

**Eugene Bicycle and Pedestrian
Advisory Committee**



City of Eugene
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Date: Thursday, June 11, 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, Janet Lewis, Susan Stumpf; Eliza Kashinsky, Bob Passaro

BPAC Members Absent: Emily Eng; Corrine Clifford; Steve Bade, Marc Schlossberg

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

Members of the Public: David Sonnichsen, Josh Kashinsky, Branden Johnson, Vicky Mello, Cammie Harris, Dave Galas, Derek Johnson, Matt Scheibe

NOTES

1. Open Meeting

2. Public Comment

None

3. Approve May 14, 2015 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Minutes approved unanimously.

4. Estimating Bike Miles Traveled and other Bike Traffic Analysis Tools

Action Requested: Presentation and Discussion

Josh Roll, LCOG Analyst, discussed bicycle travel models and crash rate database.

LCOG currently uses 4-step travel model. Trip generation, trip distribution, mode choice, trip assignment. Bicycling model assumes the "shortest path" will be selected by people biking. This has issues because it uses some major arterial streets where counts are currently low. So, LCOG started using research from PSU to correct some of the assumptions.

- The Regional Bike Count data helps to validate the model assumptions.
 - Goal is to develop an estimate of Bicycle Miles Traveled (BMT)
 - Need more permanent counters to verify seasonal adjustment factors (1 permanent counter in Eugene now, more will be added this summer)
- Models

- On-street not near university
- On-street near university
- Off-street locations
- Models seem to be producing about the same number of trips as our counted results! So, we appear to be on the right track (but there's still a lot of work to be done)
 - Soon, we will be able to start to calculate crash rate estimates
- Variables – on-street (presence of bike lane is the highest). Off-street (daily temperature has strongest correlation to volume)
- For a variety of reasons, the count estimates tend to be low. However, in outlying areas they are probably high (will need to do counts in some areas to find out if there are people there or not.)
- See thempo.org for an online bicycle count map that shows average daily volumes at count locations.

Comments:

- Would be interested to see what impacts “end of trip” facilities play on mode selection (is there a bike rack, etc.)
- Are these data informing the TSP in any way? No. Could it be? If the program was continued, it could be used as a performance measure. Currently, funded by the MPO.

5. Civic Stadium Redevelopment

Action Requested: Presentation and Discussion

Three members of the Eugene Civic Alliance attended the meeting to discuss the plans for the Civic Stadium site. Handouts were distributed.

Currently, starting to put together the funding to develop the stadium and fieldhouse.

There is almost an acre of land in the NE corner of the site that may be developed in the future. It is a separate property. It's zone R-2. It would be nice to rezone for a brew pub or dining establishment.

Parking lot will require an exception to the code because there is not enough parking to meet code requirements. This is a remnant of an older site (code has changed since the stadium was originally built).

Multiuse path will be built between Willamette and Amazon Path. One donor has provided money exclusively to develop this path.

Grandstand will be refurbished as-is. Won't be a stadium with restrooms and other things (costs). So, a new building will have lockers and bathrooms.

Fieldhouse will be run by KidSports (sized for 9 volleyball courts). Adding a deck to view the soccer field would be a boon to high-end ticket sales.

Comments:

- Does bike lane disappear on Amazon bike lane? Disclaimer, drawings done with volunteer labor, it's very conceptual. The design process will happen later.
- Intent would be to remove bridge over Amazon and install at-grade crossing.
- Bike path from Willamette to Amazon: how do we get to Oak? This is something that needs to be worked out through design process.
- Bob, talk to Reed early in the process about some of the connectivity aspects.
- Soccer: selection of site driven by size and location (good transportation access). Have this be a place that is visible on non-game days and accessible during game days. For soccer, this will be a great place to play. Also allows for other sports that use a large rectangular field. (Lane United currently gets 600+ people per match in Springfield; there are some who believe a better facility will draw 2,000-3,000 people per match.) Also, could be a site for high school soccer games.
- Congratulate you for having gotten this far – it's just really amazing. Thank you. Are there specific things you'd like to ask us? Otherwise, we have some concerns about transitioning from Willamette toward the stadium because there is some grade here – bikes could be moving fast.
- Crosswalks for Willamette? When the Ems played here, it was very difficult to move through this corridor during and after games.
- Access/Egress: upper left corner, and "Main Gate" on east side.
- Bike Parking? Where should they go? Near main entrance.
- E/W path connector would be good for the N/S connection we are envisioning for High Street.
- Thank you for helping us solve problems, BPAC. When we know more, we'll have some more conversations.

6. Project Updates

Action Requested: Information Share

- New 4J-Bethel School Design:
 - Reed recommends Programs Subcommittee develop a letter campaign to help promote bike/ped connections
- ODOT Highway 99 Path Project
 - Update on path segments and schedule
- Sunday Streets
 - Handed out maps and schedule. If there is a demonstration that you'd like to do let Lindsay Selser know ASAP.

7. Information Share

BPAC and Staff Information Share

Reed: mentioned that the state's ARTS grants contains 3 Eugene projects for bike/ped in the top 5 (statewide). Stay tuned for updates. Projects include 24th Avenue buffered bike lanes (Willamette to Alder); 13th Avenue Cycle Track; Echo Hollow safety improvements.

Eliza: Moving Ahead workshops are in process. They allow you to develop cross-sections for the streets. Also, the South Willamette code changes went before the Planning Commission recently.

Tom: there will be a demonstration cycle track in Bethel (Bethel Fit) on Echo Hollow this weekend.

Lee: Breakfast at the Bridges at the DeFazio this month (will have parks planning folks there). Blackberry bRamble is August 2nd. Also, Emma Newman who was the Springfield SRTS coordinator is the new planner, so they will be likely to renew the Springfield BPAC soon.

Susan: 242 (McKenzie Pass) is closed to cars through this weekend.

Bob: thanks, Jim, for writing the Register Guard piece.

8. Adjourn

Future Agenda Topics

- Transportation System Plan – July
- Bicycle Boulevards - July
- YMCA Facility Design - July
- Development Code - August
- Automobile Parking Requirements – August
- Community Design Guide – August
- BPAC vacancy replacements - October
- Chair/Vice Chair Elections – December
- Pedestrian and Bicycle Strategic Plan – to be determined
- Bylaws – To be determined
- Traffic Enforcement/Citations – To be determined
- Improved Crash Data/Traffic Enforcement – To be determined
- Parks and Recreation System Plan – To be determined
- Traffic Safety Action Plan/Vision Zero – As needed
- Moving Ahead – As needed
- Pedestrian-Bicycle Pavement Bond Measure Projects – As needed