

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

## TAC Meeting #2

July 29, 2020 – 10:00 AM – 11:30 AM

Microsoft Teams/Telephone Meeting

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**In Attendance:** Betsy Roberts, Jacobs/City of Ontario  
Steve Solecki, Jacobs/City of Ontario  
Blaise Exon, Jacobs/City of Ontario  
Dan Cummings, City of Ontario  
Stuart Campbell, Jacobs/City of Ontario  
Adam Brown, City of Ontario  
Jeff Wise, ODOT  
John Eden, ODOT  
Cheryl Jarvis-Smith, ODOT  
Tamra Mabbott, DLCD  
Ralph Poole, Property Owner/Ontario Planning Commission  
Nick Foster, Kittelson & Associates, Inc.  
Mark Heisinger, Kittelson & Associates, Inc.  
Russ Doubleday, Kittelson & Associates, Inc.  
Matt Hughart, Kittelson & Associates, Inc.  
Russ Doubleday, Kittelson & Associates, Inc.  
Andrew Holder, Greenworks  
Mike Faha, Greenworks  
Matt Hastie, Angelo Planning Group

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

### RECAP OF PUBLIC OUTREACH

- Public outreach efforts so far have consisted of a E Idaho Ave stakeholder meeting, online workshops, and a project website
- Active transportation plan feedback
  - 31 responses
  - Sidewalk gaps
  - SW 4<sup>th</sup> Ave
  - SE 5<sup>th</sup> Ave
  - More frequent/direct transit service
- E Idaho Ave Refinement Area
  - 37 comments
  - Streetscaping
  - Multimodal access

- Walmart bus stop
- Congestion at driveways
- Any specific requests for streetscape improvements?
  - Mostly general requests for improved aesthetics and better facilities for people walking and biking
- Most responses from online map

#### **EAST IDAHO AVENUE DRAFT CONCEPT**

- East Idaho Ave is often the entryway to Ontario and Oregon from Idaho and carries a lot of traffic. This concept seeks to balance look and feel of corridor, active transportation, gateway, and traffic capacity improvements.
  - Moves EB bike lane from roadway and adds multi-use path south of roadway in ODOT ROW
  - Multi-use path starts at I-84 EB ramps and ends on east side of the Snake River crossing
  - The City is planning on the river trail staying on river-front and extending to south of water treatment plant. Trail will also connect to both sides of E Idaho Ave (as currently shown).
  - Will trail have to be raised to navigate swales?
    - Slopes are all manageable, likely no significant grading situations
- Goodfellow St intersection
  - Area includes gateway feature, improved streetscape planting, and rest area
  - Details of streetscaping is not determined, concept provides different possibilities
  - Swales will be regraded to create a better aesthetic
  - City has been taking out ground cover from under trees and removing irrigation (except for drip irrigation for trees). It has been replaced with rock mulch. Previous ground cover was difficult to maintain and collected trash from roadway. City wants rock mulch next to street adjacent to the trees in the future. Other streetscape improvements are ok when removed from street.
    - The idea is to create improvements that don't prohibit other improvements in the future
    - We can use the resources from this project to identify new, potential streetscape types
    - Goal of landscape professionals is to identify appropriate landscape treatments with feasible maintenance. Different options that we have recommended require different levels of maintenance. That is why this feedback is important.
- Capacity improvements on E Idaho Avenue
  - Extended storage for westbound left-turn at Goodfellow and for eastbound left-turn at East Lane
  - Second westbound left-turn lane is added at East Lane and second receiving lane added on south leg of intersection
- East Lane intersection
  - Similar landscape recommendations to Goodfellow, primary difference is that trail connects to river trail
  - New channelized eastbound right-turn

- Opportunity to increase comfort of bike/ped crossing? Can we increase visibility for motorists?
  - **We would include a signal on that right-turn. We will look at improvements to island as well.**
- Possibility of adding ped refuges on East Idaho Ave crossings?
  - **Team to look into this further**
- Connection to river trail/overlook area
  - Includes roundabout trail junction and gateway feature
  - Will be modified to reflect new information about river trail location
  - Conflicts to design around include transmission lines, utility boxes, and river sloughs
  - Gateway feature would likely consist of two primary elements that frame the roadway, and secondary elements on the overlook and throughout corridor.
    - **City to share wayfinding branding with Greenworks**
    - This is not design, but a plan to show proposed locations and scale. Common issue in these plans is visual clutter.
    - Possible to include code amendments for signage to address visual clutter?
      - Update to sign code is not a bad thought, but it is challenging. It's better to take a holistic approach than to look at one specific location.
- Land use metrics and potential code amendments
  - Developed a list of metrics to improve multimodal accessibility and improved aesthetics in the area
    - Applies primarily to future development or re-development (i.e., not going to alter existing building locations)
  - Building/parking orientation
  - Pedestrian circulation
  - Parking standards
  - Parking and building coverage
  - Land use mix/allowing residential use
    - City is currently in the process of rezoning portion of the area to add apartment complex next to Home Depot

#### **PROPOSED CROSS SECTIONAL STREET STANDARDS**

- Purpose is to incorporate active transportation best practices to make a more comfortable and safer experience
  - Includes green street and off-street path resources
- Primary reference for determining bikeway types is ODOT Blueprint for Urban Design, based on vehicle speeds and volumes
- Changes are primarily to bike facilities and travel lane widths
  - Vertical separation or shared use path on roadways with higher volumes/speeds
- Added new cross-sections
  - Collector with bike lanes
  - Local streets with shared bikeways
- Green street applications can be incorporated with cross-sections
- **Consider reducing travel lane to 10 feet on collectors?**

- **City to review cross-sections and provide directions to project team on any changes they want**
- **City to review toolboxes and provide feedback on what information would be useful to incorporate into the final document**

#### **SRTS IMPROVEMENT AREA**

- Based on desirable network previously established by City and reviewed against existing infrastructure (i.e., missing sidewalks? Required crossing on busy road?). Will be used to identify active transportation projects.

#### **HEALTHY COMMUNITY IMPACT ANALYSIS**

- Talked to two health professionals in the region and identified six health related barriers.
- Transportation barriers affect access to health-supportive resources, jobs, and schools, community wellness and social connectivity, and air quality

#### **NEXT STEPS**

- Public outreach
  - Online workshop will be up next week
  - Farmer's market on August 8<sup>th</sup>
- **Provide comments on tech memos by August 5<sup>th</sup>**
- Next meeting – week of September 28<sup>th</sup>
  - Refined concepts
  - Draft active transportation projects
- Anything shared publicly – please give the City 1-2 days lead time so that the City Council can see a preview
  - **City to share the tech memos with Council**

#### **ACTION ITEM SUMMARY**

- **City: Share gateway/monument elements with Greenworks**
- **TAC: Provide comments on tech memos by August 5<sup>th</sup>**
- **City: Review cross-sections and provide directions to project team on any changes they want**
- **City: Review toolboxes and provide feedback on what information would be useful to incorporate into the final document**
- **City: Share the tech memos with Council**