

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, July 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, Emily Eng, Seth Sadofsky, Jim Patterson, Sasha Luftig, Joel Krestik, Sarah Mazze, Eliza Kashinsky, Corrine Clifford, Marc Schlossberg

BPAC Members Absent: Susan Stumpf

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

Members of the Public: Josh Kashinsky, Shane MacRhodes, Rex Vollstedt, Daiva Trudeau, Ellen Meyi-Galloway, David Sonnichsen

Notes

1. Open Meeting

2. Public Comment

Rex Vollstedt: talked about handicapped provisions on bike paths and trails. He uses a Segway. Segways are allowed on bike paths (by federal law). In Alton Baker park there is a sign that says no motorized vehicles allowed. Wanted to remind BPAC to include handicapped people, one in seven people are handicapped. Segways are quiet, clean, and don't require any more room than a person (shoulder width). Mention Segway inclusiveness in materials (like bike maps).

Sasha: want to reserve some time to discuss Transportation Systems Plan.

3. Approve June 12, 2014 Meeting Summary Notes (5 min)

Action Requested: Approve Meeting Notes

Motion to approve: Janet, second Joel. Approved.

4. Equity and Opportunity Assessment (30 min)

Action Requested: Information Share and Discussion

Stephanie Jennings and Ellen Galloway presented on the Assessment of Equity and Opportunity.

- Stephanie is the HOME Investment Partnership Program funds and Community Development Block Grant manager for the city of Eugene. Recently, working on Lane Livability Consortium to

develop reports. Will talk tonight about study of affordable housing residents. Both HOME Investment Partnership Program and Community Development Block Grants are U.S. Department of Housing and Urban Development grants.

- Ellen is from St. Vincent DePaul. Conducted the surveys and analysis. Tonight, will discuss bike and pedestrian findings of the study.
 - Worked with three main rental housing providers in communities.
 - Held 12 focus groups in the housing developments (128 residents). Also, written survey (2400 households, 629 responses)
 - Handed out executive summary. Looks a number of different topics developed by community partners.
 - 95% earn less than \$25K/yr (50% less than \$10k/yr). education level was higher than expected.
 - Asked about housing location and desires about livability (and transportation).
 - Perceptions of safety, basic needs was also discussed. Banking, food and nutrition part of survey.
 - Transportation results
 - Most residents drive (54% survey). Even households with under \$10k/yr had a high percentage of driving. Seniors and disabled also have cars in high percentage. However, costs of insurance, maintenance, parking, and gasoline meant they couldn't use them as often as they wanted.
 - 46% do not drive. Many had perceptions of safety related to traffic (felt okay about crime, but not traffic). Includes walking, biking, transit trips.
 - Traffic speed is an issue
 - Hard to cross street (crosswalks and traffic signals). Had specific areas of request for improvements (crosswalks). Hard to get to bus stop from housing. Sometimes people who drive cars don't respect crosswalks. Also, sometimes the traffic signals weren't timed to allow elderly to cross street.
 - Sidewalks between affordable housing and bus stops. Many gaps, many walk on shoulders or areas without any pedestrian facility.
 - Curb ramps difficult in some areas.
 - Bike lanes don't feel safe enough (esp. when in high speed traffic). Bike lanes sometimes feel too narrow. Want buffer between bike lane and travel lane.

- Street lighting is important (different work shifts). Some areas are very dark, and if there is no sidewalk it can be very difficult to travel.
 - Use information to fix gaps in infrastructure. These data provide specific locations and concerns.
 - The Lane Livability project brought together different agencies who weren't necessarily talking about shared issues.
 - Maybe community education around walking and biking can be developed for specific audiences.
- This effort gathered information and currently looking to disseminate information because these groups don't generally participate in community meetings (mobility limitations, etc.). Are there small improvements that we can make near these developments to improve quality of life and mobility needs?
- Resident service programs through low-income housing developments are very important. Think of these spaces as good venues for acquiring information.
- Survey helps program administrators to focus funding where it is needed most.
- Q&A
 - Have community agencies been made aware? Yes. Met with transportation planners, LTD, Equity and Human Rights.
 - Frustrating because don't see much movement. There is a need on River Road to cross the street for a safer crossing. Protect auto delay instead of human safety. Want to see improvements.
 - In presentations to city staff, it seems like there are other entities that need to be involved. So, are there ways to partner with affordable housing developers to build infrastructure? Those conversations are happening. Also, housing developers are more informed about where to invest resources. Look at transportation options programming in these residences.
 - There is some talk about using this list to inform the PBM list. Would like to suggest the Infrastructure Committee take a look at the list, especially crossing improvements. List has also been shared with EPD for crosswalk enforcement. EPD has committed to a crosswalk enforcement event in September.
 - Really interested in the people who are driving. It's so expensive. What will it take to convince them not to drive? Survey asked if they needed a car (68% "yes"). Part of the reason is that cars show status, so if you can afford a car why wouldn't you do so? But most people view it as more convenient (most drivers have children). Also, most bus

schedules don't mesh with work schedules (and don't go everywhere they want to go).

- Sharing with Lane County? Yes.
- It would be helpful to have a large copy of the map that shows housing locations.

5. 2015 Pedestrian and Bicycle Pavement Bond Measure Projects (30 min)

Action Requested: Presentation and Feedback

- Oakway RRFB replaces Barger. Oakway is multiple threat location. Barger does have some affordable housing facilities. Would like Barger to go back on the list if there are additional projects.
- APS: will be capped about \$50K
- 13th Avenue Cycle Track pushed to 2016.
- \$150K in Systems Development Charges (different funding source) to replace the \$150K spent on the Willamette Trail.
 - How do we make the pie bigger? Has this pot been brought into bike/ped priority projects in the past? The next Capital Improvement Program will include more bike/ped projects (revising SDC formula now). Currently, get \$50K per year. Also, use for grant matches.
 - A future agenda item is to learn about how funding works. Maybe get some SDC experts to present.
- Some projects still in flux. The HWY 99 Path is an ODOT project that is experiencing delay. Making it hard to determine when the build year might be.
- Oakway is difficult to ride. It's congested. There's a lot of infrastructure but hard to use.
- How hard is it to restripe a road? Tom, if all the analysis is worked out the costs aren't too steep. Marc, maybe this should be looked at on Oakway?
- Like what you said about Audible Pedestrian Signals. It would be good to do something on Roosevelt and finish the path.

6. Bicycle-Skateboard Law Changes (15 min)

Action Requested: Project Update

Lee Shoemaker presented.

- July 21st there is a public hearing. Will allow electric vehicles to operate on path system. Will extend the prohibition zone for riding bikes on sidewalks in the downtown. (Will develop a sign for placement on sidewalks)
 - Are there areas of particular concern? What's the condition of the streets for riding in the street? Eugene Hotel. Olive Plaza.
- July 28th Council will take action
- BPAC did not take action.

7. Campus to Downtown Bike Connections Update (10 min)

Action Requested: Project Update

Rob Inerfeld presented on the staff recommendations.

- Short-term (this year): improve wayfinding signs transition from 13th to 12th
- Mid-term (1-2 years): implement bike blvd improvements on 12th; reconstruct the 12th Ave accessway
- Long-term (Beyond 3 years): implement cycle track on 13th (Alder to Olive)
- Estimate \$1.5M (least cost option). Traffic signal cost is the costliest element (bicycle signals with exclusive phases)
- Two sources of funding available (government). State STIP (programmed through 2018). STP-U (programmed through 2015). 2015 STP-U funding allocation was conservative, so some more money might be available in 2015. Could do engineering work in 2015 for 2016 construction.
- Desire for block-by-block visual to be available as part of final report. Rob, wish had more staff available to do that. Will come out with a summary of process and intent. Maybe, a long term goal to develop a more substantial document. Similar to LiveMove proposal.
 - It was exciting to hear the recommendation. Thank you.
- Might make sense to work with businesses to education them on the benefits of adding a world-class bike facility near their business.
- What is shaping the schedule? If you had the money how long would it take to build? Maybe one year, depends on a lot of variables.
- Does this go to Council or is it administrative. Think because of scale, good to have in an adopted plan (TSP). Then can work on it.
- Bike parking program: maybe BPAC can talk to businesses about the cycle track, but also have the bike parking carrot to offer to develop a working relationship.

8. Sunday Streets and BPAC (10 min)

Action Requested: Volunteer Request

BPAC needs to represent at Eugene Sunday Streets.

- Will have a helmet giveaway and need volunteers to help distribute
- Or, volunteer
- Reed asked that BPAC think about building a demonstration project, like a cycle track, to educate people about facility types
 - Rob, build one temporary on Coburg so people could get to Harlow in September.
 - Some interest in this. More impactful if there is traffic near.
 - Also, it would be a big improvement to have part of the ESS on a major road.

9. Information Share (10 min)

Action Requested: BPAC and Staff Information Share

Eugene TSP: comment period until July 18th. Please read the policies.

- What if you have to show/prove why you didn't have to build a complete street?
- Lee will send out links.

The League of American Bicyclists will be in Eugene on Monday.

- City staff will host and take representatives on a ride
- League will offer advice based on ride

Sent High Street letter to a number of planning and permitting staff (also economic development, facilities, engineering).

Emily: will share the results of the 2014 Commuter Survey (via email).
Passed out mode splits over the years.

Marc: LiveMove is hoping to install a bike counter at 13th/Kincaid (\$40,000)

Corrine: riding here today on the river bike path was reminded that wayfinding signs are very important. Need more.

Sasha: wanted to remind everyone that the invitation to join the steering committee is open. Also, was Nan Lawrence going to come? Availability is limited.

10. Adjourn

Future Agenda Topics

- Pedestrian and Bicycle Master Plan
- Transportation System Plan
- Bicycle-Skateboard Law Changes
- Pedestrian and Bicycle Strategic Plan
- Pedestrian and Bicycle Pavement Bond Measure Projects
- Priority Bike Lanes
- Transportation Funding
- Complete Streets Policy