for parking to occur along collectors” as per our TSP. Dozens of residential letters have been sent out letting residents know of the upcoming change, which includes the loss of on-street parking. We have received two comments back. One was neutral and one was not pleased. Thus far, there has been very little other feedback or push back from the neighborhood on the upcoming restriping changes.

**Dave Rabinowitz (Land Use Action Team)**

LUAT is looking at two things: parking & block perimeter, changing maximum size of block and considering superblocks. For more on superblocks: <https://www.vox.com/energy-and-environment/2019/4/9/18300797/barcelona-spain-superblocks-urban-plan>

**Steph Nappa (COG Transportation Planner)**

Received grant from ODOT for software to help integrate the bikeshare system with transit system. This pushed back implementation to complete this planning. The old Pedal Corvallis stations that are still around town have been requested by Salem/Ashland bikeshare programs, who want to use this equipment.

**Marge Stevens (TAT liaison)**

New grant for city subsidizing purchase of ebikes for low-income citizens has hit a snag. They want to source them from local bike shops, but many ebikes are out of stock.

**Steve Dobrinich (COG Transportation Planner)**

COG will be moving bike and pedestrian counters around town. New report available summarizing eight weeks of bike and pedestrian use on Eric E. Austin Memorial Bypass.

Highlight: Over 1000 users each week. Link to report:

<https://corvallisareampo.org/wp-content/uploads/2021/03/Eric-E-Austin-MUP-BikePed-Count-Eight-Week-Report-V2.pdf>

**Jay Thatcher (Cycling Educator, Parks & Rec Bike Camp instructor)**

Recommends new webinar “Pursuing Equity” on cities and transportation, featuring such luminaries as Transportation Secretary Mayor Pete, Dr. Fauci, and Sadik Kahn. Link below:

<https://www.globalcitiesforum.org/equity>

**Annette Mills (Coalition)**

City sponsored support group and Economic Development Office responsible for outdoor dining have been discussing if on-street outdoor dining will continue post-Covid. Response from city staff and Downtown Corvallis Association were extremely positive about its continuation. This may provide opportunities for projects on International Park(ing) Day, and shows changing attitudes about streets not just being for cars and parking.

**Rachel Schwindt (TAT member, Alternative/Active transportation advocate)**

Just a head's up to electric vehicle owners: There are two new EV plugs at recently renovated Garfield Elementary.