

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
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Date: Thursday, November 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: Sasha Luftig, Steve Bade, Allen Hancock, Joel Krestik, Janet Lewis, Susan Stumpf, Jim Patterson, Emily Eng, Bob Passaro, Seth Sadofsky,

BPAC Members Absent: Marc Schlossberg, Eliza Kashinsky, Corrine Clifford

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Tom Larsen, Rob Inerfeld, Nan Laurence

Members of the Public: Rodney Bohner, David Sonnichson, Bobby Lu, Taylor Eidt, Riley Champine, Paul Moore, Hugh Prichard, Bjorn Gripenburg, Emily Kettell, Shane MacRhodes, Emma Newman, Michael McKern, Kate Hammarack, Kaarin Knudson, Marina Hajek

Summary Notes

1. Open Meeting

2. Public Comment

No public comment.

3. Approve October 23, 2014 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Two corrections from Janet Lewis (misspellings have been corrected).

Approved.

4. Division Avenue Shoulder Improvement

Action Requested: Presentation and Feedback

Reed Dunbar, Transportation Planner, presented an opportunity to create a wide shoulder on the north side of Division Avenue.

- Would \$60K estimate include the curb separator? No.
- Rob, we have done very few pedestrian projects in the Santa Clara area.
- Susan, one concern is that a wide lane might look like another driving lane. That's why some sort of separation seems important. What about buffer? Reed, that is an option.
- Bob, seems like a good project, it's a bad spot; path just ends. Supports. Needs to look like a separate space.

- Allen, at Infrastructure meeting, talked about intersection at Beaver Street. Reed, no additional evaluation has taken place.
- Need an accurate price proposal with the curb separator (and one with buffer stripe) BPAC can decide. Reed, will bring back the 2012 PBM in December to discuss. It's a major gap that we could solve.

5. Downtown Eugene Development

Action Requested: Presentation and Discussion

Nan Laurence, Senior Planner City of Eugene, presented on downtown planning and design. BPAC followed up with a presentation about walking and bicycling in downtown.

Nan Laurence: works on downtown projects specifically. Role is to bring vitality downtown. Transformation of sites, identity of downtown needs to add to the prosperity of the region. Presentation:

- History of downtown planning from 2000-2013.
- Downtown plan focuses on a network of "Great Streets". 8th, Broadway, Willamette, 5th. Streets transcend transportation, they are destinations in themselves.
- Downtown Riverfront: redevelop riverfront so you know you're on the edge of the river AND adjacent to downtown.
- Make special places. Feel safe and comfortable.
- Development opportunities identified in Downtown Plan (12 places). Some have been completed, others in progress
 - NW Credit Union
 - 13th & Olive student housing
 - Sykes
 - Downtown Library
 - Federal Courthouse
 - LCC
 - Broadway Commerce Center (Broadway at Willamette)
 - Westowne on 8th
 - 6th and Oak (upcoming); possibly changing the character of 6th Avenue (widen sidewalks, add on-street parking, etc.)
 - Whole Foods (in process)
 - 8th and Mill student housing
- Downtown Plan is now 10 years old. Think of the plan as a 20-year document. Looking toward new opportunities. Opportunities tend to cluster near Great Streets.
- EWEB: plan is to make improvements to the riparian edge, recreate the park area for people who walk and bike. Also, will punch 8th Avenue through to EWEB.
- Cultural connections: creates identity (Eugene, downtown). Being a bike friendly city adds to our culture.
- Vacant LCC Building: currently shopping the building.
- 7th and Willamette: directly across from Hult Center. Need something there to pull people across the street.

- 10th and High: might be possible to add additional stories on this site (housing). Directly on EmX station.
- 5th Avenue parking lot (near Willamette Street). Presents an opportunity.
- Doc's Pad (11th and Charnelton). Offers a key corner to introduce activity.

BPAC, we get that walking and biking is important. Want to focus on infrastructure types. Presentation:

- Making downtown a great place for walking, biking, and business
- 8%, mode share for bicycling. Represents one of the highest numbers in the nation. Citywide average. There are clusters of higher concentrations of people who ride bikes. For example, downtown 31% said that bicycle is the primary means of getting to work. Are the streets that we have serving the needs of the people who use them?
- Economic Benefit – health, infrastructure is cheap to add (relatively), attract “creative class” (business recruitment), people who ride bikes spend money (higher proportional total). Room to accept more people downtown (fit more people downtown with bikes than with cars).
- Bike Friendly Business (BFB) Districts: April Economides (Long Beach, CA) example. BFBs incorporate bicycles into their business operations, events, and promotions. Spending in a bicycle friendly district is stronger. Video from Long Beach, CA.
- Walking in Downtown. BPAC is committed to building an infrastructure that is more accommodating to people who walk and bike.
- Bicycle Infrastructure: cycle tracks, or “protected bike lanes”, are helping to create vitality in downtowns to bring in new businesses and new riders. Examples include Boulder, Memphis, Chicago, etc. In Eugene, corridor is getting from downtown to the river. Summer in the City has had Bike-In Movies. What if we had more bicycle events utilizing existing businesses?
- Video from Green Lane Project on protected bike lanes. Important for Eugene to embrace innovative practices to remain a bicycle friendly community (they are becoming the expectation).
- Good Examples - Broadway: doesn't have specific bicycle facilities, but, it has narrow lanes, slow traffic. Comfortable for pedestrians. Bump outs at intersections and mid-block crossings for pedestrians makes it easy for people to use.
- Examples that need work – 8th Avenue: one way traffic makes it feel faster. Seems to be more parking. It seems like people are trying to activate the street (food carts). Westbound bike lanes only, nothing for eastbound. Also, existing bike lane is “door zone”. Formal mid-block crossings do not exist.
- Family-friendly bike routes. Comfort, feeling of safety. BPAC showed a map that demonstrates the most comfortable routes – primarily shared use paths. If you include the 13th Avenue Bikeway, and the

High Street Bikeway with protected bike lanes you can see the connectivity those improvements provide. Additionally, if you add 8th Avenue, and Lincoln Street, then you have circulation throughout downtown.

Q&A: visions do align. The idea of “comfort” is the main message (build ages 8-80 cities).

- Nan, diagram of 8th Avenue. Vision for 8th Avenue needs to be more like Broadway. But, why is 5th not on the list?
 - Currently has buffered bike lanes, comfort is pretty good, can be improved. 8th is not comfortable.
 - With development in Courthouse District, seems like there needs to be better connectivity at 8th.
 - In comparison, 8th is a more obvious route from the river to downtown.
- Hugh Prichard, been working on Broadway for a long time. This picture is missing an on-street bike corral. Observation is that bike corrals help to excite a district. Remove one auto space per block for bike parking space.
 - How did our existing corrals occur? Mostly, they were art projects. Kiva, Morning Glory. We added one at Bier Stein paid for by Bier Stein.
 - But applying for a corral at an auto parking space that is “high revenue” makes it more difficult to remove. (Was an issue on campus)
- Could bike corrals be used to replace requirements for long-term parking? Good question.
- Nan, new merchants association is pulling together to identify ideas to increase ideas.
- Tom, issue around parking bays is generally maintenance. City cannot maintain a bike corral; requires adjacent businesses/property owners to maintain.
- Steve, heard a lot of good things about protected bike lanes. We haven’t talked about how they impact pedestrians. Pedestrians are buffered from auto traffic when there is a curb-adjacent bikeway, crashes are reduced.
- Is there a thought about particular connections, like a “woonerf”, for our long-term transportation network?
 - Yes, bike boulevards. We have a few that work well (15th Avenue from Fern Ridge Path to Willamette). But crossing busy streets is always an issue. Alder (19th to 24th) is also very good because it features diversion.
 - Learned how to ride bikes on Broadway. Certain ages ok. Worked pretty well, but crossings a little tricky. Doesn’t work great for young children.
 - Can these work in business districts?
- Paul Moore, back when Broadway/Willamette opened from the pedestrian mall there was a decision not to include bike lanes. But, lots of letters to editor, etc. about not feeling comfortable

because there is not bicycle facility here. Broadway is okay for people who are familiar with riding bikes in mixed traffic. Sharrows have become “the bikes that are there all the time”. Also, never got in my comments on Whole Foods. Feel like any time there are exceptions they should not be granted without tradeoffs (there shouldn't only be access from cars-only driveways, build bike/ped connections too).

- Emma Newman, glad Willamette was mentioned. Where there are bike lanes, they are door zone. By bus station, the signal timing is inconvenient (probably for buses). If the timing is set up so that pedestrians have to stop at every single intersection it's inconvenient. Also, when traffic signal lengths are too short and you're on a bike, cars want to speed past you to reach the green signal phase.
- Shane MacRhodes, family-friendly bike rides use Broadway, feels okay most times mostly due to low traffic volume. Having separated facilities is a central piece to welcoming families downtown who use bicycles for transportation. Separation is essential. 8th, High Street offer really good connections that should be improved.
- Marina Hajek, fix Willamette so that it is two-way throughout. Segment south of 18th is one way.
- 8th should be converted to two-way.
- Allen, we've had a lot of discussions about codes. Either certain requirements don't exist or they don't require developers to do things we want. Sometimes they get in the way.
 - Nan, require streetscape design for downtowns. Steve, precedent for that? Nan, yes, NYC requires that the wider the street becomes the wider the sidewalk must become. Capstone is an example of a developer that builds to the “build to” line, need different regulation to preserve pedestrian space.
- Jim, BPAC has been having a discussion about Whole Foods. Can we change the code?
 - Nan, we've done multiple code amendments. What is it that we want? Can't regulate something into being. Need to find ways to make amendments attractive. What if bike corrals and incidental bike parking were linked?
 - If developer asks for adjustment review, triggers our ability to have additional discussions.
 - Rob, pretty sure that fire code would not allow us to build 8th the way that Broadway was developed. Tom, could be, but only need one accessible building “face” (might not be on Broadway). Medians and stop signs make Broadway feel more livable.
 - Tom, a lack of follow through, every street should have sidewalks. Too many streets with no sidewalks. Virtually no progress in ages.

- Emily, to use Whole Foods as an example, it's not the lack of sidewalks that is the problem. The problem is the orientation of the building toward the auto parking lot; it should not turn its back on downtown.
- Seth, Whole Foods struck a chord with a lot of us because seemed like a design that would fit in a suburb somewhere. They are a big company and they should know how to build stores for cities. A lot of us have been eyeing 8th Avenue (and High Street). Right now these streets are underutilized. Claim that space now.
- Hugh, want to encourage Jim and others to look at recommendations Hugh made ("10 most heinous building codes"). Most were adopted, took about 18 months. It can be done.
- Emma, thinking about "cultural" slide. The city could do a better job of developing bikeways to activity centers. So, if there's a Bike-In Movie at Kesey, allow bikes to travel to Kesey (don't just close the whole street).
- Nan, issue with Whole Foods, I understand. We want stores to draw in pedestrians. But, looking 10-years out, every surface lot provides an opportunity for future building development.
- Bob, do you think that there is adequate coordination between public and private development?
 - Nan, good question. Scott Gillespie is the city staff who coordinates the privately engineered public improvements.
 - Tom, I think there is a distinction that is made for projects that impact the right-of-way. Sometimes things move fast, but not necessarily because staff doesn't talk. Sometimes opportunities are missed when changes occur through the building permit process and there is no review.
 - Rob, we've started meeting with other departments. We are on a list of development review projects. We need to get in early while there is an opportunity for negotiation.
- Jim, still have issues with Whole Foods. Is it too late to make changes? Nan, I would say yes. Take chances when you require too much; developers can leave. Jim, not just bikes, also pedestrians. Rob, will have entrance on Broadway.
- Kate Hammarback, lived in Eugene 7 years. Downtown development has been "shocking" (good). Just started school at UofO. Surprised how difficult it is to bike comfortably from downtown to Campus; easier to get to Springfield. 13th Ave from Campus to downtown is "janky", need to fix it.
- When working on city hall and other downtown projects there are a lot of connectivity issues that go into planning. City Hall is a current event. No one shows up during the planning process, only show up to complain. The types of things this group is discussing are important.
- Is there a long view on funding walking and biking projects?
 - Small amount (\$500K) per year through pavement bond measure. BPAC advises staff.

- City staff pursues grants. Prioritizes bike/ped through grant process. But, no dedicated bike/ped funding.
- Rob, spend the lion's share of SDCs on bike/ped. Most goes toward match for grants. Next round will be 2019 when we can start to focus on downtown. Also, can look at STP-U funding (regional discretionary funding) where we can get some smaller projects completed. County is talking about a vehicle registration fee; could provide \$2M-\$4M to budget.

Thanks for attending. How do we engage in the City Hall process? No open houses for a little while. But can follow up later to identify opportunities for BPAC to engage.

- Nan, we do pedestrian counts downtown. Can add bikes to those counts.

6. Information Share

Action Requested: BPAC and Staff Information Share

Sasha: next month will hold elections for Chair and Vice-Chair.

7. Adjourn

Future Agenda Topics

- Chair and Vice-Chair Elections - December
- Speed Limits - December
- 2015 PBM Updates
- Transportation System Plan
- Development Review Process
- Pedestrian and Bicycle Strategic Plan
- Transportation Funding
- Complete Streets Policy
- Safe Routes to School