

Eugene Bicycle and Pedestrian Advisory Committee



City of Eugene
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Date: Thursday, March 12, 2015
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: Allen Hancock, Joel Krestik, Jim Patterson, Bob Passaro, Seth Sadofsky, Eliza Kashinsky, Emily Eng, Steve Bade, Janet Lewis

BPAC Members Absent: Corrine Clifford, Marc Schlossberg, Susan Stumpf

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Tom Larsen, Alexis Biddle, Sasha Luftig, Chris Henry, Josh Roll

Members of the Public: Emma Newman, David Sonnichsen, Rex Vollstedt, Josh Kashinsky, Web Sussman, Joshua Skov, Howie Bonnett, Jon Belcher, Ross Peizer

Notes

1. Open Meeting

2. Public Comment

Josh Skov appeared to speak about several items. First, Vision Zero is important see Portland and Seattle and other cities for example. Second, sidewalk widths are insufficient, don't seem uniform. Look at this in the context of new multifamily buildings, they are too narrow. Three, the science of crosswalks – have heard that marked crosswalks are not being added as part of paving projects (none on Willamette between 18th and 24th). Fourth, the city's CIP is out and available. See if you can weigh in on bike/ped projects (5-year plan).

Howie Bonnett recorded before (2011) and after (2014) traffic counts on Alder Street at 19th Avenue. Counts correspond with conditions before and after installation of the two-way buffered bike lane on Alder Street (Franklin to 19th). You now have data that were collected during the same day and month but years apart. Howie wanted to see the effect of building the facilities that were constructed to improve bicycling and walking. There seems to be little to no impact to the numbers. Also, the diversion at 19th Ave for southbound cars doesn't keep everyone out. Counted 8-10% non-compliance.

Webb Sussman spoke about a crash he sustained while walking on Grant at 23rd Avenue. There are not consistent sidewalks on Grant or 23rd. There should be more given there are elementary schools in the area. Police did cite the driver, but the courts tossed the case. Annoyed that he could not get any information for why the case was adjudicated. It seems

that there isn't good information on pedestrian crashes as a result of reporting networks. Sidewalk infill is very important, current policy may result in private property owners deciding not to infill the gaps, and the city does not make them do so. Said several of his neighbors have also had incidents; most have not been reported.

3. Approve February 12, 2015 Meeting Summary Notes

There was one change to Info Share. Minutes approved unanimously.

4. Key Corridor Study Committee Sounding Board

Chris Henry, Transportation Planning Engineer, and Sasha Luftig, Transit Planner for LTD, spoke about the key corridor study which will be named "MovingAhead".

MovingAhead is a study in Eugene and Springfield to identify ways to make it safe and accessible to travel by foot, bike, transit, car. Looking to develop a "sounding board" of existing city and LTD committees. Want two members from BPAC to attend the sounding board meetings. Volunteers will provide advice and evaluate feedback in addition to reporting back to BPAC about the study's progress. Sounding board will not make formal recommendations, but will provide important feedback to shape the plan's content.

Please submit names by end of March: Seth Sadofsky, Eliza Kashinsky volunteered.

5. Eugene Trails Plan

Philip Richardson, LA with Parks Dept., spoke about the Eugene Trails Plan. Soft surface trails, water trails, and policies. Includes primarily trails for hiking and running. The Willamette River is an existing water trail.

Process has included two surveys. Included open ended questions to get an idea of issues. Just finished a random sample survey, results available soon. To date, have learned that conflicts exist between hikers and bikers. Also, facilities can be crowded. Runners and hikers also have conflicts. Off-leash dogs are also an issue.

Discussed map content, also provided handouts for guiding principles and project tables.

Ultimately, would like parallel running trail along Ruth Bascom River Trails. Also, increase availability of mountain biking trails, but keep them separated from hiking trails where possible.

Looking at a policy to restrict bikes from running paths. Currently, discouraged, but not prohibited.

Currently developing priority list (5-year, 10-year, future).

"Shared Use Corridors" are, primarily, on-street connections between parks. Looking for streets where both walking and biking is comfortable.

Comments:

- Desire to be able to walk to airport
- Mountain biking. One reason community is not rated “very” high as a bicycle friendly community is that city does not accommodate mountain biking.
- What about walking trails near UO river front? Have you talked to the university about this? No. Focus is on soft surface trails on lands the city owns. (UO Campus Planning is looking at a long-term plan right now, very conceptual.)
- What is Hendricks Park connection (Birch)? Goes up the hill? Yes. Trying to find pleasant routes. Okay, so this is not a pleasant route. We need to improve it.
- Will you be a player in the EWEB redevelopment? Yes, there will be a park there.
- Feasibility for rails to trails, rails with trails. See them in other cities quite a bit. Also, at trailheads, we need some more bike parking. The plan is to include at least some bike parking and a kiosk.
- Do you light soft surface trails or trailheads? The only lighting now is not very functional. Not a priority now, costly. If running clubs want to participate it could lead to a project.

6. Eugene Climate Recovery Ordinance

Matt McRae, Climate Specialist, spoke about the city’s Climate Recovery Ordinance (CRO). Josh Roll, LCOG, was also in attendance to discuss metrics for scenario planning.

CRO:

- 2010 Climate and Energy Action Plan
- 2009 Internal Climate Action Plan (city operations)
- July 2014: ordinance adopted by council.
 - Clarifies and codifies existing goals
 - Reduce communitywide fossil fuel use by 50% by 2030
 - City operations carbon neutral by 2020
 - Ordinance calls for an assessment of current efforts
 - Calls for the development of a science-based community GHG reduction goal (prescription to reach 350ppm)
 - Calls for regular progress reports
 - Calls for readjustment if targets are not met

Scenario Planning: suggests that walking and biking would need to increase 3-5 times today’s rates.

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Comments:

- How implemented? Do you have direction on how to do this? Yes. Have existing climate plan that identifies strategies. Dialogue across departments includes climate commitments.
- 50% reduction is per capita or total amount? Total amount. But, we are on that trajectory.

- Mentioned other plans. Where does this ordinance fit if there is a conflict? Great question; we'll find out. Council has final say.
- Cleaner fuels bill (State) may include credits, people might sell credits to fund transportation programs. Heard of this? Yes, but haven't seen it happen anywhere.
- Many people still driving short distances. We should figure this out.
- How regional does this plan go? Congestion on highways suggests fossil fuel impacts are related to journey to work. Need to start weighing tradeoffs and working together.
- Legislation about solar access? There are some rules about this.
- If we need to do more active transportation, why do we still have to fight for every inch of infrastructure to support active modes? It seems valuable to remind everyone that if this is a Council goal that we should all work for implementation.
 - Question to Tom Larsen, does this ordinance impact you and practices of your staff? Tom, want to make sure that cars keep moving and don't sit in traffic idling. We want a balanced transportation system.
 - Will this change how you operate? Tom, our job is to get everything out of our existing roads that we can. Looking for balance. Hard to see how this ordinance will change priority for balance.
- Sometimes people don't like what this ordinance implies. Yes, initial focus is on internal practices in the city. We will be implementing the ordinance in a lot of ways, initial focus is internal. In 2011, did a survey of community and the concern about climate change in Eugene was high, something like 75% of agreement that we need to do something about climate change.
- Josh Roll, one of the lessons I take away is that infrastructure is going to be a big part of getting people to ride bikes, but there are other pieces like pricing schemes to disincentive driving that has to happen as well.
- Tom Larsen, originally Envision Eugene predicted 40,000 jobs and 30,000 new residents, It begs the question of how they get here. It now plans on 30,000 each. That suggests there is a lot outside of our control.
- Education and marketing seem really important. Yes, strategies include individualized transportation programs, teaching eco driving, rideshare. There are lots of transportation options programs that could be implemented, and scaled up, to reach a broader audience or more geographies.
- Last month talked about 15th Avenue bike boulevard, couldn't do it. But if we need to do everything in the PBMP plus more, how can we deny projects? Tom, in the PBMP there are different levels of bicycle boulevard; the design will meet one of the levels. If the question is why didn't we do everything we can to serve bicycles the response is that the street needs to serve everyone who uses the street. Tom sees his role as one of balancing.
 - So if the definition of bicycle boulevard required diversion and other features would you be obligated to do that? Tom, you can write an ideal situation in a plan but there are

compromises made along the way to implementation. And if a bicycle boulevard had to have certain features, we might not have the ability to implement just to reach the planning target.

- Transportation planning is working on a pilot program for city employers to emulate.
- Any advice about how to leverage this ordinance to build support for more walking and biking projects? Hard question to answer, but we really need to communicate the ambitious goals that Council has set. We need to communicate that the decisions being made impact the objectives of the ordinance.

7. Bike Parking Code Changes

Reed Dunbar, Transportation Planner, spoke about the upcoming bicycle parking code updates. Steve Bade has offered to be on an advisory committee that will review code language and concepts. The process will include meetings with an advisory committee and review by a staff committee. Reed will work with the Planning Commission to adopt the code. Two examples of potential code language are available including a recommended update in the 2012 PBMP and another in the 2013 Regional Bike Parking Study. There will likely be a separate Bicycle Parking Guide that is referenced by the code. The guide provides the ability to update bike parking standards more frequently since it is not an adopted document.

8. Subcommittee Reports and Project Updates (20 min)

Infrastructure Subcommittee: met last week to discuss updates to the walking and biking maps that will be in the TSP (formerly the PBMP). Group discussed adding Hilyard and Patterson to the list of protected bikeways.

Also discussed possible projects for grant funding through ODOT.

Projects discussed included: High Street Protected Bikeway (and possibly 13th); Roosevelt at HWY 99 intersection improvements; 24th Ave protected bikeways; Grant Street bridge; Wallis Street to Peppertree path. Also, the undercrossing (railroad) at the north end of Alder Street.

Programming Subcommittee:

Discussed possibility of preparing a periodic article for the Register Guard. Group is thinking about developing standards and messaging so that authors can be consistent and use common language. Hope to have the first run in a couple of weeks. Bob has volunteered to write the first one. Jim Patterson and Allen Hancock have also volunteered. This doesn't have to be someone on BPAC, can get members of the community to participate. Janet volunteered to translate into Spanish.

Other work: traffic control practices guide. Also, a group had previously formed independently to work on bicycle friendly businesses. Eliza will meet with LiveMove to discuss. Committee will work to have capacity for the pedestrian safety campaign later in 2015.

9. Information Share

Jim: one impediment to walking at night is the homeless population and perception of safety.

- Tom Larsen: staff met two weeks ago about I-105/Coburg Road to discuss clean up strategies

Tom Larsen: wanted to report on Web Susman's story. Driver failed to stop and remained stopped for a pedestrian. You pay your fine and it is "adjudicated", it does not go to court.

Also, copper is at an all-time high price. If you see anything fishy (people stealing copper) please call the police or maintenance #4800.

Seth: wanted to mention that we don't have a lot of good data for bike/ped crashes. We should explore this more thoroughly in the future.

- Eliza: EPD has a website where you can see police calls and sort by topic

Lee: went to training on crosswalk enforcement. All EPD Traffic Enforcement staff attended. Thank you! 28 agencies doing crosswalk enforcement this year around the state.

Reed: bike share funding may be postponed again this month at OTC. In the meantime, LTD and city are reviewing proposals to perform sponsorship interviews.

Steve: feels like getting a driver's license is still too easy. Interested in programs.

Janet: observation last couple of weeks, it seems like people driving through red lights. 13th/Willamette. 13th/Charnelton.

Allen: is one of six people who are meeting to explore developing a bicycle advocacy organization. This week, had a meeting with 30+ people. Purpose was to assess if existing organizations have the capacity and will to take on current priorities. You'll hear more in near future.

10. 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
- Bicycle Boulevards