

# Ontario Active Transportation Update and East Idaho Avenue Refinement Area Plan

## TAC Meeting #3

October 6, 2020 –9:00 AM – 10:30 AM

Microsoft Teams/Telephone Meeting

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**In Attendance:** Steve Solecki, Jacobs/City of Ontario  
Stuart Campbell, Jacobs/City of Ontario  
Adam Brown, City of Ontario  
Dan Cummings, City of Ontario  
Peter Hall, City of Ontario  
Jeff Wise, ODOT  
John Eden, ODOT  
Cheryl Jarvis-Smith, ODOT  
Scott Edelman, DLCD  
Brittany White – SRT-Malheur Express  
Ralph Poole, Property Owner/Ontario Planning Commission  
Nick Foster, Kittelson & Associates, Inc.  
Mark Heisinger, Kittelson & Associates, Inc.  
Russ Doubleday, Kittelson & Associates, Inc.  
Andrew Holder, Greenworks  
Matt Hastie, Angelo Planning Group  
Andy Lindsey – Anderson Perry

Action items are highlighted in **bold text**.

### RECAP OF PUBLIC OUTREACH

- The second round of public outreach, which generally occurred in August, included a booth at the Saturday Market in Ontario, an online workshop, and the project website
- Feedback on the active transportation plan and Safe Routes to School network:
  - There are sidewalk gaps and limited crossings around Aiken Elementary and Alameda Elementary
  - Enhanced crossings are needed on SW 4<sup>th</sup> Avenue
- Feedback on the E Idaho Avenue concept:
  - This area lacks connectivity with the rest of Ontario
  - Consider business sponsors and partnerships for trails
  - ADA accessibility in the commercial areas is important
- Other general comments:
  - Lots of positive feedback about the Treasure Valley Connector Trail, and people support a Snake River trail based on this success
  - People want to see cost-effective streetscaping and beautification

- Market attendees in particular appreciated the outreach effort and had very few concerns with what was under consideration

#### EAST IDAHO AVENUE CONCEPT UPDATES

- Kittelson discussed some refinements were made to the E Idaho Avenue Concept from the previous TAC meeting
  - A second eastbound left-turn lane was added at E Idaho Ave/East Ln while still allowing for one westbound left-turn lane at E Idaho Ave/Goodfellow St
  - At E Idaho Ave/East Ln, the eastbound right-turn lane is no longer a free right-turn across the shared-use path
  - The westbound bike lane on the north side of E Idaho Avenue now has a painted buffer. The width for this was provided by slightly narrowing the motor vehicle travel lanes. The travel lanes are still within the widths allowed by the Blueprint for Urban Design (i.e., 11 feet).
- Greenworks discussed the refinements to the proposed shared-use path
  - As discussed in the last TAC meeting, there will no longer be a sidewalk on the south side of E Idaho Avenue
  - The shared-use path will be extended across both the I-84 and Snake River bridges
  - There will be a small pedestrian roundabout where the shared-use path and the River trail meet at a lower elevation and not at street level – and a separate overlook will remain at the upper street level
- Jeff wondered if the secondary gateway feature in the median on E Idaho Avenue at the eastern end of the segment could be a safety concern, or a visual distraction for drivers
  - Andrew said that there are many different ways to go, but something vertical is likely given the space. He conceded that such a feature could create conflicts and may need to be removed
  - Dan agreed with Jeff's comment and said he didn't want drivers to be looking at the median
  - Cheryl noted that such a feature could provide traffic calming benefits. Andrew said that this wasn't the purpose of this feature, but that could have the effect that Cheryl is looking for
  - The exact design of this feature would need to be worked out at a later date, which would include evaluating its crash worthiness.
- Steve asked about the shared-use path and the proposed overlook and whether it would fit within the parcel that is being negotiated with the city
  - Dan confirmed that this would fit within the parcel
  - Steve liked this solution more than the original - there is a larger space for an overlook
  - Dan agreed – he liked the updated plan and the proposed landscaping
- Adam asked about the primary gateway elements – was it necessary to have gateway elements on both sides of the street on the east end of E Idaho Avenue, especially for people who are leaving?
  - Andrew noted that exit signs often exist in similar situations, but they're usually smaller. The signs on both sides are intended to be visible on both sides of people entering and leaving, and serve as two pillars of the gateway

- Ralph asked if there would be additional parking for people to use the trails
  - Andrew said the proposal includes no new south side parking
  - The north sidewalk will connect to the future Snake River trail
  - Cheryl said that the state park to the north would provide parking at the north end for access to the park network. This is what the city planned for, according to Adam. He also noted the City is planning for a trailhead with parking south of the water treatment plant.

#### DRAFT ACTIVE TRANSPORTATION PLAN

- This draft plan prioritized a set of walking, biking, and intersection crossing projects
- Walking projects prioritization:
  - Adam was having a hard time seeing the low-priority projects layer on the map
    - **Kittelson to update the map with a new color scheme**
- Biking projects prioritization:
  - Adam noted that the Treasure Valley Connector Trail may provide an alternate route for some of the north-south routes in the plan.
    - **Kittelson to double check this in the City's Parks and Recreation Master Plan and include on these maps**
  - Cheryl asked about connecting the E Idaho Avenue area with the rest of the city via the NE 3<sup>rd</sup> Street underpass at I-84
    - Dan said that the street on the north side had been vacated, and the underpass and south side of the street will be vacated as well in exchange for land to build the Snake River trail.
  - Steve asked if the prioritization work was connected between walking and biking or completed separately
    - Nick said that the prioritization work was all done independently
  - Nick acknowledged that the biking plan is ambitious. Kittelson used the FHWA Bikeway Selection Guide and ODOT's Blueprint for Urban Design for developing an appropriate bikeway treatment.
- Intersection crossing projects prioritization
  - People have expressed concern to Adam about the number of intersections without any intersection control devices.
  - Steve asked if the intersection improvements apply to all approaches and crossings
    - Nick said any recommendation would be across the major route
    - **Kittelson to make clear how the intersection improvements apply specifically at each location**
- Public transportation enhancements
  - Cheryl asked if there was a plan for a more pronounced bus stop location downtown
    - Brittany says the downtown stops are often hard to find. Part of the coordinate plan update will include looking at improving bus stop visibility.
      - The City's new wayfinding program could help with this.
    - Brittany is looking at where targeted populations are. She believes that ODOT has a travelshed analysis for Malheur County that will help with this.

- Brittany noted that there were positives and negatives to keeping the stop at Walmart where it is. Some customers would like to see it moved, but others want to see it remain. Two primary challenges with the stop are:
  - There is no formal agreement with Walmart for the stop, so it is sometimes blocked and could be removed.
  - Larger buses would not be able to travel through the parking lot to the stop.
- Kittelson is scoped to produce a Transportation Solutions Map. What would people like that to be? Options include a PDF map or an online GIS map
  - Adam generally likes the dispersed nature of the maps as presented here so there are not overlapping layers.
  - Steve said he will need to think about that a little bit. He agrees with Adam that these maps are more clear to understand.
  - Nick noted that an ArcGIS online service would allow for layers to be turned on and off by the user.
  - Dan liked the idea of an online interactive map if the logistics could be worked out. The City is having some issues with its GIS services.
  - Adam wondered if they could work with the County GIS team. He also noted that the state is trying to put together a statewide database of trails, which could also include plans.
  - **The City will think through this a bit more. Kittelson to follow-up with the City on this.**

#### UPDATED CROSS SECTIONAL STREET STANDARDS

- Kittelson highlighted the updates to the cross-sectional street standards, including:
  - Adding a maximum right-of-way and street section widths
  - Clarifying that buffers or bioswales could be used
  - Changing bike lane widths to 5 feet
  - Changing local street sidewalk widths to 5 feet
  - Changing streets widths to a minimum of 20 feet
  - Adding a street section for local streets with grades equal to or less than 2%
- Cheryl asked if the streets could be narrowed down from the maximum right-of-way of 34 feet
  - Dan said that streets could be narrowed by removing parking on one or both sides - and that the cross-sections provided that flexibility

#### NEXT STEPS

- Public outreach
  - Online workshop is active now
- **Provide comments on tech memos by Wednesday, October 14th**
- **Fill out the Active Transportation Plan survey by Wednesday, October 14th**
- Next meeting – December
  - Draft Implementation and Financing Plan
  - Revised Policy Framework and Code Amendments
  - Draft Active Transportation Update and East Idaho Avenue Refinement Area Plan
  - **Kittelson to set up meeting time and date**

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#### **ACTION ITEM SUMMARY**

- **Kittelson: update walking and biking maps with a new color scheme**
- **Kittelson: add the Treasure Valley Connector Trail, and others as appropriate, to the maps**
- **Kittelson: make clear how the intersection improvements apply specifically at each location**
- **City: determine the best way to present the Transportation Solutions Map**
- **TAC: provide any comments on tech memos**
- **TAC: fill out Active Transportation Plan survey**
- **Kittelson: set up next TAC meeting date and time**