

**Eugene Bicycle and Pedestrian
Advisory Committee**



City of Eugene
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Date: Thursday, July 9, 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, Jim Patterson, Seth Sadofsky, Janet Lewis, Susan Stumpf; Eliza Kashinsky, Bob Passaro, Emily Eng, Steve Bade

BPAC Members Absent: Corrine Clifford; Marc Schlossberg, Joel Krestik

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

Members of the Public: David Sonnichsen, Josh Kashinsky, Vicky Mello, Alex Bauman, Lisa VanWinkle, Bill Seider

Notes

1. Open Meeting

2. Public Comment

No public comments.

3. Approve June 11, 2015 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Notes approved unanimously.

4. South Willamette Street Improvement Plan Update

Action Requested: Presentation and Discussion

Chris Henry, City Transportation Planning Engineer, spoke about the South Willamette Street Trial. The project manager for the construction activity this summer is Chuck Mueller. There is some concern about how bikes will be accommodated this summer. Details:

- Not all of the right-of-way acquisition has occurred yet. So, city has not advertised for bids and there isn't a construction schedule. Likely to have bids August/September.
- Pavement condition in bike lanes and driveway lips have been a concern. There is money in budget to repair these – pavement repair (pot hole filling) and also reconstructing driveways is an option depending on what the bid prices are to construct the project. (Existing standards allow ¾" driveway lips to exist.) Driveway construction/repair would be about 5' wide and identified by newer concrete.
- Comments:

- What is the project? Test of a restriping of the street to include bike lanes, a two-way left turn lane, one travel lane in each direction (except for two travel lanes southbound at 29th Avenue), and new traffic signal at Woodfield Station driveway. Project will generally remove one automobile travel lane in each direction. Test runs in calendar year 2016. Pavement project is scheduled for 2018. Currently developing a grant application for pedestrian scale lighting and sidewalk enhancements.
- Driveways – will you fix a driveway that you think might disappear in the pavement project? Don't know which driveways may be eliminated yet. Consolidation of driveways (if any) would occur with pavement preservation project in 2018. Some driveways will need to be fixed to enable ADA passage requirements.
- Fixing potholes – how determine? Not sure of the exact process however Design teams have identified some cracking so there is a record of issues.
- North of 24th, there's a bike lane that is very narrow. Will it get a buffer? No. All the widening is for enabling installation of a southbound bike lane.
- Has undergrounding utilities been discussed? Yes, EWEB estimate is over \$2M. No funding source identified. However, on the east side of street there are mainly city-maintained street lights. Project could include doing something different with this lighting (like moving the overhead wires for street lighting into underground conduit) west side of street is more difficult.
- How much are you requesting for sidewalk improvements? No estimate yet – grant application due soon, probably millions of dollars.
- Part of the rationale for the update is concern over how much can be done during this project to improve conditions. Do you think you'll have enough money to do what you need to do? Safety is a major concern and a priority of the project. Doubt exists as to how many repairs can be made as part of the overall project – part of this is because of the bid process and uncertainty about how high/low contractors will bid.
- Some people believe the test is more for people who drive cars so that they can better understand and accept potential long-term changes. City is working to provide the best conditions possible for all users given limitations (like funding).
- What have you learned about the amount of traffic, or any updates on economic study? City currently measuring traffic with tube counters (will have a microwave sensor soon). Also, will have some Bluetooth counts that track passing Bluetooth signals (to measure travel time). Economic study is collecting info (confidential info) but there are fewer

businesses participating than originally anticipated. UO Community Planning Workshop is collecting economic data. No data have been received by city yet.

- Current traffic volumes are dropping. Has been dropping throughout the years. ADT in 2010 was over 16000/day; currently 14000-15000/day.

Additional Topic – West Eugene EmX Project

Lisa VanWinkle, LTD Project Manager, spoke about changes to the Fern Ridge Path area. Some closures will occur.

- Widening W 11th Avenue. This will require the path underneath the bridge to be closed. Summer is the best time to do this work because of low flow (water depth) in the creek.
 - Passed around a flyer describing the detour/closure for the path. The detour will be from Bertelsen to Bailey Hill (use Stewart Rd).
 - GEARS was sent notice (will impact Blackberry bRamble).
 - It's possible that the work could go longer than predicted. Will go until October 15th at a minimum.
- Two new bike/ped bridges. Want all bridge work done this year.
 - Buck Street (near Seneca Street). Includes sidewalks and more formal parking on Buck Street south of 11th. Also, the connector south of the Fern Ridge Path will be improved (currently, it's gravel).
 - Wallis Street (will lead to EmX station on W 11th Ave and enhanced pedestrian crossing – red/yellow/green signal)
- Comments:
 - What are the dots on the maps? Locations of approximate closure.
 - Will there be warning signs on roadways to announce path closure and detours? Most concerned about Bailey Hill and Stewart where no crossing exists. City staff has similar concern – LTD will evaluate.
 - Had an experience with vicious dogs on Stewart Rd. Home on north side lets their dogs run free. Lee went out there recently and saw no vicious dogs (just some friendly Frisbee golfers).
 - Are there continuous sidewalks on Stewart? No, none. Detour will be okay for people on bikes, but not okay for walking.
 - You can sign up for updates from LTD via email.

5. 2015 Sunday Streets

Action Requested: Presentation and Discussion

Emily Farthing, Eugene Sunday Streets Coordinator, discussed the summer's events and routes.

Routes

- July 26th (Downtown): activity centers on Park Blocks, Kesey Square, Monroe Park. New things include dunk tank at Monroe

Park. All activity centers will have a water feature. Route will have pop-up stage (20-minute open mic sets). New t-shirts will not feature a date so they can be reused. Still looking for volunteers – please sign up!

- BPAC Programs Subcommittee met on Monday. Would like to have a booth. Will organize some information to engage the public.
 - Space at Monroe Park and Park Blocks. Some interest in Monroe Park.
 - Will need some volunteers. Would like at least 2 people at the table during any shift. Event is 4 hours long. (Volunteers: Eliza, Steve, Bob, Seth, Janet, Susan - maybe)
 - Collect brochures from city/state.
 - Activities: helmet fitting, pedometer setting, bike clothing fashion show (how do you ride in the rain?)
 - Messaging: recruit new members, Vision Zero, Every Corner is a Crosswalk, Bicycle Friendly Businesses
- Second Eugene Sunday Streets will be September 20th (Friendly Area). More info closer to event. Start thinking about BPAC activities.

6. New YMCA Facility Design

Action Requested: Presentation and Discussion

Bill Seider, PIVOT Architects, discussed the recent concept designs of the YMCA. Discussed the new design elements.

- New design is oriented at the corner of 24th and Hilyard. It is east of the new Roosevelt Middle School (currently under construction)
 - Want this to be an urban building, to address the street
- There is a street south of Patterson (in alignment) to access Roosevelt MS and the YMCA.
- Parking for YMCA will be south of the building. Will include a large drainage swale. Maintains pedestrian connection on south from Amazon Pool.
- Planned sidewalk replacement on Hilyard Street (will be wide as possible, but not path width). Sidewalk on north side (24th) will be about 8' wide.
- Entrances on north and south side of building.
- 49 bike parking spaces required. Plan on providing 78. 20 will be long-term secured. 10-covered short-term. 48 uncovered short-term.
 - Some desire to cover the short-term bike parking on north side. Currently, designing to code.
- Landscaping plan has not been determined yet. Do plan on adding some trees.
- Men's/Women's locker rooms plus "Family Locker Rooms".
- Expand size of current pool from 3 lanes to 6 lanes (50 meters).
- YMCA is biggest day care provider in the city.
- Comments:

- How does path connect to south? Concrete path, at grade. Raised paths cause grading issues. Could use speed bumps instead.
- Will likely have screen hedge along Hilyard to keep parents from dropping kids off on Hilyard Street.
- How much setback on 24th? Building is 30' from curb.
- YMCA has good data about mode choice. How much automobile parking? Getting ready for site review process now. First phase is about 222 spaces (214 required by code – 7 ADA). Want 271 in future. Current YMCA has only 38 spaces.
 - 30% of people come to YMCA using active transportation (Traffic Impact Analysis). Allows YMCA to reduce required parking by 50%.
 - Roosevelt MS is providing more parking than is required (125%).
- Open winter 2017.

7. Bicycle Boulevards in Transportation System Plan

Action Requested: Presentation and Discussion

A few months ago there was a conversation about how to build bicycle boulevards and what components seem important. The BPAC Infrastructure Subcommittee took a look at this. Do we need additional standards?

- There are components that are important:
 - Diversion
 - Slowing traffic speed
- TSP has a definition of bicycle boulevard. Requires SLMs, wayfinding, and intersection improvements. Optional features are diversion and traffic calming.
 - Some BPAC members think diversion should be a requirement
 - Need to look at signal timing
 - What do intersection improvements include? Undefined, but may include bump outs, markings, beacons. It's difficult to be specific because conditions change.
 - Don't want sharrows to be the only treatment. Let's not call a street a boulevard if only sharrows – too similar to a bike route.
 - Possible standards
 - ADT of 1000 cars or less
 - Speeds around 20mph
 - Certain block lengths for free flow bike movement
- Need to understand the utility value of a bicycle boulevard. Connectivity seems to be very important.
- Subcommittee did look at some streets that are promising for boulevards. Grant Street, for example, would extend HWY 99 path from 6th to 22nd Avenue. Recommend advocating for street improvements in bond measure for these types of streets.

- The place to identify standards will be in the city's street manual. This will be updated soon and could include a section on bicycle boulevards.
- Developing a strong, separate process for bicycle boulevards will be very important. Needs to be context sensitive.

8. Information Share

BPAC and Staff Information Share

Eliza/Seth: there was another Moving Ahead sounding board meeting last week. In a few months there will be some more data to decide which 4 of the 6 corridors should be analyzed more closely. Let us know your concerns.

Steve: Program Subcommittee met recently. Various initiatives are in play – city would like assistance with pedestrian education project. Lindsay, give us some direction, please.

Reed: will be going to Planning Commission in July (27th?) to discuss bike parking code amendments.

Lee: EPD will be doing a crosswalk enforcement event this month (Fern Ridge Path at Polk). Jim Patterson starred in a brief video. South Bank Path project is this fall; Knickbocker Bridge will get new railings too. Also, there will be a third bridge as part of West EmX on Commerce Street, probably install in late 2016. Autzen Bridge over canoe canal needs to be repaired; will likely be sanded down and recoated this summer.

Emily: UO master landscape plan will include some public outreach in early October. Will include recommendations and guidelines about pedestrian accessibility. Bike Counter at 13th/Kincaid is not installed yet, having some difficulty with electrical issues (vendor is currently seeking UL certification). Logger is working, just no visual display right now.

Eliza: disappointed that Car2Go left Eugene.

Bob: was in Vancouver, BC a few weeks ago. Liked the cycle tracks a lot – they work really well.

9. Adjourn

Future Agenda Topics

- Transportation System Plan – August
- BPAC vacancy replacements - October
- Chair/Vice Chair Elections – December
- Development Code – to be determined
- Community Design Guide – to be determined
- Automobile Parking Requirements – to be determined
- 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