

Eugene Bicycle and Pedestrian Advisory Committee
Meeting Summary
March 8, 2012

BPAC Members Present: Tom Schneider (by phone), Anya Dobrowolski, David Gizara, Sasha Luftig, Holly McRae, Rex Fox, Edem Gomez, Fred Tepfer, Harriett Behm, Judi Horstmann, Jennifer Smith

BPAC Members Absent: Rex Redmon, Shane MacRhodes, Ted Sweeney, Jim Patterson

Staff: Lee Shoemaker, Reed Dunbar, Tom Larsen, Lt. Jennifer Bills, Lindsay Selser

Members of the Public Howie Bonnett, Vicky Mello, David Sonnichson, Austin McKimney, Rich InLove, Julia Wildwood, David Saul

Meeting Called to Order at 5:30 p.m.

Public Comments

Rich InLove thanked the City of Eugene for last year's Sunday Streets event. He suggested that an Oregon Tour de Oregon bike race or even a California-Oregon-Washington bike race be held on an annual basis. He suggested repaving all streets in need of repair that have bike lanes.

Julia Wildwood said she would like to see Eugene more bike friendly. She said she's heard about the need for bike lanes on Willamette Street for years but nothing done to make it safer for biking. She said the City of Eugene needs to spend more money on bike safety.

Bike-Pedestrian Crashes and Citation Data

Lt. Jennifer Bills, Eugene Police Department, said she has been a police officer for 18 years and her responsibility included Special Operations, SWAT, traffic enforcement, canine, and crisis intervention. Several BPAC members stated that as a vulnerable user of the roadway that it is important to cite motorist who violate laws that put pedestrians and bicyclists at risk. BPAC Safety Committee members said they had been reviewing a few motor vehicle-pedestrian crash reports and EPD provided crash data and it appeared that a low percentage of motorists were being cited as a result of the crashes.

Lt. Bills said that the number of citations have issued have gone down and it was attributable to staffing levels and that investigations are typically done when someone is taken to a hospital. She said priorities for investigations are when there is a fatality.

Lt. Bills said all users of the roadway are treated the same in regards to citations being issued for traffic violations and there priority given to any travel mode. She said EPD staff have had discussions about increasing the number of citations issued but a decision would have to be made internally. BPAC members suggested a targeted enforcement effort at crosswalks. Tom Schneider noted specific crashes where pedestrians were hit by motor vehicles in a marked crosswalk. Lt. Bills said she couldn't respond to specific crashes without more information.

Lt. Bills said BPAC could help raise awareness in the community about traffic safety.

BPAC members said they have observed police officers on bicycles not observing traffic laws while the general public is expected to obey the laws. They thought this causes image problems for Eugene Police. Lt. Bills said officers are allowed to deviate from traffic laws in the course of their official duties if needed. A BPAC member said an officer on a bike was not carefully riding his bike and came close to hitting her. Lt. Bills said that was not acceptable and something she could follow up on.

Approval of January 12, 2011 and February 9 Summary Meeting Notes

The January and February meeting notes were approved.

2012 Bond Measure to Fix Streets

Lee Shoemaker distributed a draft letter from Shane MacRhodes regarding the 2012 Bond Measure that is being discussed by staff and the Street Repair Review Panel. The draft letter thanked the city council for improvements on city streets which benefited pedestrians and bicyclists and also for the \$350,000 per year for shared use paths. The letter also recommended: a re-institution of the sidewalk infill program; selecting streets based on those that are considered active transportation corridors such as bike boulevards, safe routes to school, and other non-auto focused streets; prioritize streets based on high priority Pedestrian and Bicycle Master Plan projects; and, increased flexibility in the funding to allow for active transportation improvements outside of the shared use path system.

BPAC members discussed increasing the funding amount from the \$350,000 in the previous bond measure to reflect the walking and biking mode share in the American Community Survey and the goals in the Pedestrian and Bicycle Master Plan to increase the percentage of walking and biking over the next 20 years. BPAC approved and voted to recommend that 17.5% of the bond measure funding be spent on pedestrian and bicycle improvements. Holly McRae will make minor edits to the letter to forward to the Street Repair Review Panel.

Transportation Projects Update

Lee Shoemaker said there will be a meeting in the River Road area on March 13th to discuss the three path connectors to the river bank path system. He invited BPAC members to attend. Lee Shoemaker said he met with BPAC Safety Committee and they recommended bike lanes on Oakmont Street between Coburg Road and Vernal Street instead of bike boulevard treatment in this area. Lee said a meeting will be set up with businesses and property owners to discuss the pavement preservation project and the bike lane proposal. Parking would have to be removed from the south side of the street to add bike lanes. BPAC voted to recommend bike lanes for this segment of the roadway.

Transportation-Enhancement-ODOT Bike-Ped Grant

Lee Shoemaker said the Transportation Enhance grant program will be combined with the ODOT Bicycle and Pedestrian grant program into a single grant process. Each city may be allowed only one application but the committees will meet on March 13th to discuss the grant program.

Reed Dunbar presented two proposed projects that staff developed for BPAC's review and comment, East and West Amazon bike and pedestrian improvement project and a bicycle boulevard enhancement project. He said that the East and West Amazon project could be a buffered bike lane, a cycle track, or a shared use path but the project is still conceptual at this stage. Reed which bicycle boulevards to enhance have not be determined. BPAC members discussed the merits of various areas in the city. Other ideas from BPAC included sidewalk infill and 20-minute neighborhood improvement. Reed suggested BPAC look at areas around the city to include in a bike boulevard application.

The Naming of a River Road Path Connector and Transportation Options Update were postponed until the next meeting.

Meeting Adjourned 7:30 p.m.