

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
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Date: Thursday, May 9, 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, David Gizara, Steve Bade, Briana Orr, Holly McRae, Judi Horstmann, Allen Hancock, Susan Stumpf, Jeff Lange, Joel Krestik, Sasha Luftig, Janet Lewis

BPAC Members Absent: Jim Patterson, Edem Gomez

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Emma Newman, Moorea Strueby, Tom Larsen, Harry Neet

Members of the Public: Joe McAndrew, Vicky Mello, Bill Aspegren, Eliza Kashinsky, Josh Kashinsky, David Sonnichson

NOTES

1. Open Meeting

Judi would like to encourage all BPAC members to share their thoughts during discussions so that we voice as broad a spectrum of ideas as possible. Please raise hands and the Vice Chair will keep track of the speaking order.

2. Public Comment

- Joe McAndrew (UO LiveMove): provided handouts. Wanted to take advocacy to next level and create an experiential learning project to re-envision a street that can be improved. Chose 13th Avenue from new Capstone Development to Kincaid. See lots of illegal movements in this corridor. Doesn't address the current needs of the users. Analysis found that 2007 COE numbers are down, and bicycle numbers are up. Project bike travel will continue to increase. Hilyard is a major barrier, contraflow riders decrease from Hilyard to the west (26% traveling the wrong way at Hilyard). What to do? Educate, engineer or enforce. Students unlikely to change habits, need engineering solution. Prefer 2-way cycle track. Developing a final plan by end of month. Will present at an announced location.
 - David: thank you. We talked about this when Capstone announced.
 - Please send Lee a contact so BPAC can keep current on progress

- Bill Aspegren discussed bike conflict on Green Hill Road; gravel truck transfer site south of the RR tracks, thinks there will be a safety issue with increased gravel truck traffic. This is a good route from Crow Rd to Fern Ridge. No TIA, no hearing. PBMP calls for bike lanes. Please see if we can get something done soon so that cyclists are not sharing space with gravel trucks. This is a Lane County Road north of the RR, COE road south of RR.
 - Bri: any reason why no TIA required? Staff did not know.

3. Approve April 11, 2013 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Susan Stumpf requested that the notes be changed to reflect the correct spelling of her last name. Vote to approve as corrected.

4. Sidewalk Safety Action Requested: Presentation and Discussion

Harry Neet presented information on Eugene's sidewalk safety maintenance program

- 700 miles of sidewalks
- Program takes 7 years to get around the city. Has been downsized in recent years.
- Owner's responsibility to maintain and construct. Owners can choose COE to build the sidewalk at owner expense.
- Most hazards are tripping hazards caused by offset joints. Generally, this can be attributed to trees (roots). COE will not take trees down for sidewalk hazards.
- Does code extend past the sidewalk panel? Is curb part of it? Yes, the curb is also abutting owner's responsibility but COE is maintaining now. There are some driveway aprons that are in disrepair, but generally not considered the public travel path.
- Inspections: 1. Complaint – call or email the city; 2. Inspection – city program is based on geography and surveys full neighborhoods. Can handle about 200 letters at a time because capacity is limited to follow up and mitigate.
- What opportunities are available to ensure the program is sustainable? And, how does city compare with others the way we fund sidewalks? COE methodology for owner responsibility is typical.
- Is there a way for COE to avoid liability (city doesn't want to be financially responsible) but pay for the infrastructure itself? That's a council question. There might not be any fair way to spread out the costs.
- Most cities have similar policies. What innovative policies exist? Corvallis has a program that is funded, and decided to fix old sidewalks (e.g. 1992 and older) but newer are the property owner responsibility. Done as capacity allows.

- Seems backwards. COE goals are at odds with existing program because it depends on private property owners to build the network.
- The owner of the unsafe sidewalk won't self-report. Yes, they do. Most call and want it fixed. COE tells them that the property owner must fix it. Depending on the severity of the hazard, city will require mitigation.
- What does a typical sidewalk repair cost? Property owner can do it themselves to save money, but COE will charge \$475 for first 5'x5' section, cheaper after first panel (\$175). Market rate? Pretty close.
- When Lane County assesses market value does a sidewalk affect value? It could. Seems like there's an opportunity to capture the incremental value at time of sale so that the value of the sidewalk is used to fund a sidewalk program (?). Or, what if term of sale depends on improvement of sidewalk? Should be linked somehow. Some realtors will inquire about that.
- What if I don't pay? Lien on property.
- Compliance. If someone doesn't repair what happens? Follow up inspections occur and owner is told to mitigate. After 3 letters, COE will write a work order and mitigate. How often does that happen? If send out 200 letters, might happen on 10 or fewer properties.
- Mitigation might not require the best treatment, solution. It only seeks to address the hazard.
- How often do property owners repair on their own? Do they do a good job? Have seen people do non-standard work. But it is not COE's intention to harm the owner. So, if hazard substantially addressed, that will usually pass.
- When Harry retires there may be changes to program.
- Does it comply with code to have a gravel pathway in the ROW? Some people might prefer not having concrete sidewalks to preserve character. Unlikely to be ADA compliant. COE would not allow.
- ADA, looking at multiuse path proposing decomposed granite but ODOT expert thought that it met standard. COE has not approved this surface for ADA.
- Asphalt patch to address a panel lift? Not an accepted permanent repair, but is allowed "temporary".

5. Pedestrian and Bicycle Strategic Plan Update, Goal 2

Action Requested: Presentation and Discussion

- Distributed handouts of Goal 2:
 - 2.1.1: Action Plan instead of "program"; UO Outdoor Program should probably be mentioned.
 - Subcommittee can review prior to BPAC meeting
 - Update 2.1.5
 - Seems like there are 2 different UO organizations, administration and students

- 2.3.2: remove “CAT”
- 2.3.4, 2.3.5; should be “ongoing”

6. Sub-Committee Reports

Action Requested: Update and Discussion

- Infrastructure: next meeting is next week
- Safety: Looking into 20mph streets concept (identify funding). Also, Judi sent out intersections for crosswalk enforcement. Prioritized based on previous meetings and added additional complaints. Does not currently include signalized intersections. We think this will be easier for enforcement.
 - Like to see some more in Tier 1 in underserved areas. For example, Oak Patch.
 - Will include extensive media campaign
 - Really about education, not enforcement
 - Important to do unmarked crosswalks too (might be harder for EPD but helps get the message across)
- Planning: walked through the PBMP prioritization and making progress. Talked a lot about 13th Avenue and need to acknowledge there is data and good material here to move forward with additional advocacy. Prepare to talk about PBMP prioritization next month.
- Advocacy: Met with Hult Center staff and did site analysis. Currently have 9 inverted-u racks. Identified two additional areas to add racks. They want to start small with a few racks and survey utilization to see where people prefer to park. During Bach Festival, look into valet bike parking (CAT). Code requires 270. CAT assumes that 15% of concert attendees will ride bikes. Art in the Vineyard was 5,000 bikes. (about \$500 for typical Cuthbert concert). Cuthbert includes a \$5 fee to park a car on all tickets. Please change this. What was the tone of the Hult Center conversation? Didn’t get the sense they really looked into it, but seemed receptive. Were really interested and said they get comments on bike parking. Maybe install a permanent bike valet location (like Matt Arena). Didn’t talk about who would pay for new bike racks (COE facilities and Hult will discuss.) Also, talked about keeping current on annual events and tracking them for attendance.

7. Public Works Project Updates

Action Requested: Presentation and Discussion

- 18th Parking Removal Hearing Held May 2nd. Waiting for hearings official report.
- 5th Avenue Parking Removal Hearing to be held May 9th.
 - Motion to write a letter of support in support for Willamette Street. Holly will write it. Motion approved.
- Willamette Street bike lanes, 18th to 20th avenues might be buffers.
- Smart Trips: Bethel

- Moorea Strueby presented. There are 5600 households. Currently sending out travel surveys to record mode shift over time.
- Events will be coordinated with Petersen Barn that already runs events. Family Fun Nights, etc. High concentration of Spanish speakers, translating materials and will have Spanish speaking bike mechanics available.
- Sunday Streets – Emma Newman presented.
 - Sunday Streets Downtown, July 21st, 11:30AM – 4:00PM
 - Mostly on 8th and 10th avenue. Activity centers at Kesey Square
 - Sunday Streets Bethel, September 8th, 11:30AM – 4:00PM
 - Capstone event for SmartTrips
 - Website: eugenesundaystreets.org
 - Contact information: sundaystreets@ci.eugene.or.us
- Breakfast at the Bridges – Emma Newman and Moorea Strueby presented
 - Business Commute Challenge – May 14
 - City of Eugene Last Friday of the Each Month May through October.
 - www.eugene-or.gov/bbb

8. Information Share

Action Requested: BPAC and staff Information share

9. Adjourn

Future Agenda Items

- Regional Bike Parking Study (June 13)
- South Willamette Street Improvement Plan (July 11)
- Regional Bike Count Program – Josh Roll, LCOG
- Pedestrian and Bicycle Bond Measure Projects
- Bylaws Review