

**Eugene Bicycle and Pedestrian
Advisory Committee**



City of Eugene
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Date: Thursday, December 11, 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, Bob Passaro, Seth Sadofsky, Marc Schlossberg, Eliza Kashinsky, Corrine Clifford, Emily Eng

BPAC Members Absent: Emily Eng

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Tom Larsen, Rob Inerfeld, Shawn Marsh

Members of the Public: Emma Newman, Vicky Mello, Alexis Biddle, Josh Kashinsky, Steven Baker, Sam Noorgaard-Stroich, Riley Champine

Notes

1. Open Meeting

2. Public Comment

Sgt. Sean Marsh, new Traffic Enforcement lead for Eugene Police Department, introduced himself. BPAC mentioned that we would like to work closer on pedestrian enforcement efforts.

Steven Baker, lives in West University neighborhood. Discussed covered bike parking. For a lot of people, covered bike parking makes a difference. Thinks it would be good for the committee to coordinate with downtown businesses to encourage more installations. LTD is retiring old bus shelters, several are peak-roof glass sided (like 2nd at Mill) that could be repurposed.

3. Approve November 13, 2014 Meeting Summary Notes

Action Requested: Approve Meeting Notes
Passes unanimously.

4. Debrief November Downtown Development Discussion

Action Requested: Presentation and Feedback

BPAC discussed the November meeting, what worked, what's the next step?

- Liked what Nan had to say. However, we continue to have issues with building codes. It seems like no one wants to act.

- Fairly frustrated about Whole Foods discussion. It seems like the city could have worked harder to get what they want. Seems like the city is willing to pander to developers.
- When asked about what codes you'd like changed there were interesting suggestions. Wondering if there can be a subcommittee focused on code changes in the new year.
- Felt like city is not willing to tell developers what they want. Hugh Prichard stood up and offered that he got things done previously. Maybe we need him as a consultant?
- Maybe this is the time to ask for changes; downtown is working really well.
- If we say we like Broadway, that doesn't mean we want it everywhere. We still need protected bike lanes.
- Impressed by BPAC's collaborative approach to the presentation. Might not have articulated the types of bikeways appropriate for different types of riders. Cars have different classes of streets, streets for bikes work the same way.
- Would like to do this again with business community (esp. downtown)
- Very satisfied with public attendance. This can become a useful forum. If we have big topics, we should focus on advertising.
- BPAC is paying attention to these types of issues, maybe people recognize that, we should do it more.

5. Pavement Bond Measure Pedestrian-Bicycle Projects

Action Requested: Presentation and Feedback

Reed Dunbar, Transportation Planner, presented changes to the 2015 PBM Bike/Ped Discretionary budget proposal.

Eliminated:

- Queens Way Sidewalk, requires urban standards project
- HWY 99 Path tie-ins, hold for 2016
- Fern Ridge Path Lighting, completed in 2013
- Path Wayfinding, use alternate funding source (money left over if COE doesn't spend entire budget on snow plowing) in 2014
- Oakway RRFB, study current lane configuration

Proposed:

- Barger RRFB (with island), at Devos Street
- Bailey Hill RRFB, at Fern Ridge Path
- Franklin Sidewalk widening: on north side of Franklin at Alder Street (bike signal). Widen to match section to the west.
- Jefferson Sidewalks (tentative), investigating two sites for sidewalk infill
- 29th Sidewalk Widening (Ferry to Amazon), currently 5' wide, shared by bikes/peds; will also look at better transition to N/S path.
- Willamette Trial, bike lane project includes signals, widening, striping

BPAC asked to please spend some money on bike loop stencil detectors.

Division Ave estimates: put wide shoulder on north side. Can be curb separated or buffer separated. Big cost difference.

- Strong desire for some type of separation
- Don't trust that cars will stay out of the wide shoulder area without separation
- Remember when citizen came and spoke. Represents a real need and something we should respond to. Favor a curb.
- If contraflow, need separation
- Tom, supports the curb he recommended
- Is anyone hesitant about the curb and cost?
 - Budget: does this mean that we have to spend less later? Yes. Though staff is comfortable spending more money in upfront (2014, 2015) because we have grant money 2016-2018.

Motion to "bless" recommended project list (including Division Ave with curb separation). Approved.

6. Speed Limits

Action Requested: Presentation and Discussion

Tom Larsen, City Traffic Engineer, spoke about how speed limits are determined.

On any given road we have a bell curve with faster drivers and slower drivers. There is a median speed that we can calculate. Traffic Engineers tend to use 85% speeds to establish the speed limit. That means that 85% of people are going at or below the 85% speed.

In Eugene, on a 25mph road, about half go above 25, half travel slower. 85% would generally be 30 or 31. So, already posting LOWER than the usual 85% speed in some locations around Eugene.

Engineers also look at hills, curves, and other conditions where speeds would be difficult to manage at a "posted" speed limit. Also, statutory speed limits. For example, neighborhood streets are 25mph, business districts are 20mph.

Changing speed limit signs alone is unlikely to change the actual speed that people travel. Tom is unlikely to lower a speed limit if analysis shows the actual speeds of travelers is faster than posted.

Questions:

- How do we change the speed limit and not base it on the car. Speed impacts how the environment feels to other street users. Tom, what you're actually asking about is driver behavior. What about River Road. Tom, I love River Rd as an example. Many people feel comfortable driving faster but want it posted slower.

Tom has driven at 35 mph and all cars behind him were traveling slower as a consequence.

- Sometimes there are signs posted where people don't know they exist and they ask for them when they're already there. Tom, this speaks to expectation. Not confident signs affect behavior.
- Statutory limits can be set without analysis. Also, Oregon allows localities to establish 20mph streets in neighborhoods. City has talked about applying this standard to bicycle boulevards. City Council needs to adopt any change.
- Traffic calming can impact travel speed. If people drive 5mph faster than posted speed limit it may qualify for traffic calming.
- Sometimes it's not the speed limits but stop signs, poor pavement conditions, or an island that requires drivers to slow down. Tom, actually, stop signs are specifically prohibited for speed control.
- Changing driving behavior requires a change in street design. Royal at Fairfield, school zone speed limit (Royal) is interrupted by stop sign. Tom, city will be adding "end school zone" signs in the future.
- Are you saying that we set speed limits based on how fast people decide to travel? Tom, Yes, for the most part. But aren't we trying to make people more aware of other road users (bikes, peds)? So, we're looking for tools to change people's behavior. Signs aren't the cure-all, but what is? By the way, people in cars are not good at stopping for people who walk.
- BPAC should push for the type of behavior we want. Redirect the conversation from speed limits to design speed. River Rd is designed to go very fast, so changing sign doesn't work. Agreed. But we can design streets that require users to slow down. Need aggressive retrofit design catalog. (No speed signs on Broadway, for example, because designed correctly.)
- We are working to design better streets. Doesn't River Road beg for protected bike lanes? If those designs are generous and safe for people who walk and bike, it doesn't matter how fast cars travel. There is a transportation study underway which will look at multimodal transportation options in the River Road area.
- Speed still matters when people need to cross the street where people are driving fast.
- Seems like there isn't enough time to cross some streets.

7. Bylaw Changes

Action Requested: Information Share

Lee Shoemaker, Bicycle and Pedestrian Coordinator, spoke about bylaw requirements that haven't been happening. Lee will mark up the existing bylaws and distribute to Program Subcommittee (Steve, Janet volunteered to help.)

8. Transportation Planning Staff Responsibilities

Action Requested: Information Share

Rob Inerfeld, Transportation Planning Manager, gave an overview of staff responsibilities.

- Kurt Yeiter: manages the TSP update
- Chris Henry: works on transit studies, Willamette Street Corridor Study, lead for traffic calming program, lead ODOT study staff member (like I-5 bridge)
- Rob Inerfeld: manages the Transportation Team, point person for Central Lane MPO, lead on a variety of community meetings, writes grants, LaneACT
- Lindsay Selser: InMotion Newsletter, SmartTrips, Eugene Sunday Streets, lead for safety grant, transportation demand management program lead
- Lee Shoemaker: staff liaison to BPAC, manage the adopt-a-path program (25 groups), public involvement (point of contact for many bike/ped issues), grant writing, special studies (campus to downtown), member of OregonBPAC committee
- Reed Dunbar: planning studies (bike parking, bike share, wayfinding signs), PBMP responsibilities, grant writing, SRTS coordination

Questions:

- How funded? Gas tax, MPO monies
- How do we stack up? We have more staff than most similarly sized cities. Lee and Reed and full time bike/ped. Lindsay and Rob deal with bike/ped very often.
- Vision and advocacy? How do you manage promoting new ideas? Can BPAC help out? Rob, TSP is a good opportunity to make desires known. We need to market accomplishments better.

9. Chair and Vice-Chair Election

Action Requested: Elect Chair and Vice-Chair

Sasha explained the role of Chair. Mostly facilitation, Vice-Chair is time keeper. Job is to make sure the conversation continues to flow. Agenda setting is important – pick and choose topics from email strings. Remember to be pro-active rather than reactive in setting agenda. Working with staff is important. If BPAC feels strongly, advocate with staff (example is conversation with Mark Schoening about Willamette Trail funding, conversation was probably worth \$150,000). Encourage interested people to volunteer.

Nominations for Chair: Bob Passaro. Marc nominates, Corrine seconds. Passes unanimously.

Nominations for Vice-Chair: Eliza nominated. Seth nominated, Janet second. Pass unanimously.

10. Chair Exit Comments

Action Requested: Information Share

Sasha Luftig, BPAC Chair, will be ending her term at the conclusion of this meeting. Lee Shoemaker thanked Sasha for her leadership and agenda setting.

Grown so much. Got involved early when new to the city. Now do this for living; think this was a big education and led to change in career path. Learning to find balance.

This has been an amazing year, did a lot as a committee. Encourage members to become more active. Write letters, ask good questions, provide feedback. Strong advocates at Eugene Sunday Streets – good leadership in committee to volunteer.

Done a really good job in playing a larger role in determining how the PBM monies are spent.

For the future, think creatively. Identify tools, not just infrastructure, to make an impact. Subcommittees do have an impact, encourage these to occur monthly. Encourage staff to use BPAC to think thoughtfully about transportation. Also, BPAC currently uses email a lot, but not the first choice for everyone. Consider responding sparingly. Also, info share is important.

Thanks for a great year.

11. Information Share

Action Requested: BPAC and Staff Information Share

Sasha, LTD is looking for 1 or 2 people to comment on bikes for EmX. Susan Stumpf volunteered.

Susan/Janet, thanks Sasha!

Seth, Bob put together map by census track about mode share. Noticed that bike facilities correspond to high mode share neighborhoods. There is demand in other neighborhoods too.

Marc, question about Car2Go – network is down. Can I get a ride? Yes, Marc can ride in the back for the Police Car (handcuffs optional).

Bob, family friendly bike map is underway (Riley from UO is assembling); currently assigning weights to measures that will assign values of bike friendliness. Maybe this can become a new city bike map? Can also use as a planning tool.

Joel, had a complaint about buffered bike lanes. Leaves are pushed to the center of the bike lanes. Reed, condition is probably unique to 13th Ave.

Jim, joined BPAC at the same time as Sasha. Thinks she's grown a lot, very proud of her accomplishments.

Allen, there is a webinar upcoming on maintenance. Encourage you to attend.

Eliza, Program Subcommittee met and they did stuff! Looking at a flyer about construction zone signing and accessibility for people who walk and bike. Updates will become more regular moving forward.

12. Adjourn

Future Agenda Topics

- Transportation System Plan
- Pedestrian and Bicycle Strategic Plan
- Pedestrian and Bicycle Pavement Bond Measure Projects
- Transportation Funding
- Complete Streets Policy
- Safe Routes to School