
Meeting Summary

Chiloquin Community Pedestrian and Bicycle Plan

Technical Advisory Committee/Project Advisory Committee #2

August 29, 2018 – 10:30 a.m. to 12:00 p.m.

Tribal Administration Building

In Attendance: Anna Bennett, Klamath Tribes
Michelle Carson, Klamath Tribes
Pete Pate, City of Chiloquin
Jeremy Morris, Klamath County
Devin Hearing, Oregon Department of Transportation (ODOT)
Jarod Johnson, ODOT Area Manager
Theresa Conley, ODOT Region 4 Transit Coordinator
David Amiton, ODOT Active Transportation Liaison
Julie Bettles, City of Chiloquin City Council
Brian Pisan, Adkins Engineering (City of Chiloquin Engineer)
Mark Cobb, City of Chiloquin Mayor
Nick Foster, Kittelson & Associates, Inc.
Nick Gross, Kittelson & Associates, Inc.
Ben Weber, SERA Architects (phone)

Welcome

- I. Nick Foster provided an introduction, project update, recap of Public Presentation #1, review of the project schedule, and outlined the purpose of the TAC/PAC meeting #2
 - a. The purpose of TAC/PAC meeting #2 was to review the high priority projects identified in Tech Memo #4: Pedestrian and Bicycle Project Alternatives and receive feedback on project priorities.
 - b. Public Presentation #1 received input from roughly 70 community members; the intent of Public Presentation #2 will be to conduct a similar public outreach effort to received feedback on the recommended projects to be included in the Final Chiloquin Community Pedestrian and Bicycle Plan
 - i. Public Presentation #2 will be held in mid to late October.

Review Tech Memo #4: Pedestrian and Bicycle Alternatives

- I. Projects identified in Tech Memo #4: Pedestrian and Bicycle Alternatives were evaluated against the project goals and objectives, as well as the project evaluation criteria identified in Tech Memo #2: Plan Goals and Objectives

- a. Projects identified in the previous work by SERA Architects were further refined and included in Tech Memo #4: Pedestrian and Bicycle Alternatives
- b. Project prioritization focused on realistic, implementable projects

Priority Project Review

- I. Project P7: 2nd Avenue Sidewalk Construction
 - a. Concurrence for a sidewalk on the west side of the roadway
 - b. Sidewalk construction may remove on-street parking in front of school
 - i. On-street parking is used for parent pick-up/drop-off
 - ii. There are other opportunities to provide more parking
 - c. Drainage must be considered with sidewalk construction
 - i. Existing swale located on back side of proposed sidewalk
 1. **Kittelson to further consider drainage if project is selected as top 3 priority**
 - ii. Opportunity to construct sidewalk adjacent to fence line within City right-of-way to mitigate drainage concern.
 1. **Kittelson to evaluate sidewalk location between fence and utility poles**
- II. Project C1: OR 422 Enhanced Crossing
 - a. General consensus that mid-block crossing is the most suitable crossing location
 - i. Most foot traffic occurs on the Tribal Administration Building side of OR 422
 - ii. Mid-block crossing aligns best with Tribes Congregate Housing
 - iii. **Project C1 is the Tribes number one priority project**
 - b. Landscaping and trees
 - i. ODOT will require additional conversation of landscaping and tree feasibility, tree type, and location as part of project development; ODOT typically removes trees from highway right-of-way
 - c. Curb tight sidewalk versus sidepath
 - i. Final recommendation should consider the future cross section of OR 422 for consistency throughout the corridor
 - ii. Sidepath generally preferred as final treatment
 - d. Future fitness center location
 - i. **Kittelson to request site plans to evaluate potential of direct connection from mid-block crossing to Wellness Center**
 1. Parallel pedestrian route along OR 422 still needed
 - e. ODOT Region 4 Traffic will need to review the review mid-block crossing
- III. Project P14 and P15: Chocktoot Sidewalk Construction
 - a. Touching railroad crossing will increase cost, delay the project and create implementation constraints

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- b. ODOT right-of-way runs up to the front door of JJ's Café
 - c. A component of the sidewalk construction will consider access management
 - i. Parking in front of Clyde's should be removed; vehicles must park at an angle today so they are clear from Chocktoot Street traffic
 - ii. Parking in front of JJ's Café should be evaluated
 - 1. Parking is available on east and west sides of JJ's Café
- IV. Project P3: Sidewalks on 1st Avenue Sidewalk Construction
- a. Defining access is key component to this sidewalk construction
 - b. Sidewalks may serve as traffic calming element
 - c. This could result in removal of parking
 - d. Potential interim solution to paint access points; low cost
 - e. Sidewalk solution should continue along west side of 1st Avenue to link into proposed treatment along 2nd Avenue in front of the Schools.
- V. Project C3: Chocktoot Street Enhanced Crossing
- a. **Revise drawing to clarify that there would not be an access in front of the JJ's Café building**
 - i. Option to remove access on Chocktoot Street should be evaluated
 - ii. If top 3 on project list, Kittelson to evaluate mid-block crossing between JJ's Café and Clydes
- VI. Project B3: 2nd Avenue Bike Lanes
- a. Bike Lanes and curb protected sidewalks cannot both fit within existing shoulder
 - i. Pedestrian facilities are a priority
 - ii. Bikes may be rerouted to parallel connection
 - iii. Could continue the treatments recommended for 2nd Avenue south of 1st Avenue into this section
 - b. **Kittelson to consider combining projects and removing "P", "B" and "C" category designations**
- VII. Project B8: Parallel Route
- a. General consensus; supported by group
- VIII. Project C4: Railroad Crossing
- a. Railroad crossing must tie into sidewalk project on south side of Chocktoot Street
 - i. **Combine projects**
- IX. Project C5: Chocktoot Street/1st Avenue Intersection Configuration
- a. Future design would need to consider truck turning radius for eastbound right-turning vehicles

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- b. Proposed intersection configuration could be a candidate for an interim solution with cones, paint, and/or bollards
- X. Project C2: Chiloquin Boulevard/Chiloquin Highway Intersection
- a. Project would need to be further evaluated by ODOT
 - b. ODOT has several preliminary intersection configurations that address operational needs
 - i. **Note in the plan that ODOT will need to evaluate alternative options and that this is one approach to make it more walking and biking friendly**

Upcoming Public Involvement Activities and Next Steps

- Public Presentation #2 will be held in mid to late October
- **TAC/PAC comments on Tech Memo #4: Pedestrian and Bicycle Alternatives due by September 7, 2018**
- **Project worksheets are due September 7, 2018**
 - TAC/PAC members may scan/email or provide Anna will completed worksheets to send to Kittelson
 - **Kittelson to send out electronic version of worksheets**
- Top three projects identified as part of TAC/PAC comment and worksheets will be further developed