

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

## TAC Meeting #4

February 3, 2021 – 11:00 AM – 12:00 PM

Microsoft Teams/Telephone Meeting

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**In Attendance:** Al Haun, Jacobs/City of Ontario  
Blaise Exon, Jacobs/City of Ontario  
Adam Brown, City of Ontario  
Dan Cummings, City of Ontario  
Jeff Wise, ODOT  
John Eden, ODOT  
Cheryl Jarvis-Smith, ODOT  
Brittany White, SRT-Malheur Express  
Nick Foster, Kittelson & Associates, Inc.  
Mark Heisinger, Kittelson & Associates, Inc.  
Russ Doubleday, Kittelson & Associates, Inc.  
Matt Hastie, Angelo Planning Group  
CJ Doxsee, Angelo Planning Group

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

### MEETING AGENDA AND INTRODUCTIONS (ALL)

- The project is almost complete. This is the last touchpoint with the TAC to review the draft plan, which will go through adoption in April.

### RECAP OF JOINT CITY COUNCIL/PLANNING COMMISSION WORKSESSION (KITTELSON)

- Work session was held on January 7<sup>th</sup> with City Council and Planning Commission
- Feedback on E Idaho Ave
  - Would like to implement the plan in a way to minimize maintenance costs.
- Feedback on Active Transportation Plan
  - Concerns about open ditches.
  - Preference to utilize low-volume roadways when possible.
- Discussed Code Amendments
- Is there an opportunity to show different options for bike facilities on E Idaho Ave to the west of I-84?
  - Options for direct connection on E Idaho Ave are to remove travel lanes or expand pathway underneath rail crossing. City council was not supportive of removal of travel lanes. Situation is not ideal for bicyclists, but options remain to ride on sidewalks.
  - Bicyclists typically don't ride on roadway under rail crossing; typically walk through the tunnel.
  - It would be nice to put in the widened shared-use pathway on E Idaho Ave as a potential long-term solution if funding becomes available.

- Widening the tunnel on the south side would be ideal.
- **Kittelson will add in option for shared-use path on E Idaho Avenue west of I-84, while keeping the current planned route in, too.**
  - **The project will likely be contingent on an opportunity to modify/replace the railroad bridge over E Idaho Avenue.**

#### REVIEW DRAFT PLAN (KITTELSON)

- Draft plan includes executive summary, introduction, active transportation plan, and East Idaho plan. Primarily draws from previous technical memorandums.
- Active transportation plan updates:
  - Expanded descriptions for crossing projects.
  - Planning trails incorporated
  - Planning level costs refined
  - Idaho Avenue west of I-84 modified and more flexibility added for roadway reconfigurations.
- The shared-use path along the railroad might not make sense since it's on UP ROW
  - It's not a prioritized project in this plan. It is a project that was identified in a different adopted plan and is shown only for reference.
- Open ditches discussion
  - Brought up by City Council as concern
  - They are present on some roads. They constrain available space/present hazard and will require coordination with property owners and/or irrigation districts when adding sidewalks.
  - There are not that many in the City and typically are relatively shallow.
    - Most are in the County.
- Development Code Updates
  - Updates included mixed-use provisions, enhanced landscaping standards, reduced minimum parking requirements, development building design provisions, pedestrian connections, and street sections.
    - No changes to development code updates from the Planning Commission/City Council work session.
    - We would have needed to release this to DLDC on Monday to hit the 35-day notice deadline for March adoption. Will need to do April adoption.
      - **Project team will now target April adoption.**
  - Does Figure 17 in the street standards indicate that the sidewalk can be attached or detached?
    - That is correct.
    - **Kittelson to specify on this figure that sidewalk can be attached or detached to roadway.**
- Project cost estimates
  - These are planning level construction costs. Site-specific considerations may affect costs.
  - What's the cost difference between shared use path and buffered bike lane?
    - Shared-use path is typically more expensive.
  - Potential funding sources
    - Jacobs/City of Ontario team have recently secured a grant from ODOT SRTS program. SRTS and Community Paths program will continue to be good, potential funding sources.
- Updates to E Idaho Refinement Plan
  - Updates include discussion about gateway treatments, utility considerations, and alternative overlook location.

- The ODOT District had some concerns about the pathway locations and were wondering if there is any flexibility with the path location (i.e., move farther away from the road)
  - The District would like more of a buffer between the road and path on the east side of the corridor. The ROW should be available.
    - This is just a concept design and the location of the pathway is flexible. The exact location should be determined during the final design where factors like drainage and utilities will be taken into consideration.
    - The City deeded off some of the property on the southeast side of the corridor and that creates a pinch point for the path. This is what caused the overlook location to move. There is a possibility to buy the property back.
    - **The project team will note that the location of the pathway is flexible, and the ultimate location is to be determined in the final design.**
  - The City had a meeting with ODOT about Hwy 201, and ODOT said that the proposed trail could not be in ODOT ROW.
    - This has to do with the designation of Hwy 201 (different than E Idaho Ave) and the amount of available ROW. It had to do with the characteristics of that specific corridor and it should not be an issue on E Idaho Ave.
- The District noted that the left-turn lane on Goodfellow is overflowing in the AM peak hour and we may want to address this issue. The issue may be exacerbated with the future connection from Goodfellow to Fifth St.
- There is concern about the width of the median between East Ln and Goodfellow St.
  - Primary concern is for winter operations.
  - **Project team to make note in plan that re-evaluation of median and lane configurations is necessary during final design.**

#### NEXT STEPS (KITTELSON)

- **Comments due on Draft Plan by Friday**
- **Adoption in March might not work since the staff report is not in yet – deadline was February 1.**
  - The staff report is just about ready and should be ready for the City by the end of the week. The code amendments that are in the staff report and draft plan have been consistent since they were shared with the project management team and there were no changes since the work session.
    - **Project team to send staff report and project materials to Dan to target April adoption.**
  - April meetings
    - Council meeting is the 20<sup>th</sup>.
    - Planning commission meeting is the 12<sup>th</sup>.
    - Adoption would also be possible on the 27<sup>th</sup>.

#### ACTION ITEMS

- **Kittelton will add in option for shared-use path on E Idaho Avenue west of I-84.**
- **Kittelton to specify that sidewalk can be attached or detached to roadway in Figure 17.**
- **The project team will note that the location of the E Idaho Ave pathway is flexible, and the ultimate location is to be determined in the final design.**
- **Project team to make note in plan that re-evaluation of median and lane configurations is necessary during final design.**
- **TAC should send comments on Draft Plan to Kittelson by Friday**

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- **Kittelson to send staff report and project materials to Dan to target April adoption.**