

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
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Date: Thursday, July 11, 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, Holly McRae, Judi Horstmann, Allen Hancock, Susan Stumpf, Jeff Lange, Joel Krestik, Sasha Luftig, Janet Lewis; Jim Patterson, Edem Gomez

BPAC Members Absent: David Gizara

Staff in Attendance: Lee Shoemaker, Reed Dunbar

Members of the Public: Vicky Mello, Eliza Kashinsky, Josh Kashinsky, Charles Hirsch, Marina Hajek, Tom Schneider, Howie Bonnett, Anya Dobrowolski

Notes

1. Open Meeting

2. Public Comment

- a. Marina Hajek: presented a campaign to raise the driving age in Oregon. Graduated driver's license has to be improved. Highway crashes are #1 killer of youth in America. Fatal crash rate for teenagers per mile is triple what it is for drivers over 20. (16 and 17 has higher crash rates than 18 and 19). Website: raisedrivingage.org
- b. Tom Schneider: announced himself as a pedestrian advocate. People don't think of themselves as walkers. As you talk about the PBM money, remember that property owners currently required to pay for sidewalks (but bike lanes occur as part of a pavement project). There are a lot of sidewalk needs. Mentioned America Walks website as good resource for model pedestrian programs. Wayfinding also important (walkyourcity.org)
- c. Vicky Mello: concerned that bike lanes don't have legends in the bike lane (for example, on Pearl by 5th Street Market) that would help communicate that these lanes are for bikes. Also, July 26th there's a celebration for the Whilamut Passage Bridge, please cyclists show up (10am to 1pm).
- d. Howie Bonnett: distributed a document about the Pavement Bond Measure as rep for Street Repair Review Panel. Fought hard to ensure that money is available throughout the city (not just on PPP). Tried to raise BPAC to a level that allows BPAC to make decisions about the \$516K/year.

3. Approve June 13, 2013 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Janet supplied edits. Approved.

4. South Willamette Street Improvement Plan

Action Requested: Presentation and Feedback to Staff

Chris Henry (COE) and Chris Watchie (Cogito) presented South Willamette Street process and progress to date. Project extent is 24th to 32nd. Here tonight to discuss 3 alternatives. Goal to present recommendation to Council in October.

- Alternative #1: 4-Lane, basically rebuilding “as is”.
- Alternative #3: 3-Lane with Bike Lanes, some call it 5-Lane; maintains current width curb-to-curb
- Alternative #5: 3-Lane with Wide Sidewalks, narrows street width curb-to-curb

Comments:

- Want to approach this thinking about what has to happen. Need better sidewalks and need bikes on Willamette.
- All 3 options should consolidate driveways, relocated utilities, reduce speed limit (or monitor actual speeds and increase enforcement)
- Illuminating the sidewalk at night important
- Improving existing crossings is important, but also need some more (like 26th and 28th) because it can be too far to walk to current signals.
- Will need to maintain and improve adjacent bike routes regardless of outcome because some people prefer them.
- Would prefer a buffered bike lane but concerned that takes space away from pedestrian environment (if ROW stays the same)
- Alternative #5 will draw bikes to the sidewalks and create user conflicts
- As a pedestrian don't conceive of this as an either or (bikes or peds); note that a wider sidewalk does not mean a more comfortable one, it depends on what's happening around it.
- Can we call Alternative #3 the “complete street” option?
- Crash rate projected to be 10-30% lower in Alternatives #3 and #5. The average person does not seem to understand how removing travel lanes makes the street safer. Most people view the TWLTL as a head-on collision hazard. Please include strong safety message when talking to Council because allowing people to dismiss data is not fair to the process. Present the data as facts.
- Willamette sees twice as many crashes as we'd expect, so, would we then get “down” to average number of crashes even if there is a reduction from the current inflated figure? It depends on a lot of variables.
- Parallel process (concept plan) ongoing but no conversation about how these two plans relate. Will there be refinements related to

outcomes? Yes, there is a gap between the street development and building form discussion. We are planning a stakeholder discussion about special setbacks behind the ROW line to preserve future development vision. (think of street plan as 5-year vision and the concept plan is 20-year vision)

- South of 29th why is it likely to remain the same? We can extend the bike lane south of 29th in Alternatives #3 and #5. Reduce number of lanes southbound at 29th.
- LTD has reconfirmed their desire to create a livable street (based on R-G article). They said they would work with whatever alternative is selected. There is a safety concern element because a 10' travel lane is narrow for operation and 11' preferred. So, what about a buffered bike lane? The buffer area allows buses extra room, creates more space between bikes and most autos in the travel lane.
- Some cyclists concerned about safety in Alternative #3 because not buffered. Would buffers be safer? No really about safety, it's about comfort.
- What about Fire Department? City Manager has responded that it's not an either or proposition, the design needs to function for all users.
- Is there any research about crash statistics with buffers? Buffers are about comfort not safety. Most crashes are not overtaking crashes but turning conflicts.
- What comparable street widths exist? E 11th as example. Don't have numbers.
- Want to see more information presented to Council about the economic impact of adding bike lanes (or rechannelizing from 4 lanes to 3 lanes plus bike lanes). That's tricky. There aren't necessarily good statistics; there's wide variation on outcomes.
- Buffers might create perceived safety conflicts.
- Alternative #3 is not just about bikes but seems to create a better street overall. David Gizara's email mentioned parallel routes are also important because not mutually exclusive facilities. Not currently on the list for PBMP prioritization.
- BPAC can send letter of support for Alternative #3 to staff.
- BPAC is on record as supporting Alternative #3.
- Thank you for the time and effort spent on this project. It's also high quality, so kudos.

Letter to Council

- Comments received by Briana and she'll finalize and send to Council.

Prepare Op-Ed for newspaper and talking to Councilors. Does advocacy subcommittee want to spearhead that? Joel and Susan think they can take that on.

5. 2014 Pedestrian-Bicycle Bond Funding

Action Requested: Presentation and Feedback to Staff

- Language in the bond measure for how money gets spent and hasn't been shared with BPAC prior to now.
- Seems important to spend the money so it's not taken for other uses
- Will do a 1-year and a 3-year budget
- If we think the pavement money should pay for the APS do we sacrifice them? Good question because curb ramps have been an exception.
- Distribute the 80 project PBM list (can include bike/ped projects) but cannot tell them when they occur. Ask PWE.
- Motion, BPAC asks that the funding for APS not come out of the \$516K unless doing so means the project will not occur.
Amendment: And please consult about decision for where monies will be dedicated in the future because the bond measure seems to indicate BPAC should be consulted prior to the decision being made. Amendment: Can you identify other funding sources for APS and explain why they are not used in the first place?
MOTION PASSES.
- And why is there a curb ramp exception?
- To what degree is BPAC part of the decision making process? The bond measure seems to suggest that BPAC needs to have a larger role.

6. Sub-Committee Reports

Action Requested: Information Share

Advocacy: has a meeting on Tuesday

Safety: recapped the June 25th pedestrian crosswalk effort; working on construction projects (burden of proof on contractor to show why a pedway or bikeway needs to be closed)

Infrastructure: looked at 13th Avenue for improvements. Looking for volunteers to help us perform parking counts.

Planning: meeting scheduled next week

7. Information Share

Action Requested: BPAC and staff Information share

- Northeast Neighbors request for bike/ped path to Crescent Village
- LCC Successful Aging Institute, continuing education courses for bicycling safety. Offering a 1-day course.
- June 27th Public Safety Forum, did not hear about transportation as focus seemed to be on property crimes and drug use.
- Bri is now a League Cycling Instructor
- Roseburg is launching a bike share system next Tuesday. Bri will attend.

- Eugene Sunday Streets (ESS) still needs volunteers.
- Lane Arts Council (Art Walk) on August 17th going to do a bike tour of murals from 10am until noon. Arriving by Bike helping sponsor.
- LTD will have a table at ESS
- ODOT will have a table at ESS
- Dan Burden will be here on Tuesday at LTD Next Stop Center
- Some people not familiar with League of American Bicyclists, please consider joining
- Thanks to Holly about notice of Crater Lake being closed because it was a really successful event.

8. Adjourn