

**Corvallis Sustainability Coalition
Transportation Action Team (TAT) Meeting Agenda**

Wed, May 19, 2021, 3:30-5pm, on Zoom

3:30 Introductions

3:35 TAT (Steve Starcevich):

3:40 Other partner updates

4:10 TAT Discussion: Highlights, Strategies, and Actions from the Safer Streets Lecture – Rethinking Streets by Dr. Marc Schlossberg

ATTENDANCE:

Annette Mills (League of Women Voters [LWV], Corvallis Sustainability Coalition [Coalition])

Margie Stevens (Corvallis Climate Action Advisory Board [CAAB], Coalition Steering Committee, TAT liaison)

Steve Starcevich (TAT)

Judy Dugan (TAT)

Rachel Schwindt (TAT, Alternative/Active transportation advocate)

Rob Upson (EV owner and driver, TAT member)

Dennis Stillwaggon (Stewardship Inc.)

Court Smith (Land Use Action Team)

James Feldman (ODOT Transportation Planner)

Larry Weymouth (350.org)

Josh Capps (COC, Active Transportation Program Specialist)

Lisa Scherf (COC, Transportation Services Supervisor)

Jerry Sorte (COC, Economic Development Supervisor)

Steve Dobrinich (COG Transportation Planner)

MEETING NOTES:

Steve Starcevich & Rob Upson (TAT)

We rented electric bikes from Corvallis Electric Bicycles (<https://corvalliselectricbicycles.com/>) this past Saturday. We rode around the Timberhill neighborhoods and to Crescent Valley High School, testing out the ebikes on Corvallis hills. All the good things you've heard about ebikes is true. Using electric pedal assist, the Rad Power Radwagon cargo ebike and the Raleigh Special Step-Over went up the hills with ease. It is an uncanny feeling traveling 15-18 mph up Highland Ave with very little effort. If you live in the hills, or have a lengthier commute, and are thinking about commuting by bike, we suggest trying out a rental ebike.

James Feldman (ODOT)

OR-99 still in progress, more news coming this summer.

Marge Stevens (CAAB)

Climate advisory board start meeting again May 26, transportation topics come up. Will the board be accepting initiative applications? Initiative/agenda item system definitions need to be

figured out first. CAAB dedicated funds to wayfinding signs – Josh Capps still in discussions with ODOT about signage.

Budget meeting: Strategic Operation Plan are bike networks and CIP, longer waiting periods, section of 11st proposed from Harrison to Cleveland as first neighborhood bikeway, still refining bikeway standards, north section first. City did not get Safe Routes to School funding but came up with a budget and sent to management, funding in SOP, could happen this summer. (Josh/Lisa/Marge contributed.)

Jerry Sorte (COC Economic Development)

The city received \$60,000 for ebike program. Currently difficult to obtain ebikes, hoping to get 60 bikes riding around in Corvallis. Applications being accepted soon, 80% of average family income (\$47K), as local as possible, whole distribution network. Cash flow to ebike shops need immediate payment, rolled out program to bike shops. <https://yescorvallis.org/ebikes>

Josh Capps (COC)

Residential development in the 1950s and 60s, active travel corridors or neighborhood shortcuts. May is ATC kickoff month, crowdsourcing mapping, currently over 100 mapped. GIS phone app available. If you map an ATC with the online tool, you could win a bikeway map scarf.

<https://www.corvallisoregon.gov/publicworks/page/active-travel-corridors>

Lindsay Parker (MVBC)

Changes to bike club operations. Shut down bike education during quarantine and launched new education campaign: bike education for 6th graders, to make up for lost year. Two loop tours hosted every summer (25 participants down from 40). WA/ID/MT loop tour, registration at end of month. Covered bridge bike tour in August 8 is a fundraiser for bike programs. Two gravel rides, too, see website for details: <https://www.mvbc.com/>

Steve Dobrinich (COG)

Regional transportation plan Open House June 16. For more details:

<https://corvallisareampo.org/planning-programming/rtp/>

TAT Discussion: Highlights, Strategies, and Actions from the Safer Streets Lecture

Highlights:

- 20 is plenty, not the main focus, should be separating bicycles from cars, a lot of common sense, move curb and parking lane to protect bike lane.
- Bike bridge to school, need to start designing now for 10-15 years.
- Not being able to reach the library safely by bike, illustrates the upstream idea of planning.

- Broaden effort to include walking and car, Jeff Speck gave a presentation on walkability studies, he recommended taking out one-way streets. Using cheap pilot projects to experience new ideas that they might object to such as Open Streets.
- Tactical urbanism: “Things Marc Hates”: dedicated right turn lanes for cars crossing bike lanes, sharrows like the ones on Harrison between 30-35th. What is possible for the city? Swapping parking and bike lane.
- Bikers spectrum, the big middle 60% but they don’t feel safe and are concerned.
- Consider OSU approach of mode choice.
- Level of transportation stress, used to commute on separated bike lane along state highway, but going east on Circle Blvd. one of the scariest for biking – it is essentially a bike path to nowhere, dumping people at Circle.
- Use ODOT’s Blueprint for Urban Design for redesign of Philomath Blvd. between 35th and 53rd.

Strategies and Actions:

- Make a commitment to read one of the Rethinking Streets books, how do you go about making change.
- Design standards for safe routes to school.
- CIP 2-4 years out for projects, visit Corvallis tourist focused budget, dedicated focus effort to put it into bike amenities.
- SOP calls for looking at protected bike lane.
- Multimodal Operational Committee: Ad hoc for special projects.
- Downtown safety and mobility improvement plan. Jeff Speck in Walkability City Rules (2018) talks about how all-way stops and two-way streets work for pedestrian and cycle safety, business success, and smoother traffic flow over stoplights and one-way streets (See rules 38, 39, 40, 76, and 97). Consider making all the east-west streets downtown from Jackson on the north to Adams on the south two-way with all-way stops on 1st, 2nd, and 5th Streets. 2nd Street is also a candidate for two way travel, although this might be a second stage of the experiment. Take out the stoplights at 5th and Madison and 5th and Jefferson. Since the east-west streets will be low speed and low stress, bike sharrows can be added to all streets whether north-south or east-west, except 3rd and 4th Streets that will keep their current traffic flow patterns. This experiment can be completed mostly with only restriping.
- What major employers are doing to encourage bike, transit, walk to work? To address greenhouse gases affecting climate actions goals
- Filtering streets, chicanes, speed bumps
- How much money will be spent on Van Buren Bridge? If used on affordable housing in Corvallis, it could lessen the number of car commuters and the need for a larger bridge.