

**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](http://www.eugene-or.gov/bpac)

Date: Thursday, February 12, 2015  
Time: 5:30 to 7:30 p.m.  
Location: Sloat Conference Room  
Atrium Building, 99 W. 10<sup>th</sup> Ave  
Eugene, OR 97401 (Enter from the back alley off 10<sup>th</sup> Ave)

**BPAC Members in Attendance:** Allen Hancock, Joel Krestik, Susan Stumpf, Jim Patterson, Bob Passaro, Seth Sadofsky, Eliza Kashinsky, Corrine Clifford, Emily Eng

**BPAC Members Absent:** Steve Bade, Janet Lewis, Marc Schlossberg

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

**Members of the Public:** Emma Newman, Vicky Mello, Alexis Biddle, David Sonnichsen, Rex Vollstedt, Josh Kashinsky, Shane MacRhodes, Rob Thompson, Emily Kittell, Zane Wheeler, Web Sussman, Michael McKern, Ellen Currier

## **Notes**

**1. Open Meeting**

**2. Public Comment**

None

**3. Approve January 8, 2015 Meeting Summary Notes**

*Action Requested: Approve Meeting Notes*

Approved unanimously

**4. Pedestrian and Bicycle Strategic Plan**

*Action Requested: Presentation and Feedback*

Reed Dunbar, Transportation Planner, gave an overview of the PBSP. The last plan was adopted in 2008 and its 5-year lifespan has expired. Lindsay Selser, Transportation Options Coordinator, has been performing the update and will be available next month to continue the discussion with BPAC.

The Strategic Plan will house all of the programs and most of the infrastructure projects for the next 5-year planning period. Infrastructure projects will come from the TSP (which will come from what was called the PBMP). BPAC subcommittees will work from the Strategic Plan.

BPAC members performed a sticky dot exercise to rank the projects and test the proposed implementation schedule. Initially, it looks like crosswalk enforcement, lowering speed limits, and expanding the family-friendly bikeway are leading program areas.

## Discussion

### Education:

- 1.5 seems important to maintain passage.
- Thinks 1.2 is mentioned because it is relatively easy to implement.
- Seems important to include neighborhood associations in these discussions. Suggestion that BPAC members attend their neighborhood meetings.
- 1.4, big equity issue, also because this is a strategic plan, this seems important from a strategy perspective.
- 1.1, working with UO is important because of quantity of students walking and biking.
- I didn't see anything on the list about communicating laws around yielding requirements. Please add. (Mentioned in Enforcement 3.1)

### Encouragement

- 2.5, this is important, explains to the community what a livable community contains. Be consistent in messaging.
- 2.1, this is about maintenance, should include foliage and glass

### Running low on time...

### Which Actions had Lots of Dots!?

- 3.1, crosswalk enforcement
- 4.10, expand family friendly bikeway
- 4.1, reduce traffic speeds (word this better so that includes the idea that there needs to be street improvements, like traffic calming, to make this happen)

### Other?

5.5, data; can you expand this to include EPD; they need to do a better job of reporting crash locations/incidents

## 5. Safe Routes to School

### Action Requested: Presentation and discussion

Shane MacRhodes (4j School District), Sam Stroich (Bethel School District) and Emma Newman (Springfield School District) presented on regional SRTS programming. Zane Wheeler (River House), who helps coordinate the SRTS education program and Ellen Currier (point2point) were also present.

### Why is SRTS important?

- Increase the number of students who walk and bike to school
- Healthier kids learn better (physical activity increases academic performance)
- Skills taught are life skills
- Increases family time to connect with each other

- Creates livable communities that are safe for people of all ages to walk and bike

#### History in Eugene Area

- 1990s: Mobile Schools (Center for Appropriate Transport)
- 2000s: BTA/River House
- 2008-13: Roosevelt & South Region; Eugene Strategic Plan; Strategy for a Regional Program

#### Partnerships

- Many different community partners
  - Funding
    - Health agencies, People for Bikes, etc.
  - Programming
    - Schools, police, MPO
  - Government
    - Oregon SRTS Network
  - School districts
    - Schools, principals, PTA

#### 6 Es of SRTS

- Education: walking education 2<sup>nd</sup> and 3<sup>rd</sup> grade; bike education 5<sup>th</sup> and 6<sup>th</sup> grade; Confident Cycling for Families
- Engineering: \$1.25M in ODOT funding since 2008 in Eugene area; area school districts have passed bond measures to redevelop school sites
- Encouragement: Walk+Bike events, Kidical Mass, Boltage (counting systems), Walking School Buses, Free Bike Repair Clinics, Fundraisers
- Enforcement: School Zone Speed Limits, Crossing Guards, Helmet Use & Access, Increased Police Department Interaction
- Evaluation: Parent Surveys (attitudes, choices), Student Tally (how are kids getting to school), bike rack use counts, car counts (arrival and dismissal)
- Equity: ensure mobility opportunities for people of all ages; adaptive rec coordination, overcoming language barriers

#### Future of SRTS

- Regional Strategic Plan (2014)
- Complete menu of SRTS programming
- Communication plan with communitywide event planning
- Improve state and region evaluation
- Staffing to meet these needs still pending...

#### Q&A

- Parent surveys: what's preventing students from walking and biking? 1. Comfort with mixed traffic; 2. General safety. There are a lot of questions about what age is appropriate for walking and

biking to school and parents take the lead here. Many different opinions.

- How old do you see kids walk to school by themselves? It depends; varies between schools. By 3<sup>rd</sup> or 4<sup>th</sup> grade kids have the cognitive ability to walk or bike to school by themselves. There are some communities where police arrest parents for letting their kids walk to school. Yes, community perceptions can be an issue. But, so important to increase children's perception of their neighborhood.
- What's a bike train? Walking school buses and bike trains are programs where "riders" meet in a certain location and then walk and bike to school together as a group.
- Want to recognize that the region has an amazing SRTS program. We are very fortunate to have our coordinators. Has there been any effort to encourage teachers to model walking and biking behavior? Very important, need to grow more champions within the schools.
- Second the kudos for the SRTS coordinators.
- How much does topography and distance play a factor? Do you focus on places with good infrastructure first? There is benefit to focusing on the neighborhood around each school because that is where students are traveling. Focus on 1 mile area, usually. Now, many students are driven less than 1 mile. This is an easy walk or bike ride.

## 6. Project Updates

### Action Requested: Information Share

**Bike Share:** Reed gave an update on the Connect Oregon V funding. If it is approved in March, the city and partner agencies will have 180 days to sign the paperwork. To do so, we need to make all partners feel comfortable. A consultant will be hired soon to discuss potential sponsorship opportunities in the community and calculate the projected operations gap based on this evaluation. Once all partners feel satisfied they can fill the operations funding gap, a contract will be signed.

**15<sup>th</sup> Avenue Pavement:** public process revealed a number of issues concerning traffic controls, which are not going to change. We will add SLMs and refresh crosswalks. This project is panel replacement, so the surface won't appreciably improve in terms of seams, however, the potholes will be fixed. There was a lot of discussion about stop signs, Tom Larsen has been having lots of conversations about this over the years, but engineering principals dictate the existing pattern.

- Expanding the family friendly bikeway system seems to be a priority, but we aren't building bicycle boulevards. So, how do we meet our goals?
  - Reed, I think we need to take a closer look at our network to make sure bike boulevards occur on streets that are low speed and low volume and we can make the types of improvements that make a boulevard. Latest examples

(Blair, Monroe, 15<sup>th</sup>) all have truck traffic or emergency service routes or other activity that precludes optimization for bikes. The NE Livable Streets project (2017) should be an opportunity to test our bike boulevard strategies and build some effective designs that can be replicated in other neighborhoods.

## 7. Information Share (10 min)

### Action Requested: BPAC and Staff Information Share

Bob: LiveMove is thinking about developing a bicycle friendly business district. Emily from LiveMove is doing research and is thinking of developing a district in Eugene.

Jim: would like to thank COE for placing the RRFBs on Oakway this summer.

Joel: had a good BPAC bike tour last week. Will send out a recap and some photos. Springfield BPAC is on hold because of staff vacancy.

Corrine: had a good time riding around NE area. Snelling Drive is loaded with potholes, good route but not in good condition now.

Tom: Lane County is placing vehicle registration fee on ballot which prevents city staff from discussing. Lee, this might also mean city committees, like BPAC (will check).

Allen: read the latest issue of American Bicyclists (LAB) because it's the "best ever", also, thank you for changing signal at Monroe/13<sup>th</sup>! It's very responsive.

Reed: start thinking about STIP grant application projects. City plans to submit on High Street Cycle Track, think of other projects.

Emily: UO is now a Gold Bicycle Friendly University.

## 8. Adjourn

### Future Agenda Topics

- Transportation System Plan
- Pedestrian and Bicycle Strategic Plan
- Pedestrian and Bicycle Pavement Bond Measure Projects
- Envision Eugene
- Development Code
- Traffic Enforcement
- Regional Bike Count Program
- Automobile Parking Requirements
- Eugene Climate Recovery Ordinance
- Eugene Trails Plan