

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
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Date: Thursday, May 8, 2014
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, Janet Lewis, Allen Hancock, Corrine Clifford, Emily Eng, Seth Sadofsky, Marc Schlossberg, Jim Patterson, Susan Stumpf, Sasha Luftig, Joel Krestik, Sarah Mazze

BPAC Members Absent: Eliza Kashinsky

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Rob Inerfeld, Chris Henry, Tom Larsen, Jim Ball

Members of the Public: David Sonnichson, Judi Horstmann, Joby Patterson, Shane MacRhodes

Summary Notes

1. Open Meeting

2. Public Comment

Judi Horstmann: bike/ped safety; really like crossing islands. An 88 year old woman who was walking on East Bank Path at Delta Ponds was hit by a person riding a bike and suffered severe injuries. Can be life threatening at that age. Identify areas where there is a lot of bike/ped traffic and delineate areas for bikes and pedestrians (lines). Also, consider speed limit signs for people riding bikes. Even if unenforced, might encourage people to slow down.

3. Approve April 10, 2014 Meeting Summary Notes

Summary notes approved.

4. South Willamette Street Improvement Plan Update

Chris Henry provided update of South Willamette Street process. BPAC letter was sent to Council. A work session held on 4/16 with Council to discuss technical report. Monday, May 19th Harris Hall, 7:30 pm Council Discussion; May 27th Public Hearing (Harris Hall). Comments:

- What did Councilor Clark ask about? Density of driveways. Chris came up with a calculation.
- What is the strategy of having the City Manager recommendation before the public hearing? Provide something for public to comment on versus waiting for public comments.
- Any comments on BPAC letter? Didn't receive any.

- Trial details? \$920,000. Talked about widening and installing signal at Woodfield Station driveway.
- Is there a plan for funding the test? Told Council that there is a range of funding sources that could be used. Probably need to cobble together a few sources.
- You are looking at PBM ped/bike monies? It's a potential source of funds. Might require reprioritization.
 - BPAC not in favor of using PBM bike/ped for this project. Such a small pot of money for discretionary projects; hope there are other sources.
 - BPAC invests time in prioritizing and concerned that effort is wasted.
- When will trial happen? Council is scheduled to take action on May 27th where they can choose an option or a test. If directed to implement the trial, staff will need to find the money to do it. Need answers by August.
- BPAC write letter to Council opposing trial? It's clear that last letter discouraged the pilot study. Concern is really where the funding comes from. Also, want to know what the performance measures are. Please keep us informed.

5. South Bank Path Changes at New Viaduct

Chris Henry discussed the Whilamut Passage bridge bike connections. Through the life of the project there have been enhancements including bike/ped. There was an opportunity to construct the south bank viaduct which would delete the existing path (cost cuts mean that path could not be saved). Estimate \$1M to build bridge where old path is (necessary removal to restore habitat). ODOT wants to know what to do with path.

- West side path (existing): could maintain path up to the ravine that will be dug for habitat restoration. Leave asphalt in place? Keep base course in place only? Staff would like the asphalt removed as it leaves the South Bank Path. Comments:
 - If funding for bridge became available would the current approach that would be removed be used to make this connection or would a new route be established? Hard to know. Idea in leaving the base in place is to enable alternatives.
 - Could be declared environmentally sensitive and no path allowed.
 - Think about creating a gap from existing path (short) to save some money and enable future possibility of bridge.
 - Would a paved rock enable access to people who want to view the wildlife area? Yes. People will likely camp there too. ODOT would prefer to discourage access.
 - If asphalt removed, more native plants? Perhaps.
 - ODOT wants minimum removal necessary.
 - There should be access on both sides of bridge.
 - Timeframe: next few months

- Some consensus for removing asphalt only.
- When I-5 was restricted did anyone perform an automobile count on Franklin to see if there was too much capacity here? Long term plans are redesign. There appears to be too many lanes. Additional capacity allows opportunities for EmX and bike facilities.
 - Might want to discuss future Franklin plans with Springfield BPAC.
 - Get this in PBMP refresh

6. 2015 Pavement Bond Measure Pedestrian-Bike Projects

Reed Dunbar talked about the PBM projects. There are a number of improvements that could be made. Generally, over budget but process will be to talk to city staff and other departments about constructability.

- Wayfinding: seems really important. Reed thinks there is another pot of money to build these types of projects.
- Members should review the recommendations and decide if any changes are preferred.
- Concern that South Willamette will raid this budget and we won't build these projects at all.
- Can we spend more? We are supposed to average \$516K. May or may not be a problem to overspend.
- There are political benefits to doing these projects and when the money runs out, the community should ask for more.
- Philosophy is for smaller projects. Larger projects likely to be eligible for grant funding.

7. Downtown to Campus Bike Connections Update

Rob Inerfeld talked about the Campus to Downtown process.

- 3rd meeting is scheduled for June 3rd (Bascom Tykeson)
- Survey: 62% of people who took the survey thought buffers were okay (as opposed to barriers)
- Next step is to develop design concepts for 12th and 13th. Both streets are valuable and people want to bike on them. Although 12th doesn't go all the way to UO, it does go farther west.
 - 12th: crossing improvements, bike boulevard treatments
 - Possibility of 1-block cycletrack on Hilyard for connection from 13th to 12th? Yes.
- Will talk about cycle track on 13th. There are some issues:
 - Signals necessary in many areas. Eastbound won't be as smooth and westbound will take even longer.
 - Did you say that it might take longer to use 13th? Yes, two phases would require the time to come from somewhere. 12th allows people to use their judgment, 13th will be signal controlled. People may prefer not thinking and using the signal and accept the safety it provides.

- On-street parking is important and we're looking at parking bays. Would require removal of street trees (we look at those trees value and health). This project could also enhance the street canopy.
- Are there any guidelines for amount of on-street parking needed based on utilization? Is it justified? We'll look at that more closely. Some projects we can remove based on numbers, but on other blocks we are prevented from doing so based on downtown policies or other desires.
- Is there a net parking loss if bays? We'll look at that.
- Put bike corrals in as part of the facility? We'll look at that.
- Students were hoping to reduce the travel lanes between Hilyard and Patterson. We'll take another look at that.
- Got sense from first meeting that employers wanted parking for employees (versus customers). Parking is time limited or metered on 13th.
- Who's talking about what happens on the west end of 13th? It should connect intuitively to other facilities. Ideally, it might go to Lincoln, but probably build in phases. Will end at a bikeway (probably Olive for purposes of estimating costs).
- Hopeful that our engineers can make signalization work similar to how it works now (fluid) and if it can't work well both ways, keep it at least as good as now eastbound.
- A change to 13th won't address everybody's needs, if there are cyclists who want to travel faster, there are other routes. Be careful to announce that this will improve the network in certain ways, rather than identify the faults.
- 13th is also a major transit connection. Any delay in auto traffic will echo in the transit network.
- Cost
 - Need to add bike signals. All westbound signals will be new. Many signals on old poles, so adding new heads to old poles may be risky. Ideally, all poles would be replaced which has cost implications.
 - Will develop a best practice estimate and a minimum estimate.
 - Do traffic signals come from the traffic budget? Well, if we're adding signals we need to fund them. Any upgrades necessary will be evaluated. There's only \$200,000 in traffic signal budgets annually and city hasn't built new signals in 14 years. So, there really isn't another budget to use.
 - Where would money come from? "\$150K PBM, \$150K Minors, Marc offered to come up with the rest..." Most eminent funding sources is STP-U funding, currently programmed through 2015, but could get more 2015 money, or will look to 2016.

8. High Street Cycle Track and Nearby Development

BPAC wanted to discuss protecting the corridor for a future cycle track on High Street. Whole Foods proposal was concerning to BPAC members because it could impact the ability to implement the cycle track. We want to protect the viability of this future project. Also, city hall and land swap would impact network.

- Does BPAC want to write letters to raise awareness of future transportation plans? Who gets this? Send to Transportation Planning and we'll direct it.
- What tools does the city have to influence the design of a building like Whole Foods that would affect bike/ped access?
 - Whole Foods would be on other side of street
 - Developer doesn't have to go through discretionary process, can build by permit
 - Do have connectivity standards
- Any reason we can't write to the property owner? City policy dictates you talk to staff.
- One way to think about this is making a positive statement "we'd like to work with you to make a ped/bike friendly development". Transportation Planning staff would love to share that kind of insight with other departments.
- City doesn't have say on where the driveway will be? Yes we do but limited. Take access off the lowest order street.
- Access, location of parking, and setback of building will have a huge impact on if this store feels suburban or more urban in form. We should seek to influence this to protect downtown character.
- Where is this site? Across from Shedd.
- Worry that the E/W alley north of Shedd will be used by people who drive cars to zip across High and into the Whole Foods parking lot. Restricting this makes some sense. Trader Joe's parking lot is full of perils. Don't replicate.
- It pays to be diplomatic with developers. But, does the city have the authority to limit parking? Probably not allowed to put parking between the street and building face because it's downtown. Likely to front Broadway. What are the city's standards for walkway aisles? Not sure.
- Speculation: pretty sure downtown will require you to build to the property line and not allow parking in between. Downtown staff want active sidewalk and street front.
- Possible to get someone from planning and development to talk about the tools the city has to require the developer to make certain improvements? Sure.
- How do we ensure proper design? Suggest you invite planners to ask these questions.
- Shedd plans to expand to the north and has bought the parking lot.
- Thinking about role of BPAC as a watchdog for all kinds of projects. We agonized over Capstone, now we're talking about

Whole Foods, just found out there will be 80 condos west of Pearl south of 5th Street Market. We should remain vigilant.

- Some concern that all city staff might not be working off the same vision. BPAC role might be to coordinate.
- Perception of no parking in downtown. Bringing in more people to a congested area means you have to think about parking.
- If you do end up writing a letter. Look at what other Whole Foods do. Look at Whole Foods or New Season in Portland.
- Contribute by looking at tools that overarch code, like Envision Eugene and other planning documents that state vision.
- Bikes belong downtown just like peds do. Also, add skateboards to that list.
- Bob and Emily to research. Seth will also participate.

9. Information Share

Jim: BPAC's representative on the Accessibility Committee and started looking at intersections where difficult to cross street.

Sasha: Eugene Bike Share Feasibility open house is May 14th. Please come.

Reed: NUSA Conference. Let Reed know if you want to attend a bike ride.

Lee: Sgt. Jim Ball has asked for a crosswalk list. Please respond to Lee when he sends out an email.

Susan: Oregon Duck cutout. Get some!

Allen: has some magazines you should take home with you.

Tom: next Thursday is Public Works Open House.

10. Adjourn

Future Agenda Topics

- Priority Bike Routes (Leaf Collection)
- Better Eugene-Springfield Transit - June
- Pedestrian and Bicycle Master Plan
- Transportation System Plan
- Campus to Downtown Bike Connections
- Bicycle-Skateboard Law Changes
- Pedestrian and Bicycle Strategic Plan
- Pedestrian and Bicycle Pavement Bond Measure Projects
- Transportation Funding
- Complete Streets Policy