

**OBPAC Meeting
January 30, 2009
T-bldg, Salem**

Friday, January 30, 2009

Attendees

OBPAC: AJ, Jerry, Kathryn, Maureen, Peter Durant
Staff: Rodger Gutierrez, Sheila, Basil Christopher, Steve Lindland
Visitors: Carla Wood – Dept. of Energy, Julie Yip – SRTS, Constance Beaumont – LCDC, Jeff Renfro – Innovation Partnership, Karl Rhode – BTA, Scott Bricker - BTA

Administrative Business

Called to order by Jerry N at 9:45am.
Committee attended breakfast on bikes at Capitol Mall

MINUTES – Adoption of minutes postponed

NEXT MEETING DATE - June 4 & 5 Sisters Will invite local policy transportation people and prospective committee members.

RE Appointments – Sheila will check on process.

Bike Summit is in April – Kicks off the new bicycle travel web site. It is in conjunction with the legislative session.

Discussion of who is to remain on the committee and who is not: Kathryn is not re-applying, neither is Peter. The Jerry's are re-applying. Maureen will know before the next meeting her status. **We're interested in having Lee Shoemaker, with the City of Eugene and possibly a member from the Willamette Ped Coalition. Guy Mayes with Albany public works also comes to mind. Jerry N will apply as the bike industry rep. Police staffer from Grants Pass. Possibly Karl Rhode from the BTA. Shane Rhodes in Eugene is the safe routes to school coordinator.**

High Performance Schools

Constance Beaumont joined by phone.
The Committee sent a letter to Dept of Energy asking High Performance Schools effort add transportation as a line item in the grant application.

There was a hearty discussion of the HPS eligibility criteria and lots of questions about details of the HPS program and school transportation in general

Carla Wood – Business Energy Tax Credit Rep agreed that LEED Silver has three transportation points available and offered that the Dept. of Energy will add Leeds

Silver's transportation elements to their HPS web site. It will not be a required item, but Carla felt a lot of schools would go for transportation points as they are easier to obtain or comply with than other criteria.

The program currently designates two high performance schools per year. The two for '09 have been selected.

There are bus pass programs available for school district. Safe Routes to School in Portland goes thru PBOT and the BETP (Business Energy Tax Program.) Is there a bike related commute tax credit? Can do financial incentives but not done now, however BETP adds bike racks at the colleges – PSU, Lane CC, Benton CC, OSU.

Constance – LEED national conversation taking place is looking more at community design aspects of energy consumption. Article Driving to Green Buildings discusses this contradiction. Currently 10 acres are recommended for elementary school, 20 for middle school and 30 for high school. This was rescinded in '04 because of school sprawl. Oregon does not have acreage standards. Large school sites rule out biking and walking because to obtain large sites schools locate outside of urban areas and transportation costs are subsidized by the state. BTA's legislative bill, Senate Bill 276 proposes requiring "any school district to consider the effect of school site selection on transportation costs to school districts and families of school children."

Several years ago idea was to use BETSY credits to subsidize higher cost urban school sites. It provides an incentive to locate in more urban areas.

Bush Elementary school in Salem is on 5 AC. It would have been on 13 acre site if they had followed the guidelines. They use an adjacent park for play area. It facilitates a lot of informal communication and interaction. Many "standard" features – bus turn-arounds, etc. were eliminated.

The Active Community Environments group was involved in this at one point. Got started with a Rbt Wood Johnson Foundation grant. Health community was involved.

Julie Y – SRTS is doing the grass roots efforts by working in the Schools to promote biking in walking with parents, staff and students. Good model in Eugene w/Shane Rhodes who brought a bicycling mind set to SRTS efforts there and encouraged Educational Service District to branch out to the feeder elementary schools, he works at a middle school.

Karl, Scott – AJ brought school transportation to BTA legislative agenda committee. Innovative Partnership is ahead of the curve and already had a number of proposals in the works. BTA has partnered with CISF (Center for Innovative Partnerships.) to support their legislative agenda.

Jeff Renfro is with the Center for Innovative School Facilities. Who are we? “A large network of people to identify systemic problems.” CISF has been involved with school facility issues for 9 years. They recently got an EPA grant and NTHP (National Trust for Historic Pres) to develop legislative bills and OAR changes. They came to it from a school funding issue, but transportation knits in. Consistently saw that schools did not anticipate school facility trends. Trend is co-location, mixed use, but many school boards look for cheap land. ORS 195 rule change would encourage evaluation of siting effects on communities. State Planning Goal 11 – schools as community infrastructure could be added. Cost/Benefit analysis of school re-use = SB 276. CISF working with Chalk Board Project.

How can OBAC help? Provide letter of support.

On the Feb 18th 3:30PM – meeting at Capitol – legislative sponsors, chief lobbyist, Karl Rhode and others. OBAC is invited to attend.

What can we ask of DOE?

DOE could reframe some of this in terms of energy use and transportation. Write letter siting importance of biking and walking to school and effect of school siting on those options and the negative climate caused by school sprawl. Send to BTA.

BTA’s been working on this effort since 2001. Some successes include school siting in evaluation in some decision making processes, but there is little traction. There area strong lobbies in opposition – school bus drivers, etc. and many safety myths. School bussing has long been supported, but there is no incentive for a cost/benefit analysis.

AJ asked for volunteers to develop a white paper, circulate for comments and prepare to send to decision makers. This would need to be run by CHRIS WARNER the Governor’s Transportation Staffer

TDM Planning Grant deadline March 14th. Grants can be used for SRTS planning and educational workshops.

The National SRTS conference will be in Portland in August 2009.

BTA Legislative Agenda

Karl Rhode gave background – BTA has legislative committee made up of board members and interested others which meets monthly. They submit proposals to full board for approval prior to submittal to legislature.

Vehicular homicide bill is a carry over from ’07 session –. It increases penalties for killing other roadway users. Current proposal targets uninsured, suspended motorists and impaired motorists. Currently suspensions have no real penalty. Fines are minimal. Bill proposes Class C Felony – increased fines and jail time. Suspension must be for a

vehicular infraction, not an administrative one – i.e. failure to meet a court date, for example.

Idaho Stop Law is a carry over from '03 session. For over a ¼ century Idaho cyclists can treat stop signs as yield only with no demonstrated increase in crashes or deaths. Introduced in '03 by Floyd Prozanski, passed house. However it was derailed by attention received by media and Lars Larson. Senate did not even consider the bill.

Since then BTA has done a lot of research and preparation with experts in Idaho. It's been a very successful law in Idaho and has expanded to include traffic lights. This saves money by not needing bike sensors at stop lights. BTA feels that's too far a shore at this time in Oregon. The bill will be Introduced in House soon. Senator Prozanski will be its champion in the Senate.

Q's – Committee members are worried about public perception. Education side will be very important. It offends some committee members to see bicyclists disobey the traffic laws. BTA has a lot of info on web site. Requiring cyclist to stop at every stop sign is equivalent of requiring a motorist to turn off engine at each stop sign.

Does it work well in Boise? Yes very well. Boise, if in Oregon would be 2nd largest city.

Drivers Ed Bill This bill would require all new drivers have 40 hours of instruction by certified driving instructor and written test at license renewal. There is currently no mechanism to educate drivers or new residents about changes in Oregon traffic law. DMV and ODOT Traffic Safety are concerned about costs as there are 25,000 new drivers every year. Statistics clearly show that certified trainers result in better drivers.

Q – Where does the \$ come from for current driver training? State subsidizes 1/3, 2/3 paid by driver trainee. ODOT has bill to expand subsidy to driving schools, not currently eligible.

In Japan and in Europe – professional training is required. What are the statistics from those places? Unknown.

AJ – vision is less important in elderly than reaction time. 5 states currently test reaction time.

School Siting bills – see above discussion

Q – Senate Bill 276 does not have enough teeth, it's a baby step, good, but not enough. Intention was a full traffic analysis. Need to work on language. Begin by making School Boards develop information showing impacts of siting decisions. Hope is some will be influenced. Long term goal is reimbursement for transportation cost savings.

Jobs and Transportation Act. (Scott and Karl were on the committees) proposes increasing 1% minimum to 1.5%. Also, \$44 million of flexible federal transportation

funding directed to non-motorized which could be used for non-right of way projects. Proposal to increase gas tax 4 – 6 cents but it would also eliminate local gas taxes. OTIA III accounts for \$1.6 million annually of Bike Ped Program budget – which will sunset in 2013.

Q – Would gas tax increase apply to this biennium? Yes

There will be an attempt to create bike/ped project type in Connect Oregon funding.

Q - Historic efforts to tie funding to mode splits – what's the current idea? No effort currently known. PDOT has looked at this idea. Other ideas – funding based on back casting, i.e. what you want to achieve. If you want 25% bicycle mode split ask what would it take to reach that goal. Governor's package is not this progressive. Still relies on SOV paradigm, all be it electric SOV.

Non BTA bills

DUII – drunk biking would not go to driving record

Indexed traffic fees based on weight.

Tax credit to business for installing lockers/showers etc.

Safe passing distance

Uninsured motorist insurance for non-motor vehicle owners.

Q – Where is bicyclist licensing proposal– dead, no one does it and those that did have stopped.

Newport – Oregon Coast Bike Route issues - Coast Bike Route Proposal

The current route has major conflicts at Highway 18 Interchange. Proposal would take route onto Highway 18 and Old 101 – flatter.

Rodger rode the current route and the proposed changes. He says it's a good suggestion as it eliminates merge issues

Q - Clear shoulders how often? Do you mean sweeping? Yes. Pavement condition is fine.

Q - Do they sweep now? Unknown

Intergovernmental Agreements (IGA) designate OCBR on non-ODOT roadways. Need to go to the OTC to change route. Q - Have you talked to Region Traffic Engineer? No.

Move to accept Rodger's recommendation with added signs and maintenance.

VOTE: Favor – 5 No – 0

OCBR ISSUES _ - Otter Crest Loop

3 ½ miles with 500 ft. elevation gain. Existing OCBR is on Otter Crest Loop which is one way South bound, this means that North bound bicyclists are going against traffic. Marked with diamonds 6 feet wide. Was a State Highway made one way? Lincoln County. There's a sign that says, "Do not enter except pedestrians". Traffic volumes are unknown. It has 6 ¼% grades. Conditions: Mostly wide enough. Poor pavement quality. No alternative route. Slide – forced road closure. Paved for one way, pavement is 14' wide.

Q – What do the locals do? Weekdays – use road. Weekends – can't use.

Suggestions: #1 Keep OCBR on Otter Crest to St. Park

#2 Have OCBR stay on 101 NB and don't use Otter Crest #3 Convert Otter Crest back to two way.

Requires research to resolve. Bike/Ped program staff will look into issues.

Alternate Routes – Basil Christopher

Basil asked the committee to comment on the use of alternate routes when the highway ROW is too narrow to stripe bike lanes. Example – Rainier. There is a proposal to removing the existing bike lane. ODOT cannot legally prohibit bikes on highway. Alternate route is a low volume city street with on-street diagonal parking. It has steep connections to Highway 30 and RR tracks down the middle. There is a bike lane on portion of alternate route.

Bikes would divert if well signed. Diversion is not normally a good choice. Depends on diversion and on Highway. Diversion should be safer than main route. Requires parking study.

Scenic Bikeway Update

1st meeting of Scenic Bikeway Committee was last week. It's a diverse group. Jerry feels it's critical to have Pat Moran (scenic bikeway coordinator) on the committee.

What is the status of the WWSB? It's not fully signed and is going to be rerouted thru Marion County because Polk County would not sign the route.

Share the Road License Plate Update

Jerry is working on an insert to vehicle licensing renewal mailing promoting specialty plates. Senator Prozanski is helping by setting up a meeting with the DMV.

Cell Phone Position Paper

National Safety Council happened to come out with campaign to ban cell phone use while driving.

Committee will send letter on cell phone use to OTC, Chris Warner, ODOT Transportation Safety and Patrick Cooney. Cell phone use has been banned in California and Washington has a hands free law, as a secondary offense in Washington. Can check phone records to prove drivers were on the phone. Hands free is not an option as all the studies that the distraction is the talking, not the type of equipment.

Can we share letter with BikePortland.org? Yes - after release to OTC, et al.

Proposal to add all vehicle operators – including bicyclists and pedestrians – when entering a crosswalk or street.

Motion – move to revise and accept letter and send to appropriate agencies.

Vote - Unanimous

Non Agenda Items

AJ has a phone date with John Kitzhaber on Feb 11th at 4:30. Kitzhaber petitioned federal gov't to use Medicare in a new way to create the Oregon Health Plan. Q's for Kitzhaber – how did you do that? What agencies did you contact? AJ's Proposal is to take x% of yellow school bus money and divert it to any transportation issue. \$13 million dollars could be used based on district priorities, some of which would support alternate modes such as paying bus drivers to operate walking school buses, or act as crossing guards. Looking to find out the mechanics then we can line up the political people and advocates to advance this idea.

Suggested Questions for Kitzhaber: Where do regulations begin and where do waivers end? How did he answer the critics? Where does bus money come from?

3:30 PM MEETING ADJOURNED