

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
99 E Broadway Ste 400
Eugene, Oregon 97401
(541) 682-5291
(541) 682-5032 FAX
www.eugene-or.gov/bpac

Date: Thursday, September 12, 2013
Time: 5:30 to 7:30 p.m.
Location: Sloat Conference Room
Atrium Building, 99 W. 10th Ave
Eugene, OR 97401 (Enter from the back alley off 10th Ave)

BPAC Members in Attendance: Bob Passaro, Steve Bade, Briana Orr, Judi Horstmann, Susan Stumpf, Jeff Lange, Janet Lewis; Jim Patterson, David Gizara, Allen Hancock, Holly McRae, Sasha Luftig

BPAC Members Absent: Edem Gomez, Joel Krestik

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Tom Larsen, Mark Schoening, Lindsay Selser, Alex Furnish, Josh Roll (LCOG)

Members of the Public: Eliza Kashinsky, Josh Kashinsky, David Finch, Jon Finch, Tom Munkres, David Sonnichsen, Hagen Hammons

NOTES

1. Open Meeting

2. Public Comment

David Finch: objecting to the idea of closing the southside Franklin Blvd Path. Suggested some ideas to raise some money. Springfield has \$235K to extend the path from the viaduct to the signalized intersection. Also, the Ruth Bascom Path (if resurfacing money is available) should be pulled and used for Franklin Path. Left a copy of his writeup for staff. Mentioned that the viaduct will have an asphalt surface – should be concrete. Mr. Finch will send writeup and contact info to BPAC.

Tom Munkres: had trouble finding info for BPAC online. Urging help to complete sidewalks on S side of Franklin from Alder to Walnut. Was improved for EmX but not completed. Mr. Munkres left copies of photos explaining the issue. There is a desire line there now demonstrating the travel path. Public agencies should promote active transportation including pedestrian travel. Sidewalks, if complete, will be more attractive for walking and might help increase walking in Eugene.

3. Approve August 8, 2013 Meeting Summary Notes

Summary notes accepted.

4. 2014 Bond Measure Pedestrian-Bicycle Projects

1. Mark Schoening presented on the 2014 Bond Measure projects and, in particular, on the allocation of APS. Mark sent a memo in July that

discussed access ramps as a regulatory requirement and APS as a best management practice. As such, ramps are funded (as required) as part of the pavement preservation program and APS is not. However, accessibility is a citywide priority and include access ramps and APS. In the spirit of those requirements, and in light of the funding being available, the recommendation was made to fund APS using pavement bond measure funding. COE will continue to pursue separate funding for APS in the future. Due to commitments from ODOT, APS allocation will drop from \$490K to \$340K from 2014 – 18.

- a. 2014 is reduced on 6th and 7th due to EmX? Yes, possibly. COE is waiting for determination from FHWA.
 - b. Would COE be willing to pay a portion of accessibility projects? COE is developing an ADA Transition plan that is likely to require all intersections to include APS. How and when we get there has not been determined but our policy is to update to federal standard.
 - c. Why pay for APS through this pot? Historically, paid for by other means, but not many projects were being done (opted out of install due to lack of funding.) This funding allows us to respond to project needs for APS with a ready funding source. Some concern that this sets precedent for future. Don't want this little bit of money to be a more convenient way to fund a community need.
 - d. Are there ADA funds or health care funds available? Yes, the one source we have been using is Community Development Block Grants, but some years we don't get funded (competitive funding allocated based on need.)
 - e. Concern that this pot of money is protected and recommend that the city seek another funding source in the future.
2. 2014: Jim Patterson made motion to approve 2014 list, Steve Bade second. Discussion: any changes since first delivered? No. David Gizara not sure he can approve because needs more time to think about it. Propose amendment? Not tonight, no (doesn't feel consistent with what we think – APS should come from another funding source.) Sasha, Can we state that we approve on the condition that in future years the city identify more appropriate funding for APS. Susan second amendment. Amendment passes. Motion passes.
3. 2015-18 Process: COE is open to working with a BPAC subcommittee to determine projects moving forward.
- a. BPAC would like to see a process delineated so that BPAC and COE staff have expectations and responsibilities. Hope is that BPAC Planning Subcommittee can develop philosophy and guidelines and COE can develop a menu of projects for BPAC to review. Want to be more active in the selection process (would require BPAC to take a more active role.)
 - b. 2014 sheet identifies funding categories (PBM, PPP, etc.). That should remain.

5. Regional Bike Count Program

Josh Roll (LCOG) presented on the regional bike count program.

Transportation counting tools are state of the practice which is to say largely based on automobile counts. Josh led effort to develop bicycle count program. Developed a least-cost model and tested using bicycle counting devices (verify results.) Needed average daily bicycle volumes (BMT: Bicycle Miles Traveled). Details:

- a. 46 locations throughout regions (36 Eugene)
- b. 4 tube counters (weekday and weekend; 24-hour counts)
- c. 4 seasons (account for weather and temperature)
- d. Permanent counters will be installed in certain locations
- e. 2009 there was a travel survey (1800 HH) used to help identify origins and destinations to determine locations for counters. CycleLane app is also used to record bicycle routes.
- f. Web map available at LCOG website.
- g. LCOG has funding for permanent counters (7 Eugene, 3 Springfield); ODOT will install one under I-5 bridge (bike/ped counter)
- h. Can you look at the quality of the bicycle facility and its impact on travel behavior? Some people might be going out of direction to choose a more comfortable facility.
- i. Household demographics impact? Still cleaning some data but can make generalizations.
- j. Completed one year, correct? Not just yet, summer is incomplete (2012).
- k. Use numbers for tourism? We'd like someone to pay for a totem counter.
- l. Who is using CycleLane? It's an app. You can download at the app store.
- m. Tubes know to determine cyclists? Yes. Trouble with cargo bikes, etc. with more than one rider.
- n. Impressed this exists. How is this funded? MPO pays for this (small budget).
- o. Other communities doing this? Yes, but not too many.
- p. Can BPAC be involved in site selection for data counters? Yes.
- q. How much longer funding? 2-year
- r. COE can work with LCOG to develop an infographic.

6. 2013 and 2014 Sunday Streets

Lindsay Selser presented to discuss both Sunday Streets events. Asked for feedback on the events and describe ideas for next year. Learned that there is an economy of scale and two events not double the work of one event. Comments?

Downtown

- Route was too long, decreased density and made it feel sparse
- Condensing the route makes it more festive
- Joint effort with crit was effective; never saw one before, thought it was cool

- David helped organize BPAC tent and liked the outreach opportunity
- Monroe Park – couldn't believe how many people we knew

Bethel

- Short course also felt sparse, maybe activity centers have too much going on
- Liked that neighborhood had garage sales and other exhibits in their yards
- Thought food at Bethel not as good

General

- Challenge you to take on a bigger street! Willamette?
- Shorter routes seem like a good idea
- Need to keep pushing this, can we make bikeshare and other bikes available to encourage new users?
- COE wants to do 2 next year; will do fundraising starting this year too (no grant to pay for 2014). Costs about \$25,000 per event, but a little less for two. (BPAC: maybe include your time so we know the full cost so that we can do a better job of fundraising). \$15K this year was raised from businesses.
- Think one of the two should always be downtown? Yes, one should be "central"

7. Pedestrian and Bicycle Strategic Plan Update

Lindsay Selser presented information regarding the update of the Eugene Pedestrian and Bicycle Strategic Plan. The 2008 Eugene Pedestrian and Bicycle Strategic Plan was developed to identify programmatic, policy-level workplan. This plan supplements the PBMP which is mostly infrastructure projects with the programs and outreach strategies we can take on.

- COE is proposing shorter time frame (3-year)
- Develop a 1-year workplan for BPAC updated each year (can be aspirational, but focused on actions)
- Process: invite the public to attend a meeting in October to identify what needs to be done in Eugene. Use the 5 Es as a background. Staff (or staff and BPAC) will organize the results and test it against the 2008 plan. Have a second meeting in November to prioritize the actions. Finalize document by January 2014. Fast timeline, but allows us to be strategic and objective. BPAC does the 1-year list based on outcome of 3-year document.
- Questions
 - Inspired by document "Journey to Platinum", can we do something like that?
 - Great plan, current document is cumbersome; good opportunity to recruit new BPAC members

- Does BPAC develop a special committee for development of the plan?
 - Can collect members (Bri volunteered)
 - Some liked a volunteer meeting (set dates); contact old BPAC members too for Ad Hoc committee
 - Have BPAC members facilitate public meetings
- Does Council need to adopt? No, departmental working document
- Invite people from original plan, PBMP folks, BPAC members, SRTS folks, former BPAC, accessibility community, let us know if others

8. Information Share

- Sasha: does anyone ride the EmX between Dad's Gate and Walnut? Let her know.
- Bob: time to do another tour (October)
- Allen: undercrossing of RR at Franklin, there is a proposal for a restaurant here, city staff is preserving an easement
- Jim: Crater Lake ride with no cars Sept 21, 22
- Bri: UO won't be launching bikeshare in the fall due to contract ☹
- Judi: celebration of repaving of Alder (stay tuned)

9. Adjourn