

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
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Date: Thursday, March 13, 2014
Time: 5:30 to 7:30 p.m.
Location: Sloat Conference Room
Atrium Building, 99 W. 10th Ave
Eugene, OR 97401

BPAC Members in Attendance: Bob Passaro, Steve Bade, Susan Stumpf, Janet Lewis, Allen Hancock, Sasha Luftig, Joel Krestik, Corrine Clifford, Emily Eng, Eliza Kashinsky, Sarah Mazze, Seth Sadofsky, Marc Schlossberg, Jim Patterson

BPAC Members Absent: None

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Lindsay Selser, Tom Larsen, Chris Henry, Philip Richardson

Members of the Public: Josh Kashinsky, David Sonnichson, Vicky Mello, Judi Horstmann, Allison Camp, Tom Munkes

Notes

1. Open Meeting

2. Public Comment

Vicki Melo: last snow storm was very difficult for people to walk and cross the street. Snow plows were working hard, but the corners of intersections collected a lot of snow and required people to climb over them. Also, there should be a priority bike route for snow clearance (Pearl and High). Enforcement of shoveling is important.

Phillip Richardson (COE Parks Dept.): here to give you an update on the trails master plan (soft surface trails). COE has 38 miles of these trails. Kick off meeting in January. Trails intersect with bike/ped network so they are important for this body to consider. Next meeting will be in April; will contact Lee to let you know when it is.

3. Approve February 13, 2014 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Susan: one addition; under ideas for projects want to add cycle track on Patterson.

Motion to approve, second. Passes unanimously.

4. South Willamette Street Improvement Plan Update

Action Requested: Presentation and Feedback

Chris Henry, Transportation Planning Engineer (COE), PM for the Willamette Street Transportation Study.

- Timeline is available online. Planning Commission meets April 7th.
- Economic Study and Plan will be presented to Council on April 16th. No decision will be made here, a public hearing will be held later.
- Property owners were approaching ECO Northwest to develop an economic study. City ended up funding the study which was a lit review. Synopsis is that there is little data available and the effect of improvements is mixed.
 - The study was to determine what data existed and to determine the scope. Since not much data was available, it wasn't worth spending more money on the analysis. Discussion started to focus on a trial.
 - ECO Northwest prepared an estimate that would focus on results if a trial takes place.
- Trial: this is not a new idea and there are a lot of concerns. Staff is reluctant to do a trial, but there was a newspaper article about it which prompted community discussion. Staff does not think a trial is necessary, but has been asked to prepare an estimate for a test or trial. If there is a trial, it needs to replicate the study recommendation and is expensive as a result. Includes:
 - Widening of curbs on either end of Woodfield Station driveway
 - Widening of curbs north of 24th Ave (southbound)
 - Add a signal at Woodfield Station driveway
 - Access control is not part of the alternative (or trial/test); hope is to work with property owners to modify access
 - There is concern about driveway lip not being good for bicycle entry; so some money was estimated for grinding the lip down
 - \$50,000 for data collection, analysis
 - Construction costs: \$700,000 - \$920,000 (most of it, \$300K, is at Woodfield Station for ROW acquisition, plus signal); includes construction and evaluation
 - Street would not be repaved during the trial. Originally, a discussion about slurry seal, but added cost and other issues. People have concerns that current pavement condition is not optimal and floods often.
 - Trial/test would take more than 1 year, plus data collection and interpretation
- Who is pushing for the trial? Lots of people have asked the question. Staff is not advocating for one alternative over another but will try to provide enough information to make decisions.
- No driveways will be closed? Correct, not unless there is a friendly conversation with property owners to do so. Could try it with a trial.
- Is it the norm that staff can't advocate? Seems like you should be able to advocate for one course of action. It depends. Staff wants to recommend facilities that are safe or safer. This is a

controversial project in the community. There is not full agreement on what facilities are best in any one group. Staff will wait for direction from city manager.

- Staff recommends against the trial? Staff does not have a recommendation yet, but does have a consultant recommendation for design. The TAC endorsed Option 3.
- Chris, would you share BPAC's letter with the Mayor? Yes. Another way to phrase the letter is support of a trial if the whole thing happens. BPAC says, "no, no trial".
- Heard economic impact discussion from business owners and consultant (DKS) said there wasn't enough data. Did other consultant (ECO Northwest) confirm this assessment? Essentially, yes. But process allowed a conversation about what data is, the complexity of economic data, and what impacts can be assigned to changes in the street design. The endeavor built trust in the process.
- Are the business owners who have been included in this discussion against bike lanes and do they get different information in the process? The process has been public and open. But there are a few primary individuals in 4 Lanes 4 Willamette who are funding a campaign and they have been in all the meetings with ECO Northwest.
- If there is a way to allow business owners that do not have a public relations agent to have same access to city decision makers there is a group willing to do so.
- Meetings were Chris Henry, David Nelkin, some others, and up to three ECO Northwest staff. City Manager was not present.
- Main Street Study in Ashland, OR occurred. Anticipate any different results in Willamette? Chris called the PW director in Ashland, and would not expect a significantly different outcome; however, it's a different roadway with different characteristics. Public opinion did not match data in this case. Also, no traffic signals in Ashland.
- Traffic Volume? DKS (consultants on Willamette Transportation Study) called and reported that recent traffic count was 1400 vehicles/day less than when recorded for the study. Counted again in February, about 14,500. This is even lower than last count (12% lower than in DKS report). Makes a difference in level of service for intersection performance. Study says Option 3 wouldn't meet the standard, but changes in volume might change that.
- Any explanation about what's happening with VMT? Stuff's happening and we don't know what's going on. ODOT believes there are relationships in demographics and preference for travel choice that appear to have correlations with data. We know that people are driving less but don't know if that will continue.
- Measuring traffic volume on Amazon Pkwy? Did so in 2013 as spot check. Could check again.

- If economic study has to be done with the trial, it's hard to do because it's a temporary thing. If there is a permanent thing then land use develops differently. People won't invest in these different uses if the roadway is a temporary situation. If we had to do it all over again, would you build Willamette the way it is now? If blank slate do you do this? No, if unconstrained environment probably would not build it this way.
- If a trial was implemented and the trial period ends would it divert to current configuration? It wouldn't make sense to do that.
- On paving list in 2018? Yes.
- If \$700,000 to \$920,000 is available for trial is it available for other uses? There is no money identified now.
- Thank you for open and honest responses to questions. And that if you have to do a trial to do it well.
- BPAC Letter: prepared a letter to discourage a trial. Will want to add the cost to the letter. Add idea of permanence to the letter, that economic benefit may not be realized if condition is temporary and place is perceived to be "in flux".
 - Recommend adding actual estimate. How much spent anyway as part of the project? Maybe up to half? But not all the money required would come from PBM in 2018. This money is for paving only. Anything else has not been identified yet. Actual costs may be less than \$100,000 but add \$60,000 for the study.
 - Wonder if you want to promote all the things that need to be a component of the test rather than discouraging the test altogether.
 - Could start the process sooner
 - Wholly unresponsive of a trial because the proposed design works everywhere, but if you want to speed up the construction date, go ahead.
 - Comment that the road surface is so bad that it will do little to increase the number of people who ride bikes. Tom wonders if the impact to the motoring public can still be evaluated (and accepted) and because there is a rebalance that occurs (with bikes, etc.) that it might not necessarily draw great numbers of new cyclists even if the surface was improved depending on the term you use for evaluation.
- Motion to accept letter as-is and amend with following points: Amend, address to City Council/Mayor; cost would increase by \$100,000s of dollars; would be thrilled if project happened sooner; still do not want the trial. Seconded. Approved.

5. Pedestrian and Bicycle Strategic Plan

Action Requested: Presentation and Feedback

Open house last week (25 people); 75 people have taken survey online. Lindsay has tallied the dot exercise and results from survey. The open house allowed people to follow up and ask questions.

Timeline: won't have this wrapped up before Lindsay goes on leave, but will have a working spreadsheet to progress the programs (Lee).
Infrastructure committee has first meeting scheduled (Reed).

Spreadsheets were distributed with results. Top choices include (among others):

Encouragement: SRTS ranked high
Education: elementary and middle school programming
Engineering: family-friendly bikeways
Evaluation: regional bike counting program
Enforcement: crosswalk enforcement

In comments: there are some questions about if this is specific enough. Should we set more performance measures in goals? Should it align with PBMP?

- How many people saw Gil Penalosa? He encouraged people to benchmark themselves against the best. Be willing to work towards your vision.
- How long comments open? 2 weeks.
- LAB (League of American Bicyclists) review of Gold Level BFC, how incorporated? Was used along with WFC (Walk Friendly Communities) to develop list.
- Think results would be different if survey taken on snowy day. However, the snow events did bring to the fore, the fact that sidewalk maintenance is very important.
- Encourage this committee to think about a 5-year plan. What can be done, should be done, over the next 5 years *realistically*.
- Give BPAC news of Lindsay's baby...

6. Traffic Enforcement at High Crash Sites

Action Requested: Discussion of Enforcement Events and Letter of Thanks

Would like to encourage EPD to do more good things, don't want to talk to them only when we want to complain. A letter has been prepared to commend them.

- Motion to send letter as is. Second. Motion approved.

7. Family Friendly Bike Routes

Action Requested: Presentation and Feedback

Distributed a handout "Building Eugene's Greenway Network". Allie Camp works for Point2Point Solutions and coordinates the regional SRTS program.

Bob Passaro gave a presentation on family friendly bike routes.

- Goal of doubling percentage of bicyclists is ambitious
- Identify routes by level of comfort
 - Green: suitable for any age or ability

- Blue: suitable for adults with some experience
- Black: suitable for confident, experienced riders (probably stuff we should be trying to get rid of)
- Have a map
- Equity question, what parts of town should we focus on?
- Showed a sign system based on level of comfort rating (with symbology)
- Funding is unresolved
- This is a great idea and think it can be replicated in other parts of the country. It's frustrating to travel to other cities and see that everyone has done their own thing.
- Brilliant work. Like to see the map of "unfriendly" links. It's also not about the facilities; it's a marking of the level of comfort.
- Shouldn't assume people know what symbology indicates
- Tom likes aspirational idea but somewhat troubled by different nomenclature (15th has been three different things since 1990s).
- Question about presentation. Where's the data that assesses the level of comfort? Yes, it's tricky, but you can make some broad statements. This should probably slow down the implementation so that we can assess the uniformity of comfort.
- Other use could be for updating the city plans and maps.

8. Information Share

Action Requested: BPAC and Staff Information Share

- Thank Briana and Judi who continue to work on construction zone brochure.
- Campus to Downtown Corridor (13th Avenue) meeting? April 17th is the tentative date.
- Bicycle Friendly Business meeting is March 24th
- LaneACT has had a bicycle representative resign. If you are interested please apply. Applications available soon.
- Infrastructure Committee Meeting is April 3rd.

9. Adjourn