

**Eugene Bicycle and Pedestrian
Advisory Committee**



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Date: Thursday, January 8, 2015
Time: 5:30 to 7:30 p.m.
Location: Sloat Conference Room
Atrium Building, 99 W. 10th Ave
Eugene, OR 97401

Attendance:

BPAC Members in Attendance: 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: None

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Tom Larsen, Rob Inerfeld, Kurt Yeiter

Members of the Public: Emma Newman, Vicky Mello, Alexis Biddle, David Sonnichsen, Rex Vollstedt, Josh Kashinsky, Shane MacRhodes

Notes

1. Open Meeting

2. Public Comment

Rex: came to discuss Eugene compliance with ADA requirements. Uses a Segway. Says people on bikes yell at him on the bike path. Started to study ADA requirements. Legally, can operate Segway anywhere a pedestrian is able to go. Thinks all city policies should be "cleaned up" to include Segways. Reported issue to Federal Justice Department. Bob, what do you want? Rex, want signage to convey rights of use. Feels there is harassment from others on bike path. Thinks every facility should have "international symbols" on path entrances.

Shane MacRhodes: next month will attend to discuss SRTS. This year, almost completed SRTS grant infrastructure projects. With the new year, Shane's children will enter kindergarten. Looking back 5 years, Eugene is not where he thought it would be. Call to increase efforts to improve family friendly infrastructure. Allen, RRFBs on Friendly, will there be a crosswalk on north side of Friendly? Staff, no. We'll follow up.

David Sonnichsen: been attending meetings since 2009. Next week there is a tour of where the South Bank Path used to cross under I-5 and no longer does. The stream has been daylighted in the former path area. During highwater fish can swim from Willamette River into streams south of the river. Tour will focus on environmental value of this facility.

3. Approve December 11, 2014 Meeting Summary Notes

Janet and Steve noted a few misspellings and clarifications to notes. Lee made changes. Approved.

4. Debrief November Transportation System Plan Policies

Kurt Yeiter, Senior Transportation Planner, spoke about the TSP policies. The TSP gives staff direction on prioritization of transportation projects and is used to identify spending strategies. New set of policies (still in draft form) are currently out for public review. Hope you feel they are improved and that some of your input has been incorporated. Included in the package is a memo that explains the results of the update.

www.EugeneTSP.org for all materials.

- Next meeting will include review of growth areas.
- Earmarked \$60M in bike/ped over next 20 years

Comments:

- What does \$60M mean? It's a 20-year plan. So, we are still working to develop the final list (update of PBMP). Reed is working on the update and will come up with a new cost outlay.
- Funding sources? TSP will mention typical sources of funding available for all transportation projects.
- Kurt, TSP provides encouragement for people to choose not to drive by offering viable choices for them to use instead. There will continue to be decisions made about prioritization of funding. For example, smart signal upgrades have multiple advantages for all travel modes and will compete with discrete transportation mode projects. Budget includes more of these types of items than past budgets. Total costs are roughly equivalent to what the regional transportation plan forecasts will be available.
- Is \$60M more? Yes, we think so. Probably average about \$1.5M, so this is significantly more than that. Will this money be available in great quantities? Subject to availability. Average will be somewhere around \$3M (forecast) that includes years where there are large grant projects that receive funding.
- Supporting bike share projects. Should we also support car share? Car share is mentioned. They are both strategies to increase transportation options.
- Kurt, when I speak with groups reliant upon automobiles (like trucking) there is some concern about traffic congestion. However, when asked what should be done to alleviate, there isn't a lot of support to build more lanes. So, the strategy relies on better options that provide acceptable level of service (transit, bike, ped). Freight is very concerned about getting stuck in traffic, but have said they're used to it now, but don't make it any worse. Models seem to indicate there will be areas where it will be worse (beltline, 6th, 7th). But future is unpredictable.
- I hear \$3M/year for 20 years. Also hear that it's hard to account for all of our investments. How do we secure money to build the future we are planning for? That's the question. Has to do with lobbying,

what happens at federal level, and what regional need is. Complete Streets Policy has developed concerns about whether or not the policy leads to the conclusion that is expected. The policy sets up a framework for investigation and, like any project, will be evaluated on a case-by-case basis. Climate Recovery Ordinance also plays a role, says cut consumption of fossil fuel by half over 30 years. Challenge is identifying projects that will lessen the reliance on fossil fuel vehicles.

- We haven't seen increases in mode share in decades based on the types of bike facilities we provide now. We think innovative solutions are the answer. Would like to see more protected bike lanes, for example.
- If projects in PBMP are included in TSP, and adopted by Council are they annually reviewed, scrutinized? No, all adopted as one package. Can be updated over time, but no requirement for periodic review (until the plan expires). But, it sounds like an adopted project may not happen based on public process. Yes. All projects are ideas and they are tested before implementation. The TSP is not a mandate. It is a guide.
- Rob, suggest a separate agenda item on process. Talk about general philosophy for decision making.
- As the UGB is expanded, are there teeth to hold developers to the TSP vision? Well, most growth areas are for low-density residential so we are limited in placing exactions on developers. Code identifies components of residential development (like sidewalks). There is an opportunity to get projects built as part of development process, but it is still a negotiation.

5. Transportation Funding (25 min)

Rob Inerfeld, Transportation Planning Manager, spoke about the various transportation funding sources available for walking and biking projects.

Local Level:

- Gas tax. 5 cents/gallon. Generates about \$3-\$3.5M per year. It goes to pavement preservation.
- Pavement Bond Measure. \$516,000 is available for bike/ped.
- \$30,000/year for traffic calming. Spend via application process.
- Transportation Operations Improvement Fund. \$100,000/year for bike/ped.
- Systems Development Charges. These are charged to developers. COE gets something on the order of \$1M/year. Methodology currently under evaluation. Most of this money is used for grant match (like bike/ped, etc.). SDC Credits also exist, for example The Hub (housing on Franklin), received a credit to build a pedestrian hybrid beacon in lieu of SDC fee for city to build it.
- HUD. Housing funds from Community Development Block Grant. Amounts vary, some goes into sidewalk projects.

- Not here yet, but Countywide vehicle registration fee is on the table (May vote is likely). COE could receive \$3M per year. Has to be used in city right-of-way. Could include bike/ped.
- Road fund. Local share of state gas tax. Mostly used for maintenance.
- Parks and Open Space Bond Measure. Has traditionally gone toward property acquisition. Future bonds could include path development.

State Level

- STIP Enhance Grant. Local area transportation commissions (ACTs) determine projects submitted by local governments. This funds a lot of projects. Will include Jessen Path (2016), NE Livable Streets (2017), and Amazon Active Transportation Corridor (2018). This round of projects is calling for proposals with “statewide significance”; we’ll find out what that means.
- All Roads Transportation Safety Program. Received from feds, but available to all local communities. Mostly used to address high-crash areas.
- Connect Oregon. Statewide lottery funds. Will fund Commerce Connector (bridge from Fern Ridge Path to Target on W 11th). Eugene Bike Share potentially funded (will know for certain in February).
- State Legislature can earmark funds. Usually, these occur through increases in state gas tax.
- Transportation and Growth Management (TGM). Used for planning. Funded the South Willamette Street Transportation Study. Grants on the order of \$200K generally available.
- STP-U (Surface Transportation Program – Urban). Allocated through metropolitan planning organization (MPO). Discretionary funding determined by MPO partner agencies. Has included SRTS funding, for example. Could include 13th Avenue Cycle Track in near future (also South Willamette Street, EWEB Path)
- 4j Bond Measure: included \$1M of off-site SRTS improvements (projects yet to be determined).

Federal Level

- TIGER grants. Minimum of \$10M ask, need 20% match. Extremely competitive.

Questions?

- Urban Renewal District? Yes, that’s another source. It would be used for match if bike share is accepted.
 - Urban renewal districts are defined areas where money can be spent to revitalize the area.
- What does an SDC credit mean? We don’t charge developers system development fees because they are building the improvement themselves.

- How does private funding work? Tom, there are number of facilities that were built by the adjoining property owner. Traffic signals are a common example (for shopping centers). If it makes sense from a system standpoint, the improvement will be accepted.
- What's the best option for 13th? Rob, hoping we can apply for STP-U. Problem is that South Willamette Street has a lot of sidewalk needs. Timing? Programming years are 2015-18 (potential for 2017 implementation).

6. Planning Project Updates

An update on current planning projects was provided by staff.

- Pedestrian-Bicycle Strategic Plan: Lindsay will be here in February to discuss.
- Skateboard Laws: still in staff discussion (mostly EPD). Currently, you can only skateboard in street to cross a street, or on sidewalks (or paths) where allowed (excludes downtown). Looked at other Oregon communities (Salem, etc.) for examples. BPAC has not taken a position on this (future agenda item).
- Eugene and UO Bike Share: Connect Oregon monies will be finalized in February. If received, will develop a system plan and evaluation of technology and operation options.

7. BPAC 2015 Work Plan and Goals

BPAC discussed developing a work plan and goals to guide the next year of regular meetings and subcommittee activities. The activities identified include primarily self-directed activities that do not necessarily require staff support. Staff support activities in coordination with BPAC will be discussed in February as part of the Strategic Plan though there is likely to be overlap.

- Bob, some of the best things that happen as part of this committee happen because someone volunteers to lead a program or initiative. Bob's Priorities:
 - Keep cycle track projects moving (13th, High)
 - Do a better job of telling our story (Op Eds, presentations to specific groups, etc.)
- Allen, what caught my attention was a series of op-ed pieces by community members in R-G. There has been expressed some animosity toward people who walk or bike in the community. Need to discuss why increasing active transportation is good for people who drive (reduces congestion, etc.). Also, we should consider being liaisons with Council members. If we can get them on a bicycle, great, otherwise educate them about what's happening in their ward and what people are asking for.
- Eliza, look at code issues, or things that are happening outside of the right-of-way. Question, are there restrictions on what we can do? BPAC is a departmental advisory committee. You can do a lot as an individual (op-ed pieces, etc.) but can't be a spokesperson for the city about a certain program.

- Bob, don't think of this as having to do everything ourselves. We can be conveners.
- Bob, let's schedule someone to talk about Envision Eugene to understand impact of land use decisions that will impact walking or biking. (Rob, Kurt is a good resource because he's coordinating the TSP with land use planners.)
- Seth, crosswalks are important. Also think polishing the downtown presentation and taking it out to the community might improve people's outlook on active transportation.
- Janet, likes "every corner is a crosswalk" message. Remind people to look left-right-left.
- Jim, seconds pedestrian and crosswalk priorities. Worried about crossings near long-term care facilities. Also, let's look at how to ensure the built environment reflects our community values (do a better job with developers).
- Marc, there are levels of code that are important to recognize. But we also need to tell the story about what's possible. What can the transportation "system" look like? Think of it more holistically and be prepared to respond to opportunities.
- Bob, seems like there are some tasks here for the Programs Subcommittee. If you want to change your subcommittee assignment, please let Bob know.
- Joel, could we be liaisons to council if we're on BPAC? Lee, depends on your approach. Lee will send out rules about department advisory committees. Rob, it seems reasonable to meet with Councilors. Joel has volunteered to organize bike tour (next in late January or February).
- Steve, liaison is a great word. In the context of South Willamette, BPAC members offered to engage their councilors.

8. Coordination with Springfield BPAC

The idea of appointing a Eugene BPAC Liaison to coordinate with Springfield BPAC was discussed. Have a contact where there can be discussions about goings-on or opportunities for collaboration. Meetings are every other month in Springfield City Hall (Michael Liebler is city contact). Joel will volunteer.

9. Information Share

Joel, will send out Doodle Poll for next BPAC ride.

Seth, will West EmX build out sidewalks? Yes, complete with new signals (ped countdown timers, audible pedestrian signals).

Tom Larsen, most signals use an outdated technology. Consider supporting updates to signal technologies.

Marc, will be in DC next week at transportation conference and will meet with DeFazio. The Hub put bike seat covers on UO bikes this week

(seems like effective marketing). Also, received a commitment from UO administration to publicly support building the cycle track on 13th Avenue.

Reed, several new interns on staff you will be hearing from. Introduced Alexis Biddle who was in attendance, also, Kelsey Moore is the new UO Bike Program Coordinator.

10. Adjourn

Future Agenda Topics

- Transportation System Plan
- Pedestrian and Bicycle Strategic Plan
- Pedestrian and Bicycle Pavement Bond Measure Projects
- Safe Routes to School – February
- Envision Eugene
- Development Code
- Traffic Enforcement
- Regional Bike Count Program