

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
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Date: Thursday, April 10, 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, Janet Lewis, Allen Hancock, Corrine Clifford, Emily Eng, Eliza Kashinsky, Seth Sadofsky, Marc Schlossberg, Jim Patterson

BPAC Members Absent: Susan Stumpf, Sasha Luftig, Joel Krestik, Sarah Mazze

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

Members of the Public: Josh Kashinsky, David Sonnichson, Vicky Mello, Rich InLove, Rob Zako, Missy Corr

Notes

1. Open Meeting

2. Public Comment (10 min)

Rich InLove: Monroe Street is due for repaving, when EmX is built there will be signal upgrades to intersections. Currently, it's really difficult to get to the signal actuators at 6th and 7th Avenues. Want automatic signal changes. At 13th and Monroe; why can't we get to UO from Monroe on 13th? Plans should reflect this.

Rob Zako (BEST): local 501©3 non-profit coalition that represent broad interests to build better transit in the community. Currently, working to listen to the community to better understand community sentiment surrounding transit. Does BPAC want to have a discussion with BEST? (Discussed in Item #8)

3. Approve March 13, 2014 Meeting Summary Notes (5 min)

Action Requested: Approve Meeting Notes

There were some changes (typos). Steve motion to approve, Janet second; passes unanimously.

Added motion to approve the Willamette Street letter (opposing the trial). Any comments about the revised version? Allen recommended that the letter be addressed to the Planning Commission. Seth motion to approve, second Bob, passes unanimously.

4. Scenario Planning (30 min)

Action Requested: Presentation and Feedback

Kurt Yeiter, Senior Transportation Planner, City of Eugene presented on regional scenario planning. Josh Roll, LCOG, also in attendance. Scenario Planning workshop on April 22nd.

- Involves considering alternative, plausible futures. For the sake of this study, it's larger than Eugene – it includes neighboring cities.
- Driven by GHG emission reductions driven by State of Oregon (requirement).
 - 20% reduction in auto emissions (cars and light trucks)
 - Must select a preferred scenario to reach goals
 - Is primarily a learning opportunity. Process requires communities to require options to reach GHG reductions.
 - Each participating jurisdiction can choose their own scenario (Eugene can be different than Springfield, etc.)
 - State goal is 75% reduction from 1990 levels by 2050
 - Local goal is 10% reduction below 1990 by 2020 (CEAP)
- Ultimate decisions will be made by elected officials.
- Expecting more than 64,000 more people in region by 2030. Eugene will have more than half.
- Projections include PBMP's goals of doubling percentage of people who walk and bike in the model. (Will be an existing condition.)
- Scenarios include additional EmX extensions, more people driving electric cars, more people using bikes, etc.
- If no changes, and only advances in technology and implementing long term transit and PBMP goals, will only reduce GHG by 3% by 2035. If do nothing, GHG will increase by 3%. (Green Step Model)
- GHG should not be only target; there are tradeoffs depending on what strategy is selected. (Economic Development, Health, Environment, Equity)
- www.clscenarioplanning.org
- Some scenarios suggest 20% reduction in GHG is possible.
- Questions?
 - Who is staffing? State (ODOT) is providing some funding for local agencies to staff effort. Also using the Lane Livability Consortium (HUD) funding to help create scenarios. CH2M Hill is the project manager (consulting firm).
 - Why are there different percentages for different communities? Part of it is what's already been done, what are traffic characteristics, and methodology. (Interstates like I-5 are included in local targets).
 - Not proposing increase in vehicle taxes, why? It's on the table and is being looked at.
 - Urgency and action – we've reached 402ppm of carbon dioxide. So, if there's nothing in here that requires people to take option how will it work? Policy was crafted as optional due to political concerns. Allows conversation to occur without

suffering from too much political push back. Glimmer of hope is that we've been proceeding with companion plans (like PBMP) to implement reductions in GHG.

- PBMP has a goal but there is not money to enable. Also, the public seems to favor doing something. How can we achieve our goals? How can we help? There is an opportunity this year to participate in the TSP update (transportation policy document). Many policies in that document speak to change. However, there is a culture to protect individual rights and sometimes this ethic impacts "progress".
- All these dates, are they arbitrary? Somewhat, although some targets are based on previous research. 2035 date is helpful to us because most of our plans project out to that date and there is symmetry in using these dates.

5. 2015 Pedestrian and Bicycle Bond Measure Projects (25 min)

Action Requested: Presentation and Feedback

Reed Dunbar, Transportation Planner, City of Eugene presented on Infrastructure Subcommittee (BPAC) progress on selecting a 2015 project list for Pavement Bond Measure projects.

- Comments?
 - Trying to find places where old people live, when can I give you a list? Now. We value these project ideas.
 - Ride bike 4-5 miles to work and don't deviate from route. Want to get more places. What are those buffer spaces that separate bike lanes from travel lanes? Buffered bike lanes. Those seem really important for streets like Coburg or Oakway to make it feel more comfortable and allow more people to choose bicycles for transportation. A little more space might go a long way to achieve comfort.
 - Committee looked at small investment, big payoff; key connections to areas with kids or seniors (small improvements); also need to focus on building a connected system. Discrete projects are great, but connectivity is also really important. The idea of 8-80 cities is making the network more accessible to everyone. So, buffered bike lanes should become the default design philosophy. Think 13th Avenue (Campus to Downtown) is an example of a big project worth pursuing.
 - Have been operating under an equity idea that we need to spread resources. This might make sense from a political perspective, but concentrating dollars to areas that may facilitate mode shift also makes sense.
 - Focus on pedestrian projects?
 - Crescent at Game Farm pedestrian crossing? Not on the list yet.

6. Campus to Downtown Bike Connections (20 min)

Action Requested: Project Update and Discussion

Lee Shoemaker, Bicycle and Pedestrian Coordinator, City of Eugene presented on the upcoming public meeting to improve connections for people who ride bikes between UO Campus and downtown.

- Meeting next week at library. Various notices are being sent.
- Agenda has been set. We will want to discuss goals a little bit to identify the specific needs for people who bike from downtown to UO and be able to set some criteria to satisfy our goals.
- Will want to have a final meeting to discuss staff recommendation. What timeline works for students? First week of June may work.
- Tom Larsen, City Traffic Engineer, City of Eugene discussed the results of the signal analysis. We're trying to identify options that will make it work.
- How have other cities built two-way cycle tracks in traffic? Most cities run bikes on an exclusive phase. Can be willing to accept delay, but want to make sure there is an expectation that delay is part of the package for a cycle track.
- Goal might be to optimize the network as best as you can for bicycle travel and accept a level of delay. Can you flip the progression of AM and PM trips? Yes.
- Any studies ongoing? Yes, gap analysis on 12th and bike counts on 13th (including sidewalk).
- Let's not take for granted that people will stop at traffic lights.
- Think that the LiveMove report did identify an issue – contraflow travel – and decided to develop a solution to that problem.
- Part of what we're talking about is the experienced cyclists that knows there are choices. Many contraflow cyclists might be people who do not know the network and travel where they want because they are not experienced.
- When some people travel around town they think about different users, such as children, and want to ensure there are routes for new or inexperienced users. Stuff we go to is on arterial streets, so there will always need to be a protected bikeway on these types of streets if we are to expect more people to travel there by bike. Idea of 12th or 13th is a false choice.
- Young people should be using bikes, especially around campus. So, let's try to make it safe. Cars are too expensive for students.
- There are a lot of places that aren't particularly well connected around town. So, do you want an awesome connection in one place and no connections in others?
- Probably not worth putting any effort into 12th. Doesn't connect the way that 13th does. Want to think about tradeoffs, but people will use the street that gets them there best, 13th seems like the choice.
- All discussions today seem to come down to money. As a future agenda item, can we discuss revenue ideas? What about another bond measure that secures serious money to implement the types of projects that will achieve our transportation goals?

7. Bicycle and Skateboard Laws (15 min)

Action Requested: Presentation and Feedback

Lee Shoemaker presented on proposed city code amendments related to use of eBikes on city paths and riding skateboards on city streets.

- People seem to be okay with eBikes, with the exception of the Whilamut Natural Area;
- Expansion of no bike zone downtown is still being analyzed. The public seems split on what to do here but a change to the limits is likely. Also, area between Hilton and Hult Center is likely to allow people riding skateboards for transportation.
- Allowing skateboarding in the street is somewhat controversial. 4 cities in Oregon do allow it. Salem and Ashland allow on streets 25 mph or less. Different rules apply. Bike rules generally apply (need lights, etc.). Discussions with Eugene PD will be critical.
 - You want buy-in from EPD? Yes, want to understand what conditions would be accepted by EPD.
 - In talks with other cities that allow skateboarding are there obvious issues? Not really. Typically, talked to people who worked on the legislation. But in Ashland, there were 4 fatalities over the years but mostly related to intoxication and other user behavior issues.
 - Has anyone considered throwing out laws about sidewalk behavior? People do what they need to do. EPD officers on bikes are really poor role models. When sidewalks are crowded understand the issue, but most of the time it doesn't seem like such a big deal. Doesn't seem to be much enforcement.
 - As someone who walks want to feel like people on bikes should have an understanding of their responsibility on a sidewalk.

8. Information Share (15 min)

Action Requested: BPAC and Staff Information Share

- BEST Invite? Yes.
- LiveMove was recognized by Oregon Chapter of APA. Will receive an award.
- Bike counter (totem) on 13th at Kincaid will be installed.
- Received an article from Boston where doctors are prescribing bike share
- Marc's book is getting a lot of interest.
- Dentist on Willamette asked position on S. Willamette. So, people are having a discussion. (Dentist favors rechannalization.)

9. Adjourn