Oregon Bicycle and Pedestrian Advisory Committee (OBPAC)

Wednesday, April 17th, 2019
1:00 pm – 3:00 pm

Location: Conference call and Skype

Call: 888-251-2909, participant code 868544#

Skype Link: https://meet.lync.com/odot.state.or.us/jessica.horning/BSLP79JK

OBPAC Members: Elliot Crowder, Hau Hagedorn, Mavis Hartz, Jeff Monson, Emma Newman, Robert Spurlock (joined call at 2:00 pm)

Absent: Michael Black, Cadell Chand

ODOT Staff: Amanda Pietz, Susan Peithman, Jessica Horning, Alan Thompson, Kayla Archer

Guests: Matthew Klebes, Shane MacRhodes, Evan Manvel, Steve Piercy

Introductions & Agenda review
- Meeting called to order at 1:08. Mavis is acting Chair for meeting in Michael Black’s absence.

Review & Approve February Minutes
- Hau, Robert, and Jeff provided edits to the February meeting minutes. Jessica will incorporate bullets from Hau and Robert’s presentation into the minutes, incorporate other edits from members, and redistribute minutes to agenda for review and approval at May meeting. Staff will post revised minutes on website as draft.

  □ ACTION: Revise and repost February meeting minutes

Legislative Updates
- Amanda Pietz and Susan Peithman provided an overview of bills currently being considered by the legislature that are related to OBPAC’s work program.
  - HB2083 – OPRD trails funding
    - During development of HB2017 it was noted there’s not much funding for off-road paths. Legislature wanted to identify funding and talked to OPRD about options. OPRD typically spent $2m/biennium for trails. Leg decided they wanted that amount doubled and ODOT would select projects and be reimbursed up to $4 million. ODOT hasn’t identified projects yet or process for identifying. OPRD has had push back for proposal to pull funds from local government grants.
    - HB2083 is proposal that OPRD would manage the $4m in funds and identify projects. Also includes sunset after 2026.
    - Emma – not a lot of $$ for a statewide funding source. Might be putting a lot of effort into process that won’t be able to fund a lot of projects and then will sunset.
Amanda – if funding goes to ODOT, would be combined with bike excise tax revenues and 7% from Connect Oregon fund, so would be bigger program. If goes to OPRD, they would run it through an existing program for efficiency.

Hau – when does the 7% kick in and what does that total amount look like?
Amanda – 7% kicks in when the dedicated projects in Connect Oregon are “paid off”. Estimated to be in 2021. Should be about $6 million, but need to double check spreadsheet. Staff take is that there are positives and negatives. OPRD has more flexibility in design and can possibly stretch dollars farther.

Staff will let Committee know when hearing is scheduled.

Emma – would like to move on the sunset provision as soon as possible. Sunset provision should be removed.

Robert is tracking issue for OBPAC. Committee has previously voted to write letter regarding bill. ORPA has said to hold off on writing a letter for now. ORPA said ball was in ODOT’s court.

Amanda - ODOT and OPRD met about a month ago to discuss. OPRD isn’t making any changes to the bill. ODOT didn’t request changes. OPRD is still figuring out where to draw funding from.

Robert – ORPA had a separate legislative concept that removed sunset. OPRD would add $2 million from operating funds to local grant program for $4 million fund. In future, 12% of lottery dollars going into local grant program will increase to 25%, so all funding would go from grant program.

• HB 2671 – e-scooter helmets
   Changes law from all adults required to wear helmets on e-scooters to only people under 16 required to wear helmets, consistent with OR law for bike helmets. Committee voted to write letter supporting bill in February. Cadell drafted letter, committee reviewed, and it has been sent out to Rep. Schouten.

• HB2020 - Clean Jobs (Cap & Trade)
  -31 is version that has actually gone to committee. Multiple member amendments that have been proposed to different pieces.
  Sets cap on GHG emissions to meet state climate change goals. Any fees placed on fuels would go into subaccount of the state highway fund and would have those investment restrictions. Funds go 50/50 to adaptation and mitigation. Ped/bike is a major component of mitigation. Amanda has proposed using increased funds for SRTS, reinstating ped/bike grant program, and ADA investments. No funding decisions have been made at this point other than fund will be managed by ODOT. Up to 50% goes to ODOT; at least 50% goes to cities/counties. Bill will generate roughly $340 million/year for transportation starting in 2021 and amount would go up from there.
  Rebate program identified through a separate bill that will take out $100m and give back to low income households. Separate bill that would create OR Climate Authority that would oversee implementation.
  Emma – are there any funding sources through this that would be eligible for off street paths?
  Amanda – Climate Investment Account comes from putting caps on other things like energy, not directly transportation related, but funds could be used for transportation related items like paths, vehicle electrification, etc. Will be highly competitive pot and won’t be a lot of funding for a while, since there are a lot of allowances in the bill to start out with.
  Emma – how certain is it that some version will pass?
AP – goal was to get out and pass quickly. Now expecting new version of bill. The longer it waits the harder it is to pass because some members will only cast one or two votes to increase taxes per session. Less certain than it was at the beginning of the session, but it is not dead.

Committee has previously voted to write letter in support of bill. Hau will help Michael draft letter for committee review.

- **HB2682 - Bike Lane definition**
  - Clarifies that bike lane continues through intersection even if not marked. Has had hearing and is moving forward.

- **SB998 – Stop as Yield (Idaho stop)**
  - “gut and stuff” of previous bill – allows people riding bike to use stop signs as yield. Has passed to Senate floor.
  - Elliott – Bill has come up before and died in committee, right?
  - Susan – In 2008, but there was lot of media that hasn’t happened this time around.
  - Robert – if we have a template for supporting bill, let’s write a letter in support.
  - Hau – Will take lead on it.
  - Elliott – comfortable with Hau writing letter to support Idaho stop, but not all proposals.
  - Mavis – proceed with Idaho stop letter and wait until next meeting for others
  - Emma – should also write letter of support for bike lane definition

- Elliott motioned to have Hau develop a letter template in support of HB2682 and SB998 for the committee to review and send before OBPAC next meeting. OBPAC will consider using the template to provide feedback on additional bills at the May meeting. Jeff seconded the motion. All members present agree. No objections. Michael and Cadell absent.

- **Speed limits (multiple bills)**
  - HB2702 – gives City of Portland authority to set speeds on city streets
  - SB397 – allows lowering of speed limits outside city limits in low population counties in Eastern Oregon
  - SB 558 – Extends authorization to lower all residential city streets to 20 mph to all cities in Oregon (currently just Portland)
  - SB559 – expands authority to use photo radar
  - SB560 – authorizes city to operate photo radar

- **Connect Oregon** – changes to program are part of placeholder bill for HB2017 “fixes”. No hearings scheduled yet.

- **ACTION:** Staff alert OBPAC when HB2083 and Connect Oregon hearings are scheduled
- **ACTION:** Robert to draft OBPAC letter regarding HB2083
- **ACTION:** Hau and Michael draft OBPAC letter in support of HB2020. Staff will send Hau information previously shared with Michael.
- **ACTION:** Hau draft OBPAC letters in support of HB2682 and SB998 to be reviewed by committee and delivered before May meeting.

### Committee updates

- **Scenic Bikeway Committee –** Elliott attended first committee meeting as OBPAC rep. 10 year anniversary of program is this year, so committee is planning a celebration for that. Has been moratorium on new
routes, but may start considering applications again in a year or two...still under discussion. Want to make sure existing routes are high quality and as good as they can be.

- Recreational Trails Advisory Committee – Robert updated the committee that the next meeting is Friday at Umatilla Confederated Tribes reservation. Solicitation went out this week for annual award given by committee. Gearing up for Oct 3-4 annual trails summit.
- Safe Routes to School Advisory Committee – Mavis attended the recent SRAC meeting where the committee finished up work on first round of infrastructure grants. Committee is now working on non-infrastructure grants and figuring out how they will be scored. Application process started yesterday and goes to end of May. Committee was able to get criteria that gives extra points for non infrastructure grants to communities that received infrastructure grants

Urban Design Initiative Topical Memo Review

- Susan provided an overview presentation on the ODOT Urban Design Initiative (UDI). Project is about 2 ½ years into a 3 ½ year process with implementation. Key deliverables are current practice/policy review (completed 1 year ago), three topical memoranda, and the Blueprint for Urban Design (“Bridging Document”).
- OBPAC has received drafts from consultants that ODOT will be revising internally. ODOT wants comments from OBPAC, but they need to be consolidated committee comments, not individual comments. Any feedback on topical memos is priority, since it will feed into bridging document. ODOT just received a complete draft of the bridging document today and will be sharing with OBPAC at future meetings.
- Susan provided review of Bridging document urban contexts and modal considerations. The goal of the urban contexts is to guide design on ODOT highways to be more flexible and responsive to the surrounding land uses. The contexts are based off of national research (NCHRP Report 855) adjusted to fit Oregon’s land use law/policy (e.g. “suburban” contexts removed).
  - Figure 1 needs additional context and potential revisions, particularly to residential context. What does high/medium/low mean? Emma – why is residential transit priority low. East main street in Springfield is high transit priority. Robert – why are pedestrians only medium in residential? Hau – Agree. It pedestrians should be “high” in residential.
- Susan provided an overview of key tables from the Bicycle facility selection topical memo and the recently released FHWA Bicycle Facility Selection Guide. The goal of the Bicycle Facility selection memo is to update the bicycle facility selection matrix that is currently in the 2011 Oregon Bicycle and Pedestrian Guide and to change ODOT’s bicycle facility selection process so that higher order bike facilities (e.g. protected bike lanes or paths) are considered first and the decision to provide a lower order bike facility (e.g. striped bike lane or shared lane) must be justified and documented. Current process tends to begin with the “minimum standard” bike facility and require justification for wider or separated facilities.
  - FHWA released their Bicycle Facility Selection Guide in February around the same time ODOT was wrapping up work on the draft topical memo. ODOT would like OBPAC’s input on whether they prefer the UDI or FHWA selection process. Staff is currently working on a hybrid process that is more similar to the FHWA process. Staff could provide more detail if OBPAC wants to create a subcommittee to work on UDI review between meetings.
- Crossing topical memorandum recommends range of maximum desired spacing between pedestrian crossings in various land use contexts. Very few DOTs currently have crossing spacing guidance. Portland and Seattle are main examples.
- Target speed memorandum recommends the ideal operating speed range that highways should be designed for in different land use contexts. This will hopefully help address some of the “chicken/egg”
issues around highway design and speed. Many DOTs are currently discussing this topic, but there are not a lot of case studies available.

- Discussion:
  - Emma would like to be part of working group between now and next meeting.
  - Hau – During the February meeting discussion, UDI was discussed as a means to help address existing loopholes in Bike Bill and other challenges that were identified in the I-205 case study. Do these drafts do that?
  - Jessica – UDI focuses on arterials. Work to date will help to get higher quality facilities on arterial highways. UDI does not currently address expressways/freeways. This is a gap that needs to be discussed and addressed. Would be a good focus area for OBPAC subcommittee.
  - Emma motioned to create a subcommittee to work on UDI review and participate in a workshop between now and the next OBPAC meeting. Subcommittee members include: Emma, Mavis, Jeff (possible participant, but can’t travel), and Robert (had to leave call at 3:00 so need to confirm membership). Jeff seconded. All present approve. No objections. Michael, Cadell, Robert absent.

  □ ACTION: Staff to schedule and host UDI review workshop with subcommittee before May 21-22 meeting.
  □ ACTION: OBPAC members send any individual comments on UDI materials to Jessica to be shared and consolidated with subcommittee
  □ ACTION: Subcommittee to discuss how to address expressway/freeway issues in draft Bicycle Facility Selection process

Public comment, NOAs, Agenda Requests

- Jessica mentioned that ODOT is holding a series of meetings to get feedback on selection of ODOT’s new director. Members can provide individual comments online: https://www.oregon.gov/ODOT/Get-Involved/Pages/Director-recruitment-2019.aspx. The committee may also want to consider writing a letter to OTC about the characteristics OBPAC would like to see in the next director.
- In February, the committee voted to have Hau draft a letter to Rian Windsheimer regarding the I-205: Abernethy Bridge to Stafford project. Hau has drafted and revised the letter based on committee comments. A committee action is needed to approve the letter to be sent and Michael has requested the committee have an opportunity to discuss the letter briefly at a meeting before sending. Jessica will add to May agenda.
- Jessica will be in touch regarding travel logistics for the May 21-22 meeting in Bend. May 21 will be OBPAC business meeting, likely at ODOT R4 office. May 22 will be attending Central Oregon Bike Summit at Bend Parks and Rec.

  □ ACTION: Jessica add I-205 Letter review & approval to May agenda.

Meeting adjourned at 3:15 pm

Next meeting: May 21-22, Bend