

**Eugene Bicycle and Pedestrian  
Advisory Committee**



City of Eugene  
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Date: Thursday, August 8, 2013  
Time: 5:30 to 7:30 p.m.  
Location: Sloat Conference Room  
Atrium Building, 99 W. 10<sup>th</sup> Ave  
Eugene, OR 97401

**BPAC Members in Attendance:** Bob Passaro, Steve Bade, Briana Orr, Judi Horstmann, Susan Stumpf, Jeff Lange, Joel Krestik, Janet Lewis; Jim Patterson,

**BPAC Members Absent:** David Gizara, Allen Hancock, Holly McRae, Edem Gomez, Sasha Luftig

**Staff in Attendance:** Lee Shoemaker, Reed Dunbar, Marcia Maffei

**Members of the Public:** Vicky Mello, Eliza Kashinsky, Josh Kashinsky, Gary Spizizen, Rich InLove, Howie Bonnett, Shannon Finnell, Leonard Hutson, Christina Tavares, Alpha Wilson

**NOTES**

**1. Open Meeting**

**2. Public Comment**

Rich InLove: Lives in Whiteaker area and on 9/11 there is a general membership meeting about Monroe and Madison repaving. Wants to mention that Monroe is a bicycle boulevard but there are difficult crossings (actuated pedestrian signal, especially at 13<sup>th</sup>). Also, cities grow because they are accessible to transit and bicyclists. Problem with street tree plantings not being replanted.

Howie Bonnett: Last month provided memo on street bond measure. Continuing that discussion want to remind you that the first bond measure had specific money for shared use paths every year, this bond averages the amount of money each year. Sue Wolling and Howie hoped for better cooperation between BPAC and city staff and prioritizing projects. Want a process to be developed so that projects can be added to the list.

**3. Approve July 11, 2013 Meeting Summary Notes**

Action Requested: Approve Meeting Notes  
Minutes accepted.

**4. Regional Bike Parking Study**

Action Requested: Presentation and Feedback

Marcia Maffei from Point2Point Solutions presented the regional bike parking study. P2P promotes alternatives to SOV trips.

Final draft of study is done. Marcia presented the plan outcomes. Want any comments by August 16<sup>th</sup>.

- Purpose was to inform region about short- and long-term parking supply and demand
- Recommendations for number of racks/spaces per block face.
- Code updates provided to enable implementation of the plan
- Workshop scheduled September 24<sup>th</sup> (9:30 to 11am) at the downtown library

#### Comments

- Susan has a lot of questions she will submit to Marcia.
  - o Did study take into account West EmX expansion? Looking at separately (City Staff and LTD willing to discuss proposed bicycle parking with BPAC at upcoming meeting)
- Look at park and rides as a category? Looked at some of them – those outside metro (Creswell, Cottage Grove, Veneta were all evaluated). Some people want secure long-term parking in Eugene (ShopKo, etc.)
- UO not evaluated for this study. Problem is that some bike corridors near campus do not have enough bike parking so if this document recommended bike corrals or high density bike parking that would be helpful.
- Recommended installation map did not include corrals. That's because they subtracted current amount of racks for some of the exhibits.
- Code changes will go through regular city process.

#### **5. Eugene Pedestrian-Bicycle Bond Funds (30 min)**

##### Action Requested: Continue Discussion

- Green Acres RRFB: where is this? Location explained.
- Goodpasture Island Loop: APS only
- Discussion about maintaining flexibility of program so we can address concerns that arise.
- In future, BPAC wants to be more involved in project selection. Posed question, does BPAC want to form a subcommittee? Or, do you want to develop criteria so staff can identify projects that fit (guidelines)?
  - o Staff could provide menu of projects
- Could Planning Subcommittee take on more of the generation of guidelines to help guide selection of projects? Yes. Does BPAC want to be very involved in that process? Yes. Planning Subcommittee can start to take a look at these and develop vision statements (philosophy) to help guide decision-making.

## 6. Proposed Code Changes - Electric Assist Bicycles and Downtown No Riding Bikes on Sidewalks Zone (20 min)

### Action Requested: Presentation and Feedback

- Electric Assist: currently in Eugene an e-Bike is a motorized vehicle and that limits where it can operate (e.g. NOT on shared use path network). State law allows it. The city intends to change the local law to reflect state definitions.
  - o There are governors on e-bikes that limit top speed to 20mph
  - o Providing bicycle status requires they operate like bicycles with same rights and responsibilities
  - o Includes combustion engines? No. What about electric scooters? Okay with electric but not gas powered.
  - o MOTION: remove electric bikes from prohibited list. Approve.
- Bike/Skateboard Exclusion Zone: city intends to increase the zone to include Capstone, Olive Plaza, Eugene Hotel, among others.
  - o The area between Hult and Hilton is a concern for skateboarding because people hang out there and perform tricks. Bicycles use it for travel. Are there complaints? There are some.
  - o Sgt. Ball says this makes sense because travel at higher rate of speed than pedestrians. No issues with exclusion.
  - o Pedestrians find skateboarders to be more alarming, noise, unpredictability, etc.
  - o There are other people in the city that staff will talk to (downtown business folks, etc.) before moving ahead.
  - o What about Blair? Highlight this area as having similar importance.
  - o Downtown PD wants stencils on sidewalks downtown so there are discussions about adding those. Ideally, these are installed at the same time that shared lane markings are installed on the street. This would make it clear where cyclists should operate (and if skateboarders have bicycle rights they would operate there too)
  - o Would EPD be proactive or use this as a tool if there is an incident they would like to enforce?
  - o Perceived intention of rule change to maintain safety especially if there are a lot of pedestrians. But, if there's nobody using the sidewalk what's the problem? Making it illegal all the time seems like too much regulation.
  - o Should the exclusion zones be the same? YES.
  - o Should the zone be moved to High? It helps to establish "downtown".
  - o Riding on 6<sup>th</sup> and 7<sup>th</sup> is unsafe. Should we have an exception?
- Skateboards with Vehicle Status: intention to allow skateboards to be bicycles which have vehicle status and are assigned all the same rights and responsibilities.
  - o Great idea!

- There is a conflict with having skateboards on sidewalks, but on the street they don't have the same control mechanisms as bikes.
- Some cyclists are worried about sharing the bike lanes with skateboards
- Today, a lot of people are using "long boards" for transportation. It is a device. So, where do they operate? The most sensible place would be bike lanes, bicycle facilities, but these are getting congested. We would be better off redefining ill behavior regardless of transportation device (enforce the behavior not the device.)
- There are still a lot of daredevils. But that's against the law, so it's already enforceable. Hills are big issue because of speed and safety.
- Skateboarders don't signal. This adds confusion.
- Hearing a lot of the same concerns that motorists use about bicyclists. Let's recognize that we don't have a skateboarding representative. It seems to be a growing form of transportation. On campus skateboarders operating on the cycletrack just works. The skateboard and cycletrack are complementary.
- Concerns sound like when pedestrians want to keep "roadies in lycra" off the bike paths.
- Would be hesitant to discourage any form of active transportation. Problems are all behavioral.
- Sgt. Ball: torn between letting skateboarders exist on the roadway because can't stop like a bike can (and the skateboard keeps going when they fall off); most don't have lights. The speed differential is also a conflict for bicyclists and cyclists will move into motor vehicle travel lane and is that a concern for the motorist. Also, learning curve is concerning because it takes a while to be a competent skateboarder.
- Cyclists should yield to slower traffic (skateboarders).

## **7. Eugene Pedestrian-Bicycle Master Plan Priorities Update (10 min)**

### Action Requested: Presentation and Feedback

Reed explained the development of the prioritized list/report. He will send it to BPAC for review.

## **8. Information Share (15 min)**

### Action Requested: BPAC and staff Information share

- Hult Center bike parking is progressing
- Discussions with Council going well, will talk to George Poling about Willamette Street; some people at Eugene Sunday Streets were not aware of what the city was doing to address bicycling.
- Bike Mural ride 8/17. Will start near Ninkasi (3<sup>rd</sup> and Van Buren @ 10AM).
- Discussions about 12<sup>th</sup> and 13<sup>th</sup> Avenue Cycle Track study. City will start process soon.

- UO got bikeshare station siting plan approved. Coming soon!
- Owosso Bridge connection to Copping was closed. There's a slurry seal project there by the county. Upset there was no detour. Warning signs would have been good.

## **9. Adjourn**