

**Eugene Bicycle and Pedestrian  
Advisory Committee**



City of Eugene  
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Date: Thursday, April 9, 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, Jim Patterson, Bob Passaro, Seth Sadofsky, Emily Eng, Steve Bade, Janet Lewis, Corrine Clifford, Marc Schlossberg, Susan Stumpf

**BPAC Members Absent:** Eliza Kashinsky

**Staff in Attendance:** Lee Shoemaker, Reed Dunbar, Shawn Marsh

**Members of the Public:** David Sonnichsen, Webb Sussman, Ross Peizer, Vicky Mello, Aaron Conover, Dave Perez

**Notes**

**1. Open Meeting**

**2. Public Comment**

Web: December of last year was hit by an automobile. That same month someone was struck on Willamette Street and killed. Interested in understanding the number of fatalities that have occurred. Want to know where the most crashes occur. Near misses are not reported so many data points are not recorded. (LCOG has Tableau. Also, City will disseminate information this summer on pedestrian safety.)

**3. Approve March 12, 2015 Meeting Summary Notes**

*Action Requested: Approve Meeting Notes*

Tom Larsen had some changes. Minutes approved.

**4. Eugene Bicycle Boulevards**

*Action Requested: BPAC Presentation and Discussion*

Bob Passaro gave a presentation on bicycle boulevards. There was an opportunity to develop a bicycle boulevard on 15<sup>th</sup> Avenue this summer and for a variety of reasons there won't be substantive changes. A bicycle boulevard is a facility type identified in the TSP. We should know what they are and how to advocate for them. Features should include:

- Signs: wayfinding signs
- Pavement markings: typically use shared lane markings "sharrows"
- Intersection improvements: give right-of-way to bicycle boulevard; could also use signals or beacons

- Control automobile speeds: lower speed limit, install traffic calming, diversion

Minimum standard in Eugene is signs and shared lane markings. Do we want more than that?

Comments:

- Signs are kind of nice. Pavement markings don't seem that useful. It's traffic calming, intersection treatments, and diversion that REALLY make a bicycle boulevard. Streets like Alder and Monroe feature these. Paint is not enough.
- Like "bike boulevard" specific signs. Wayfinding is important and provides notification to other road users.
- Has the city considered creating bicycle boulevard signs? Sort of. There have been discussions but no decision.
- There are nice branding tie-ins for signs but it's the traffic calming that makes the street. Should require that all bicycle boulevards feature everything and only in certain instances do we detract from that standard.
- Would like to see a policy. Don't let the policy just get created without review. BPAC has submitted a policy about the city adhering to NACTO standards. If this was adopted it seems this would be taken care of.
- If you create a policy that says "a bicycle boulevard shall include..." will that actually happen? Seems like funding is important. Yes, there are a lot of discrete programs that run independently right now like traffic calming. We could probably bundle those together under the "Neighborhood Livability Program".
- Are requests for traffic calming in order of priority? Not likely. Currently working on backlog, some requests are close to 10 years old.
- Seems like something similar to Memo #4 needs to make its way into the TSP. That level of support seems like it would help. And if we don't have enough money to do it now, we should advocate for funding.
- In favor of purple signs, can we use "adopt a sign" program?
- Need a strong articulated policy. Can use it for support when the community has issues with components of the bicycle boulevard.
  - City will update the streets standards guidelines. Could add "bicycle boulevard" as a street type and identify features.
- Can the Infrastructure Subcommittee prioritize a bicycle boulevard and discuss the path forward for bicycle boulevard development and descriptions? Yes.
- What is the barrier on Alder? There is a stop sign on 19<sup>th</sup> and on 28<sup>th</sup>. Why? Seems like if we are serious about this being a bicycle boulevard we should change this. (Others: Some diversion on 15<sup>th</sup> at Willamette or Olive. Also, fix the Jefferson crossing.)

## 5. Letter regarding new Eugene Family YMCA Facility

### Action Requested: Discussion and Recommendation on Letter

Dave Perez, Executive Director, of the YMCA spoke. He is working to move the location of the facility from Patterson to where the current Roosevelt MS is located (the MS will move to the west.) Allen Hancock asked to have a discussion about walking and biking connectivity to this facility.

YMCA moved to current location in 1955. The building is old; it's time to move. New Roosevelt MS is breaking ground this summer, opens fall 2016. Once that is open, the existing site will be available for the YMCA.

Current facility is 48000 sqft; planning on 70000 sqft (8000 – 9000 members projected; currently 6200). Not enough auto parking spaces at current site. Pivot Architects did a number of surveys. Over 30% of people at current facility walk or bike. Want new site to have 80-100 bike parking spaces. Want to try to tie in to existing paths (like Amazon Path).

### Comments:

- Can this be connected to the bike share system? Located out of the first phase.
- 185 employees, many of them bike to work. Think about long-term bike parking.
- Appreciate hearing about integrating access to surrounding paths. Know there are some issues at the new Roosevelt MS. Sorry to hear there are utility conflicts. As the building gets designed bike access starts to take a back seat, it shouldn't. YMCA feels confident that Pivot will keep it front-and-center.
- Do people driving to the YMCA now have to pay? No. Will that change? No.
- Hearing an open minded position to walking and biking, glad to hear it. Allen, what were your concerns? Attended open house a few weeks ago. Had a concern that the primary entrance faces the parking lot – seems too car-oriented. If YMCA is promoting healthy living it seems an entrance facing the street demonstrates that priority better. There are architectural and access issues that need to be addressed, but important to keep in mind the YMCA mission.
  - YMCA won't be a "glitzy" building. But will have views to Spencer Views and will keep that intact.
  - Entrance will line up with Patterson.
  - YMCA would love to have wider sidewalks
  - Around 24<sup>th</sup> and Hilyard, would like to develop a plaza
  - Main entrance will be across from Humble Bagle

## 6. Eugene Bike Share Update

### Action Requested: Staff Update

LTD and City are coordinating to hire a consultant to develop a sponsorship package and solicit funding. Once universe of sponsorship

funding is identified, partner agencies will negotiate levels of funding support each is willing to contribute. The grant contract has not been received but will need to be signed 180 days from receipt. Operations is the primary challenge when establishing a bike share system. Portland has been working through it since 2011. Process is going as quick as possible but won't launch until certain the system will be successful.

## **7. Eugene Bike Parking Code Update**

### Action Requested: Staff Update

Process includes meeting with a community advisory committee and reviewing materials with a staff committee. Code language has been developed in the PBMP and the Regional Bike Parking Study. Idea is to update code language and refer to a bike parking manual that is not code and can be updated more frequently. Code items to fix include adding short-term bike parking requirement to multifamily developments; defining rack types; reviewing quantities; looking at building permit requirements; simplifying requirements. Will take 6-9 months.

## **8. Subcommittee Reports and Project Updates**

### Action Requested: Information Share

- UO/City of Eugene submitted a joint letter to the Governor's office to support the 13<sup>th</sup> Avenue Cycle Track. Hopefully, this will lead to some funding for the project.
- Willamette Street: trial is set for this summer. Contract will be bid soon (designs are at 90%).
- Infrastructure Subcommittee: discussed the STIP application process. Also had some small design conversations about West EmX and some ODOT projects.
- Programming Subcommittee: Lindsay had provided a detour assignment based on a package developed by a previous BPAC committee. The project will identify correct construction detour protocols to ensure passage for people who walk and bike. Also, Op Ed about Vision Zero.

## **9. Information Share**

### Action Requested: BPAC and Staff Information Share

Bob: Op Ed will be run sometime in the next few weeks. Provided guidelines for how to prepare these articles.

Reed: we're developing a bid package to prepare the RRFs on Alder (and Agate)

Steve: Portland has an initiative to reduce bike theft. There's public outreach for the registration process.

Emily: UO Campus Planning is working on a plan, like a master plan, to develop a vision for the university. There were some transportation concepts that have been developed. Workshops will be scheduled for June 1<sup>st</sup> and 2<sup>nd</sup>. Emily will distribute more information closer to the meeting date.

Marc: there are two upcoming LiveMove speakers. One is tomorrow (Jenifer Weiland) will talk about parklets. Next Thursday the speaker will discuss equity. Also, there is a new EMU going up on campus, the pavement markings adjacent have been changing and it's interesting to see how space can be allocated for walking and biking.

Lee: Taney Street traffic calming meeting is next week. This project has a lot of support. North Danebo is also upcoming. Contact Lee for details if you want to attend.

Joel: Springfield BPAC is still not meeting. Will think about another bike tour sometime this month. Maybe SW Eugene.

Susan: bike commute challenge is in May.

## **10. Adjourn**

### **Future Agenda Topics**

- Transportation System Plan
- Pedestrian and Bicycle Strategic Plan - May
- Pedestrian and Bicycle Pavement Bond Measure Projects
- Envision Eugene
- Development Code
- Traffic Enforcement
- Regional Bike Count Program
- Automobile Parking Requirements
- Eugene Climate Recovery Ordinance
- Vision Zero – May
- Data Needs
- Vehicle Registration Fee – After Election