

## Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene  
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Date: Thursday, June 13, 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 (Enter from the back alley off 10<sup>th</sup> Ave)

BPAC Members in Attendance: Bob Passaro, David Gizara, 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: None

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Tom Larsen

Members of the Public: Joe McAndrew, Vicky Mello, Eliza Kashinsky, Josh Kashinsky, David Sonnichson, Dave Amos, Paul Leitman, John Jaworski, Charles Hirsch, Rich InLove, Jessie Bloomfield, Bridget McAndrew, Bill Brasky, Paul McAndrew, Susan Minor, John Minor, Geoff Ostrove

### Notes

#### 1. Open Meeting

Open to public. Two people signed up to give testimony

#### 2. Public Comment

1. John Jaworski (NeN); Involved in SNAP plan with city. Neighborhood had about 400 units developed over past years, another 200 units will occur at Crescent Village. At neighborhood meeting they discussed walkability. Distributed a map of Crescent Village and Spectrum Housing, want a ped connection. Developer said connections were outside project area but thought SDC fees might be available to discuss. SDCs can be used for bicycle paths, etc. City said not eligible because it was not in an identified/adopted city plan. This doesn't make sense because conditions were not known and development creates opportunity, so this needs to be more flexible. Wants to make sure that people continue to think about connectivity, so these sorts of projects are important. Can we get this on agenda for next?
2. Rich InLove: developers have requirements for ADA access. Said that Reed said that developers required to install bike lanes (Editorial: yes, on arterials and major collectors). Willamette Street, wherever streets are converted to 3 lanes it has been a good thing, every time. Also, Chambers at Roosevelt hard to make left turn onto Roosevelt. Also, bike lane ends by railroad tracks on Roosevelt before intersection with HWY 99; picks up on other side of HWY 99. Please fix.

### **3. Approve May 9, 2013 Meeting Summary Notes**

Action Requested: Approve Meeting Notes

Minutes approved unanimously

### **4. LiveMove 13<sup>th</sup> Avenue Redesign**

Action Requested: Presentation and Discussion

- <http://livemove.org/projects/livemove-bydesign/>
- Dave Amos, Paul Leitman, Joe McAndrew presented a redesign of 13<sup>th</sup> Avenue from Olive to Kincaid from LiveMove. Open house on May 29<sup>th</sup>. More than 50 people attended. Received 35 responses to survey and consensus was that there was a problem and that the design helps to address the issue.
  - Current Conditions: Peak hourly factor shows that roadway is bigger than required for amount of traffic. Bike trips – 3500 bikes 13<sup>th</sup>/Kincaid (highest count in Eugene/Spring.); 13<sup>th</sup> very popular, up to 40% traveling contraflow (westbound) against traffic. Parking – 52 on-street parking spaces from Olive to Alder, highest occupancy was between High/Patterson; average about 40% utilization.
  - Proposal: first time they designed a street, but wanted to respond to issues and concerns. Identified best practices. Limited space required removing a component of the current design such as auto lanes, auto parking. Tried to be sensitive to data so that they were solving the right problem. Shown in Oregon Duck colors. Green paint in lanes shown for increased visibility. Paint only solution allows emergency services to have passage. Also, observed LTD stop sites and designed around. Observed NACTO guide for standards: maintained 3' buffer and at least 10' travelway for bikes (12' preferred). Think the paint only solution is a good idea for a trial run to see how it operates. Also, consider using ped signals instead of installing bike signals to test (lower cost). Research shows that cities that invest in the public infrastructure tend to see a private sector investment in turn.
  - Other: corridor is transforming. Capstone is coming and will have a high number of students who will choose to use 13<sup>th</sup> both ways. Modeled after 15<sup>th</sup> Street NW in Washington, DC. Concept is to build for people before cars and to maximize effectiveness of transportation network need to look at moving more people in less space – bikes and peds are prioritized as a result. \$150,000 for 2.1 miles (no signals). NYC, 1 mile of protected cycle track with concrete separator is \$1M. Spoke with UO Planning (Emily Eng) thinks this is a big issue, and looking to support grant proposals. Explained that they think this is an important

issue that will only be compounded with increased student housing development in corridor.

- Questions:
  - Thank you, very inspiring. Is study available online? Yes, link in agenda. Remember that 13<sup>th</sup> through campus used to be a thoroughfare used by logging trucks and UO organized to change the use of that street.
  - Did you solve the contraflow issues at each intersection? Believe that signals will overcome conflicts. Low levels of traffic. Tom Larsen has a concern about driveway access conflicts. Could restrict access to alleys, or could consolidate some of the driveways. Many driveways don't see much use. Didn't propose driveway closures.
  - Thanks for doing in your free time. Idea of using this as a pilot is a good one. If BPAC is interested in endorsing this project, how do we do it? Yes. Don't want to lose momentum. Make motion.
  - Very professional, thank you. This should be a high priority for the city and the UO (esp. with Capstone opening in fall). Wants to ask city council to make this a staff priority.
  - Bike counts: increases so much near campus, did you note direction? Yes, see Appendix A. Don't have 24 hour counts by direction. Any crash stats? Contacted EPD and got files (see report); 72 crashes in this corridor (25%) are bike or ped but undefined about what happened to cause the crash. Riders shown in images don't wear helmets – is this on purpose? No, just photoshopped users into the images.
  - This is good work, but students are going away. Think BPAC is the only place to keep this alive. There's nothing in code to require this development. Observe where people go, and make that the way to go – if people going contraflow, then design for contraflow.
  - Talk more about conflict areas. What have you seen work? Bicycle boxes on some intersections to prevent hook collisions, but also install bike only signals. Enforcement of signals important. Left turning cars might be more cautious with flashing yellow arrow. And, restrict turning movement where possible. Think that motorists are used to peds moving in opposite direction here, so not a new idea to make bikes contraflow.

- Settlement from Capstone allowed TIA. Does this impact your analysis? No, no wording on bicycling. Did anticipate ADT to decrease over time.
- Pinch points where curb cuts narrow the travelway. Used existing curb line. Probably 31'-32' in travelway in these locations. If money available, suggest shearing off the curb and providing more space.
- MOTION: Write a letter to Council that city staff prioritize this corridor for action. Passed. Briana will write letter.

## **5. Pedestrian-Bicycle Master Plan Priorities**

### Action Requested: Presentation and Discussion

- Reed Dunbar presented the final PBMP project prioritization; will compile into more reader friendly version
- Prioritization will emphasize “all ages” facilities
- Questions:
  - Why were some projects dropped from prioritization list? Variety of reasons. Reed can send spreadsheet of notes.
  - Funding source decides what happens. So, prioritization is less important than making sure the funding and project match. Can't rely on projects becoming multimodal. Think having as many things in the list as possible is to our benefit. Please announce that this is a flexible list that will respond to priorities and put as much in there as possible.
  - Appreciate all ages focus. Urge you to augment list of sidewalk improvements.
  - Decision to move forward on projects is a political decision. If we want to double mode split for bike/ped, we need data to tell us how much money would be saved by achieving our goal. This will help us sell the projects, plan. Collect data.
  - Geographic distribution: not many BLVDs in Bethel area. Judi identified some new segments in this area. Can we add these projects. Yes, Reed has list. Will add in next version.

## **6. Public Works Project Updates**

### Action Requested: Presentation and Discussion

- Willamette Street Public Forum #3 Discussion
  - Frustrated that the presentation did not cover safety as much as was discussed in stakeholder meetings. One statistic that is important is that Alternatives #3 and #5 would reduce auto crashes by 10 – 30%.
  - Framing was really about asking people if they minded that they'd have to wait longer. Or, do you mind that the street will remain unsafe. Questions seemed leading. Thought presentation was withholding. Asked consultants about case studies and had to ask consultant to bring this up during the forum. City staff needs to be unbiased, but to what degree?

- It's time to write a letter. BPAC has been holding back on writing a letter and now seems like the time to do it. Eugene Weekly, R-G, etc.
- City Council work session on 6/19. Time to provide letter between now and work session? If not, recommend that you send a letter to your Councilor.
- Opportunity to ask what we want. Yes, but need to be clear on recommendation.
- MOTION: Bri, Recommend elements of a street that are important and that Alternative 3 best represents those elements. Second, Sasha. David, already recommended 3 and 5 (with cycletrack). Steve, state in any way we can that we don't want option 1. Susan, worried that proponents of 1 will promote the safety of side streets. Joel, writing letter that says 1 shows least components and 3 shows most. Amend motion to include Joel's amendment. Amendment passes. Bri's motion also passes. Bri and Sasha will write letter and submit letter because already voted. Please circulate letter before submitting.
- Suggestion to send Council a list of questions so that they ask staff and the consultants the right questions.
- Sustainability Committee crafted a letter that Sasha will circulate.
- 30<sup>th</sup> Avenue Crossing Meeting and Next Steps
  - Updates when alternatives developed
- 5<sup>th</sup> Avenue/18<sup>th</sup> Avenue/Willamette Street Parking Removal Status
  - 5<sup>th</sup> administrative order to remove parking was upheld
  - 18<sup>th</sup> administrative order to remove parking was upheld
  - Willamette: MOTION to approve Holly's support letter for removal of parking. Holly will submit if parking removal is appealed. Motion passed.
- Crosswalk Safety Event
  - Transportation Planning met with EPD and had a different perspective on using pedestrian decoys for the enforcement effort. There seems to be some support from EPD leadership to do some decoy training, we are pursuing holding a training so EPD officers can learn about how the program operates.
  - June 25<sup>th</sup> will be the targeted effort. Suggestion that BPAC send a letter that we are appreciative of the effort.
  - Safety committee wants to know more about messaging. Please submit messaging to staff so staff can share.

## **7. Information Share**

### Action Requested: BPAC and staff Information share

- BPAC Subcommittee Reports

- Safety Committee: had been working on crosswalk enforcement. Looking to start in on construction and work zone detours and signage. Looking at 30<sup>th</sup> Ave crossing.
- Planning: looked at PBMP prioritization
- Advocacy: has not met this month. Has had some movement on getting valet bike parking at Bach Festival (Hult Center).
- Infrastructure: looking at PPP list (2014), had a discussion about innovative designs and will do site visit at 13<sup>th</sup> and Monroe
- Accessibility Committee: doesn't meet over the summer
- BPAC Bike Ride Report
  - Went hunting for the northwest passage to LCC. Identified some detours through the woods but 30<sup>th</sup> might be a better, more linear route. Looked at smaller access issues for ramp development. Thought there were some county opportunities to use wide shoulder, but grade from Agate to Spring (city section of roadway) is somewhat tricky. Grade is steep.
- Other Items from members and staff
  - Allen: has lots of bike mags to share, please take if you want them
  - Holly: Kidical Mass camping trip (37 families registered); goes to Armitage Park. Might go through Saturday Market.
  - Bob: if you follow bikeportland.org, Jonathan Maus was in Europe, it's worth looking at to see some creative solutions to different problems
  - David: like idea of pushing PR companies in town to do some pro bono safety education campaign materials. Help change drivers relationship with the world in a kind way.
  - Bri: attending Traffic Skills 101 class (GEARs), was interesting to see how many people were doing the diversion program (and they seemed really engaged). UO announced today that will select B-Cycle to run the bike share program.
  - Susan: question. Tried to use the cycle track on Alder turning left onto 11<sup>th</sup>. Can put in a 2-stage queue box. Tom, not sure what the problem is, why more difficult on bike than in car? As a vulnerable user feel uncomfortable hanging out in traffic waiting for turn. How is it different than any other? There are no motor vehicles making that turn, worry that don't have same visibility as a car because smaller.
  - Judi: SRTS ride with middle schoolers and talked to Collette Ramirez-Maddock about skatepark. We should start looking at skateboard laws so that people can use skateboards for transportation.

## 8. Adjourn