

**Eugene Bicycle and Pedestrian
Advisory Committee**



City of Eugene
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Date: Thursday, May 14, 2015
Time: 5:30 to 7:30 p.m.
Location: Sloat Conference Room
Atrium Building, 99 W. 10th Ave
Eugene, OR 97401 (Enter from the back alley off 10th Ave)

BPAC Members in Attendance: Allen Hancock, Joel Krestik, Jim Patterson, Seth Sadofsky, Steve Bade, Janet Lewis, Marc Schlossberg, Susan Stumpf; Eliza Kashinsky

BPAC Members Absent: Emily Eng; Corrine Clifford; Bob Passaro

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

Members of the Public: David Sonnichsen, Josh Kashinsky; Eric Eason; Kelly Eason; Larisa Varela; Joshua Skov; Emma Newman

Notes

1. Open Meeting

2. Public Comment

Rob Zako, Executive Director of BEST, reported back on a conversation about transit that BPAC held about a year ago. Goals are to educate the public, develop the appropriate level of transit, and figure out how to pay for it. Springfield tragedy made people think about walking issues as primary to better transit. Encourage working on Vision Zero. Distributed a handout on the Mayor's Challenge.

Eric Eason, resident of Ridgeway Drive, near Goodpasture Island Road. New bridge extended sidewalks across Delta Hwy. But, the sidewalk ends before Happy Lane/Ridgeway Drive. Currently walk across bridge to visit parents but the trip feels risky. Would like you to know the gap exists and that it should be fixed.

Josh Skov, on EmX Steering Committee and COE Budget Committee. Transit, as you consider Vision Zero, build bridges with LTD and build relationships with city staff. People have now heard of Vision Zero. Worried that tightening budgets will impact walking and bicycling projects and programs. There are over \$400M of unfunded priorities in the city's budget, many are transportation related. Would like to hear from BPAC which projects align best with city priorities.

3. Approve April 9, 2015 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Motion to approve. Unanimously accepted.

4. Envision Eugene

Action Requested: Presentation and Discussion

Genesis: the walking and bicycling environment is impacted by land use and permitting processes. BPAC has some questions about land use planning. Heather O'Donell, Senior Planner, spoke about progress on the city's comprehensive land use plan (called Envision Eugene).

Overview of Envision Eugene:

- Accommodating new growth is a state mandate. (20 year estimate is 34,000 new residents in Eugene.)
- 7 pillars of Envision Eugene (like goals for the plan)
- 2012, adopted "efficiency measures" to ensure new growth would fit inside the UGB (Urban Growth Boundary)
- Setting new UGB to accommodate jobs, schools, parks, and housing because projections show not all development will fit inside current boundaries. (Clear Lake Road and Jessen Road are expansion areas.)
- Adoption: the transportation systems plan (TSP) is a component of Envision Eugene. Focus on key corridors (transit) for increased density.
- Community design handbook: gives people more tools to have a conversation with developers (not regulatory)
- Code improvement program: plan is to regularly update the code as needed.
- Growth monitoring program: evaluate implementation and performance of the plan (quantitative and qualitative measures) and adjust as needed

BPAC Questions

- Why are the urban form recommendations (Community Design Handbook) not regulatory? Some of the standards are in the code (special area zones), but still testing. May end up being a platform to update code.
- Code improvements – what's happening now, what should be happening? Minor code amendments batch brought forward a few years ago, turned into a multiyear process. Realized had too many items to discuss at once. New goal is to work on smaller items. Also, work on things annually, so the process is expected each year.
- How much does the code change over time? In 2001, major overhaul. Since then, most changes are special area zones.
- How will you know if your code process is succeeding? It should include annual updates; need to keep on schedule.
- Is the purpose of code amendment to increase flexibility for developers or to protect existing places? It depends. Technical issues can be solved easily. Flexibility mostly important to enable new uses (like doggy daycare).

- Who in the city is thinking about increasing livability and how do you define? Not sure that's a code maintenance issue. Developed the Community Design Handbook to start a process of evaluating developments for placemaking. There are some communities that are establishing quality of life indexes. Many tools could result to respond to the 7 Pillars.
- Had a recent discussion about Climate Recovery Ordinance, how does Envision Eugene respond to the CRO? What responsibility does staff have? There is a technical resource group that meets to discuss intersection of goals. Trying to align projects. The GHG modeling (Scenario Planning) is working with Envision Eugene concepts to ensure consistency.
- Is the Community Design Handbook on the internet? Yes, will send a link to Lee for distribution.

5. Safety Action Plan/Vision Zero

Action Requested: Presentation and Discussion

Mary McGowan, LCOG Transportation Planner, spoke about the region's upcoming transportation safety plan. Project has not started yet, this is an overview of what the project will contain. Josh Roll will also work on this planning document (as will Becky Taylor from Lane County). Summary:

- Coordinated plan (MPO and Lane County)
- Data-driven process based on fatal and serious injury crashes
- Will recommend strategies to improve safety
- Establish performance measures (to monitor progress)

Safety: behavior, interventions

Security: risk (like transport of hazardous materials)

MPO is required to incorporate safety into the regional transportation safety plan. Lane County is not required to develop a plan, but they saw it as a great opportunity.

[We seriously need to kick the musicians out of the Atrium during these meetings. They literally yell, scream, and bang on drums. It's VERY distracting.]

Current ODOT recommended "core measures" do not include bicycling crashes. The region plans to change this.

Plan will focus on 5 Es: engineering, enforcement, education, emergency medical services, evaluation

Timeline: roughly 18 months. Coincides with regional transportation plan. Will be approved by Metropolitan Planning Committee. Plan term is 20 years.

Project management is LCOG, County, partner agencies. Would like a stakeholder committee active throughout the process. Also, plan on targeted focus group discussions.

Outcomes:

- Vision and goals
- Strategies
- Ongoing monitoring

Questions:

- Is this a “vision zero” plan? We’ll let the planning committee decide. It’s looking like we’ll go that way.
- Do you know what ODOT’s policy is? It’s 170 death-free days. Encourage you to not use that same plan. The only acceptable number of fatalities is zero.
- Don’t align yourself with state too much. We should have a much more local focus
- Recommend that focus groups don’t just contain engineers, but include the community of Es. Need multiple opinions. Thinking mostly about a multidisciplinary approach.
- Bicycle and pedestrian crashes are underreported. How would this plan account for this dearth of data. Also, how collect crashes on paths (not on roadways). We’re looking at a recommendation to collect local crash data.
- I get frustrated with current laws about crashes and prosecution (Springfield fatality example). How rectify? Looking at having some judicial representation on the committee.
- Is this the only safety plan or will there be local documents? MPO is required to do a plan, unaware if locals will do the same. Process sets policy direction and may impact how regional funding is distributed.
- There are a lot of walking and biking trips that aren’t taken because of fear. Will always have a lot of auto crashes. Seems that an approach to safety for people who are not driving needs to look at alternative measures other than crashes since there are not crash events because safety perception prevents people from walking and biking the first place.
- A person walking doesn’t kill anyone. A bicyclist rarely kills someone. It’s cars that kill people. If we reduce auto use we should have some impact on crashes.
- Terminology will be important. Crash v accident, etc.
- Only zero deaths are acceptable. Start your conversations this way. Don’t start with planning that acknowledges that some people will die; it impacts how people interact.
- Will the planners actually walk dangerous corridors when planning for safety? It’s a great point. Not likely to get to project level detail.
- If anyone on BPAC becomes a stakeholder participant please share the goings-on of the committee.
- Would like for the community to become more educated about Vision Zero. Everyone could use a little more education about how communities are incorporating strategies.

6. Approval of BPAC Letters

Action Requested: Approve Letters

Two letters have been passed around via email. One is for YMCA and the other is a thank you letter to Sgt. Marsh.

- Sgt. Marsh letter: Janet motion to approve. Susan, second. Passes unanimously.
- YMCA: it's already been sent. Steve, motion to approve. Janet, second. Approved unanimously. The YMCA is currently looking to redesign the plan; Allen will get details.

7. BPAC and New Bicycle Advocacy Group

Action Requested: Discussion

Allen introduced the possibility of forming a new bicycle advisory group (Walking & Biking Dream Workshop). Rob Zako and Emma Newman spoke about a grass roots effort to build greater bicycle advocacy in Eugene. Portland has the BTA; Eugene does not have a similar organization. Talked to 30 people at a meeting a few months ago. Developed some goals and priority areas. Currently, shopping these priorities around the community to see if there is agreement. Priorities:

1. Bike-savvy community leaders
2. Bicycle infrastructure
3. Safety for people walking and bicycling
4. Bike-friendly business districts
5. Bike share

Where does BPAC fit in these strategies? Comments:

- Is this biking or walking/biking? Depends on the will of the people.
- Is a community leader someone who is knowledgeable and has some decision authority? Yes.
- BPAC doesn't want to be the community watchdog. Do it because don't want issues to slip away, but don't feel like anyone else is doing it.
- Definitely room for a non-affiliated organization to focus on walking and bicycling. A group like this might change what BPAC does a little differently.
- Was there any discussion of old or disabled people and getting them more involved? Yes. Equity remains a core component.
- One thing to remember, BPAC is small advisory group, there are some things we can do (prioritize little sums of money) and some things we can't (advocate for leaders). This new group would be great.
- Spend a lot of time talking about #2, #3, and #4. Need multiple groups talking about this.
- Working on getting a regular Register Guard column now. Would be nice to be freer in expression as an advocacy organization. Most BPAC advising tends to be on infrastructure.
- The most benefit seems to be a partnership so that division of tasks can be discussed and uniformity of message can occur.

- Google group may not be the most equitable, accessible space to have conversations. Maybe some social rides are a place to have additional conversations. Go to your neighborhood association and open a dialogue.
- There would be no “toe stepping” if you are inquiring about whether BPAC would feel threatened by this new organization. Welcome you to come back to our meetings.

8. Information Share

Action Requested: BPAC and Staff Information Share

- Steve: Jefferson Westside Neighbors invited Bob Passaro to a neighborhood meeting. Steve attended and had a discussion about active transportation. Questions were about what does BPAC do (policy); do city staff look at other cities (yes); there’s some concern about 17th/Charnelton (can we make this safer)
- Seth: Seth and Eliza are members of the Moving Ahead Sounding Board. Will be some forums starting next week. See: www.movingahead.org
- Emma: Playborhood speaker is tomorrow night at Hilyard Center.
- Tom: Public Works Day is next Thursday (2200 school kids)
- Joel: walking and rolling through the wetlands is this Saturday
- Jim: grew up in a playborhood, too bad we have to call it that now instead of just a “neighborhood”
- Marc: visual bicycle count display will be installed in next week or two (13th and Kincaid)
- Allen: the YMCA will present at SUNA next week.

9. Adjourn

Future Agenda Topics

- Transportation System Plan
- Pedestrian and Bicycle Strategic Plan
- Pedestrian and Bicycle Pavement Bond Measure Projects
- Development Code
- Traffic Enforcement
- Regional Bike Count Program
- Automobile Parking Requirements
- Data Needs
- Vehicle Registration Fee – After Election
- “Y” Facility Design Update
- New 4J School Design
- Civic Stadium Development
- Parks and Recreation System Plan