

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
99 E Broadway Ste 400
Eugene, Oregon 97401
(541) 682-5291
(541) 682-5032 FAX
www.eugene-or.gov/bpac

Date: Thursday, June 12, 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, Emily Eng, Seth Sadofsky, Jim Patterson, Susan Stumpf, Sasha Luftig, Joel Krestik, Sarah Mazze, Eliza Kashinsky

BPAC Members Absent: Corrine Clifford, Marc Schlossberg

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

Members of the Public: Josh Kashinsky, Shane MacRhodes, Vicky Mello, Michael McKern, Emma Newman, Ross Peizer, Rob Zako, Kaitlyn Grigsby

Notes

1. Open Meeting

2. Public Comment

Shane MacRhodes: SRTS update, bike safety education reached 663 riders this term (middle schools). Dozen schools, 8 instructors, lots of volunteers. On June 16th, Pints for a Cause, 25% of proceeds at Ninkasi go to SRTS. WJ Skatepark opening 6/21 with bicycle education classes. Repaving projects: 6th and 7th on Monroe need something to happen. Was pushing for separated facilities, doesn't sound like anything moving forward right now. BPAC, please push hard now. Lots of cool projects happening this summer. (Sasha mentioned that the Infrastructure Subcommittee should look at this)

3. Approve May 8, 2014 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Approved. Two abstentions.

4. Franklin Boulevard Update

Action Requested: Information Share

Dave Reesor, from City of Springfield, could not attend. Replaced agenda item with High Street Letter.

- Bob, wanted to prepare a letter so that Transportation Planning staff can distribute letter to other staff that looks at development projects.

- Sasha, important because some city departments don't communicate often
- Allen, suggested putting everyone's name on the letter. Let's include a "request".
- Emily, seems kind of long. Letter is centered on a cycle track, which might not be a facility that the developer can address. Discussing the street compatibility with active modes was a good idea.
- Allen, request that a public design charrette occur as part of any public process to ensure successful project.
- Sasha, planning staff probably don't normally receive letters from BPAC so this might have impact. 1-page letter usually a good strategy.
- Jim, there seems to be enough info in the letter to justify two pages. How do we become part of the design process? There should be the potential to do so and work with the developers on these types of projects.
 - Nan Laurence does not have a lot of availability to attend meetings. She is the right person to comment however.
- Steve, BPAC request is to share the letter and ask other staff to consider planning elements (like public process)
- Sarah, would like to help edit to shorten. Re-address it to "Planning Staff..."
- Tom, recommended taking out the soft surface trail element.
- Seth, can we agree to edit by email? Yes.
- Motion: Seth moves to approve subject to minor editing by email. Allen second. Approved.

5. Better Eugene-Springfield Transit

Action Requested: Presentation and Feedback

Rob Zako, Exec. Director of BEST attended to discuss the role of transit in the community. Any role for transit in bike/ped? What is important (connections, bike share, etc.)?

- Hard to find places to "park and ride"
- Transit provides options for people who do not want to use a car all the time. People who walk or bike can use transit if the weather gets bad; good option.
- BPAC heard about bicycle parking at bus stops. Bike share seems like a multimodal option for people who want to combine transit trips with bike trips. Bridges, access, sidewalks are places where BPAC becomes involved.
- Always have tokens in bag. Transit is an option when too hot.
- Every transit rider is a pedestrian. Want to make it easy to reach transit.
- Does EmX have policies around biking? (There is a capacity issue at times. 3 bike limit right now.)

- Jarret Walker has described transit as “extending walking trips”. Perhaps also, extending bicycle trips.
- Issue for pedestrians crossing the street. Not all bus stops align with safe crossings.
- Wonders why more bike/ped projects not part of the transit planning process.
- Make sure that bike/ped is incorporated in planning. Large grants from FTA (\$100M) largest pot of money we will receive. Need to stretch it.
- Transit enables people too young or too old to drive to travel long distances. Also, people who do not have access to cars. Equity issues.
- Walking, biking, and using transit are least cost transportation options.
- Oregon 1% of road projects include a bike/ped funding element. Can we lobby for bike/ped in transit as well?
- Transit is about access for low income rider. But, there are a number of professional people who walk or bike more than take the bus. Is BEST looking to reach higher income brackets? (Have met with FAN, asked to meet with other neighborhoods. Looking bigger picture. Won't talk about routes, but want to identify issues)
- Barrier to entry. Driving requires a car. Transit requires you to know the bus routes and schedule. Transfers can be a real issue to taking the bus. Drivers have Google Maps, transit riders not as easy. (Complexity of using the bus can be somewhat solved with Google Maps, but scheduling is still an issue.)
- City SmartTrips programs are for developing confident users of the transportation system.
- When weather good, bike, when bad, walk to take transit. Transit is really important during wet and dark months of the year. The rest of the time I ignore the buses. (We've heard that before. It would be very hard for someone to commit all trips to walking or biking, so transit helps provide flexibility.)
- (Next Steps: had 2 dozen of these conversations; best-oregon.org/survey. We hear that we have “this much transit because this is as much transit as we can afford.” Interested in hearing about different stations, routes, etc. and having a more robust conversation about meeting unmet transit need. The “T” in BEST is “transit” but also care about other modes of transportation. In coming months, want to talk to a larger network about next steps.)
- Picture Eugene Station: please ban cigarette smoking. If I just moved to Eugene and saw Eugene Station, I don't think that I would take the bus. (Not very welcoming)
- Has BRT encouraged transit use? (Yes, can be an entry-level bus for people who are transit-curious. Yes, EmX has surpassed ridership projections. The other half of the question about

encouraging people to use the bus, BEST is small and need to be strategic about spending. But, try to leverage public opinion to develop transit. BEST probably won't work to market transit, want local agency to do it.)

- Ridership for EmX: UO corridor was selected because highest transit use. Became a national model for BRT success.
- Maps and route guides should have suggested bicycle routes identified. Help people identify how to use multiple modes.
- People say "you walk to work!?" Distances in people's minds might not match reality. Need to convey distance in minutes. How long does it take to walk from a transit station? How far to Fred Meyer, etc.
- (BEST will be looking for opportunities to collaborate with other entities such as BPAC)
- Transit has the same issue that some other modes have. Easy to get around downtown, but few cross-town routes.

6. Downtown to Campus Bike Connections Update

Action Requested: Presentation and Feedback

Lee Shoemaker said there will be a public open house on June 24th at 5:30 at the Eugene Downtown Library. Staff will make a recommendation. Goal is to get something in the PBMP.

- Susan, when I have people riding toward me, contraflow in the bike lanes on 13th, it seems like an obvious unsafe issue that demands attention. Support cycle track on 13th.
- Just under 30% of people ride on sidewalk.
- Is what you're asking is to write a letter?
- Sarah, Infrastructure Subcommittee had mentioned not doing anything on 12th because support cycle track on 13th, right? Sasha, yes, but both important. Having facilities is important, 12th might be a good interim step even if it doesn't go all the way to campus.
- Lee, Tom had an idea that we could potentially take a travel lane on Hilyard to transition people from 13th to 12th and back.
- Allen, it will be difficult to make a recommendation. Not enough information to evaluate options. What are costs? Delay?
- Bob, in theory, the concept of 13th is really attractive. Office window looks out onto 12th, well used, but suspect more people on 13th. 12th is good as a through route, but 13th has destinations along the way. So, 13th seems like better option, but don't know all the details.
- Steve, question for Tom, would development of Hilyard between 13th and 12th be part of the design package? Tom, looking into a variety of options to make travel safer. Although developing routes that service local businesses also has merit. It's not clear which is "safer". Need to provide multiple options.
- Sasha, I think we need both options. Need to respond to comfort levels and route options. Capstone's second phase will introduce

new travelers and will probably have an impact on existing travel patterns. Tom thinks 13th has to be done as a corridor, 12th could be small parts.

- Susan, like the 12th to 13th connection.
- Joel, enough demand on 12th and 13th that both should be a priority. Time is an issue, there will be more people here very soon. 13th can be about forging connections to other cycle tracks. (like High St.) 13th is network building.
- Sarah, would improvements to 12th reduce appetite for improvements to 13th?
- Steve, thinks the city wants to improve all routes. Feel like he could move that BPAC support planning staff to move forward with 13th Avenue improvements and local connections.
- Allen, depends on sources of funding. If we need to raid a lot of different funds that could be used elsewhere in the city, have to think about it. Marc would say the Minors are looking to provide community funding, so we should capitalize on the opportunity. It's tricky. Information that would be useful is identifying possible sources of funding and the tradeoffs they bring.
- Bob, does 13th make it easier to get to Fern Ridge Path? Seems critical.
- Sasha, hears that 13th cycle track is important, but looking further west will help leverage additional facilities. There is some concern about not being able to build 13th without compromising additional projects.
- Steve, the fact that LiveMove did their own study should have impact. We don't have groups coming to the city and saying this is something that needs to happen. So, this is a strong vote. Also, there is a documented safety issue, and use on 13th does not match the design. Needs to be in alignment.
- Sasha, agree that BPAC is more "for" 13th than for 12th.
- Seth, the more I listen, the more I think we should strongly suggest the cycle track. Have not heard anyone talk about 12th. 12th doesn't build the network. Susan, but 12th does go a long way.
- Allen, I'll speak up about 12th. Preferences for family friendly routes, but cycle tracks on heavily traveled routes more popular? Shane, yes, 13th would feel more comfortable if there was a protected bike lane.
- Motion: Eliza, support continued pursuit of cycle track on 13th Avenue. Sarah second. Passed.

7. Priority Bicycle Lanes

Action Requested: Information Share

Lee Shoemaker: in 2009, BPAC discussed leaf collection on priority bikeways. Determined which routes were "priorities". Staff noticed recently that the priorities might not match where people are riding. The Programs Subcommittee looked at the priority routes. Are they accurate?

- Steve, understand that BPAC and GEARs contributed to this map in 2009. Wanted to understand what the operations for sweeping were. Still don't have enough information, but would like to add:
 - 13th Ave: Garfield to Alder
 - 5th Ave: Jefferson to Blair
 - Coburg: Cal Young to Willakenzie
 - Pearl Street: 5th to 18th
 Anything that's added removes something else to get to 25 miles.
- Tom, priority might mean that reports on these routes are dealt with first. Think about routes where there are a lot of trees.
- Bob, try adding something and then taking something away. Some of these are roads where taking a travel lane is not a good option (high speed) so even if not a popular route maintenance is critical.
- Joel, Goodpasture is expendable; seems like there are greater needs.
- Shane, don't remember talking about this while on BPAC. Not sure you have to honor the existing map.
- Jim, glad that Pearl is back.
- Steve, subcommittee will meet again before July. Asking to get a list of priority routes before July BPAC meeting. Staff will then take this to maintenance staff.
- Lee, complaints were also a factor. Country Club used to be an issue, but mostly landscapers, we can deal with that separately (not a legal activity). Will find out what "priority" means. (Does iBikeEugene app have data?)

8. Pedestrian and Bicycle Master Plan Revisions

Action Requested: Discussion

Reed Dunbar, need to test the PBMP before adopted as part of the TSP this fall. Want to make sure that PBMP, before it is adopted, is current. Want to do open houses and work with BPAC Infrastructure Subcommittee.

- Allen, policies in PBMP are weak. Would like BPAC to make recommendations.
- Bob, after plan is adopted can we change projects? (Yes, harder. Doesn't mean we can't do it.)
- Tom, easier to build projects if they are in the plan.
- Joel, is there a way to add language for periodic update? Yes.
- Steve, print up more copies when adopted? Yes.
- Bob, Add: 13th Ave cycle track and HWY 99 Path
- Sasha, Infrastructure Subcommittee will take on maps piece by piece and report back to BPAC.
- Eliza, want to set up a policy committee. Second. Members: Steve, Eliza, Bob, Allen.

9. Information Share

Action Requested: BPAC and Staff Information Share

- Sasha: Connect Oregon V program will fund the West EmX bridges. Also, Mark Schoening said he's look into replacing the South Willamette Trial money (2015 PBM) with SDC (if available).
- Allen: attended IBPI Pedestrian Safety Webinar. State of Oregon will have grant money for small grants (\$9000) for education and encouragement. Grants due July 28th.
- Susan: will send out link about Lane County transportation projects.
- Bob: sent out notes about Willamette Street to his Councilor. Boise, ID put in some bike lanes downtown (protected lanes). Lasted 3 weeks because of public response. Tom, I toured those bike lanes. The story is that the community was polarized and they agreed to a 30-day test. Thinks the permanent design will include reinstallation of buffered bike lanes when streets reconstructed.
- Jim: accessibility committee is working on the ADA parking placards that are being abused currently.
- Emily: UO recently completed annual commute survey.
- Steve: went on tour of PBMP locations. Confused about HWY 99 Path. Group rides are very successful. Thanks, Bob.
- Tom: WJ Skatepark opening June 21st.
- Reed: please volunteer for Eugene Sunday Streets. I'll have a table at the WJ Skatepark opening.

10. Adjourn

Future Agenda Topics

- Equity and Opportunity Assessment - July
- Pedestrian and Bicycle Master Plan
- Transportation System Plan
- Campus to Downtown Bike Connections
- Bicycle-Skateboard Law Changes - July
- Pedestrian and Bicycle Strategic Plan
- Pedestrian and Bicycle Pavement Bond Measure Projects - July
- Transportation Funding
- Complete Streets Policy
- Franklin Boulevard