

The meeting of the Community Building Subcommittee was called to order at 3:03 p.m. on Thursday, May 25, 2023, in the City Council Chambers, 710 NW Wall Street, and online.

1. Roll Call: Councilors Anthony Broadman, Megan Norris

Absent: Councilor Barb Campbell (arrived late – at 3:08 p.m.)

2. Approval of Minutes from February 22, 2023 and March 21, 2023 meeting minutes

Councilor Broadman moved to approve the February and March, 2023 meeting minutes. Councilor Norris seconded the motion. **Voice Vote** – Councilor Broadman, Councilor Norris Yes 2 No 0

3. Public Comment

- No public comment submitted

4. Key Route Major Update and Approach

Chief Operations Officer Russ Grayson introduced Engineering & Infrastructure Planning Director Ryan Oster, who provided background on the N/S and E/W Key Routes project.

Oster presented a map on E/W alignment

- Presented an updated proposed E/W route (Bear Creek Rd) that EIPD feel is safest and most cost effective, while connecting people to destination areas, in place of the initially proposed route following Wilson Ave
- This route follows Bear Creek Rd, north through Franklin and over Hawthorne and further west is where they think they can build what it Council’s intent (replacing Wilson route, a better solution)

Grayson reiterated the project’s goal – create a trail system geared toward young children or those not comfortable riding on major roads.

Grayson introduced Assistant City Attorney Elizabeth Oshel, who explains flexibility built into the Transportation System Plan (TSP) projects.

Oster presented a map on N/S alignment

- Presented Decision Point #1 on 15th St (SE Reed Market Rd south to the Canal) –
 - Option 1: Build a shared use path adjacent to 15th Street
 - Option 2: Explore use of obtaining full access to the Canal Trail

- Oster recommends option 2, using the canal trail based on the expenses (\$1 million) associated with building a shared use path on 15th.

Councilor Broadman supports option 2. Councilor Norris agrees, in favor option 2.

- Oster Presented Decision Point #2: (SE Reed Market Rd north to Bear Creek Rd)
 - Option 1: 9th street (North of Reed Market)
 - Option 2: 15th street option (between Reed Market and Wilson Ave)
 - Option 3: Larkspur Trail

Council Members Campbell, Norris and Broadman support option 3: Larkspur Trail.

- Oster presents Decision Point 3 of the route (North of Bear Creek), with three options
 - Option 1: Larkspur trail, around west side of Pilot Butte (low stress)
 - Option 2: 12th Street
 - Option 3: 6th Street / Butler Market
- EIPD recommends Option 3, in which the N/S key route follows 6th street and takes you to the Bulter/Boyd intersection and up Butler (to Pine Nursery Park)

Council agrees with Option 3.

Grayson recommends a work session due to the number of changes made to the original plan, during which staff will present N/S and E/W routes based on these decisions (no options), bring back to the full Council in a work session, and then be ready to go to contract/construction.

Councilor Campbel, Broadman and Norris agree.

5. Bike/Pedestrian Raised Crossing Criteria

Engineering and Infrastructure Planning Director / City Engineer Ryan Oster presented the following slides:

1. Raised Pedestrian Crossing
2. History and Precedence – historically, raised pedestrian crosswalks are used only near schools and parks
3. Current Design Standards – defines Traffic Calming Devices (3.6.11)
4. Table 1 – traffic calming tools that may be used on all streets
5. Table 2 & Table 3
 - a. Table 2 – lists traffic calming devices allowable on certain local streets
 - b. Table 3 – lists traffic calming devices allowable on all local streets
6. Standard Drawings – illustrate Speed Humps and Shallow Placement and Raised Crosswalk
7. Larkspur Trail Crossing – image of crosswalk (not raised)
8. Vertical Speed Control Elements

- a. Speed Humps
- b. Speed Tables / Raised Crosswalks
- c. Speed Cushions

Grayson raises a question for Council – Does council have interest in adding raised crossing to the Key Routes, and creating criteria for their use. If a Key Route crosses a local road, do you want to have this additional level of safety? This would allow raised crosswalks without the meeting extra criteria (for instance, speed study).

No decision made; held for future discussion.

6. Adjourned at 4:49 p.m.

Respectfully Submitted,

Ashley Bontje
Senior Administrative Support Specialist