

**Eugene Bicycle and Pedestrian
Advisory Committee**



City of Eugene
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Date: Thursday, August 13, 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, Steve Bade, Corrine Clifford, Joel Krestik

BPAC Members Absent: Marc Schlossberg, Emily Eng

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Tom Larsen, Sgt. Shawn Marsh

Members of the Public: David Sonnichsen, Josh Kashinsky, Vicky Mello, Coleen McCaffrey, Thomas Price, Alpha Wilson, Howard Bonnett, Jon Belcher, Judi Horstmann

Notes

1. Open Meeting

2. Public Comment

Vicki Mello, former chair of the CPC (Whilamut Natural Area, Alton Baker Park). There is a placard near the Knickerbocker Bridge that is in need of repair. The pedestal is not very accessible and hard to see. On Greenway Bridge there is a nice plaque near the bridge. Would like to see something done to better access the sign.

David Sonnichson, current chair of the CPC, spoke about the Willie Knickerbocker sign near the Knickerbocker Bridge. Would like to see the pedestal and sign stay intact and moved closer to the bridge. Not sure how possible that is, but would like to have a conversation about it. Proposed to Rob Inerfeld that the plaque is installed into the railing of the bridge, but that's not likely given the railing design.

Colleen McCaffery, vice-chair of CPC, spoke about the Willie Knickerbocker sign. One proposal, if the sign cannot be moved, would be to build a path to the sign.

Thomas Price, here to introduce himself as a new Sustainability Commission member. Sits on transportation subcommittee of the Sustainability Commission.

Howie Bonnett, spoke about the incongruity of the speed limit on River Road and the community's desire for a much calmer, more pleasant street. River Road is a mixture of commercial and residential and is a good example of the land use mix that supports active transportation at the neighborhood level.

Jon Belcher, co-chair of the RRCO, spoke about River Road. Said that neighborhood is anxious to change the speed limit on River Road. A "stroad" is a street that tries to be both a road (fast) and a street (neighborhood); they are generally not successful as places that satisfy anyone.

3. Approve July 9, 2015 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Passed unanimously.

4. Eugene Transportation System Plan

Action Requested: Presentation and Discussion

Kurt Yeiter, Senior Transportation Planner, spoke about the Transportation Systems Plan – the city's long-term transportation plan that will be adopted as part of Envision Eugene (comprehensive land use plan).

The TSP is the city's guidance for transportation policy and expenditures over the next 20 years. The TSP is just one chapter of the nine-chapter Envision Eugene document. The people on Envision Eugene would like volunteers to comment on overall plan – would like 2 or 3 members from BPAC. Targeted date is Thursday, September 17th (5pm). Any volunteers?

- Susan Stumpf
- Allen Hancock
- Bob Passaro

There are goals, policies, and sample action items in the draft TSP. Kurt has been working with agency staff who will implement the policies to try to come to an agreement on the best courses of action. There were some changes since the last time Kurt appeared before BPAC. The intent is not to water down or lessen the policies, but to make them more realistic and manageable to implement.

One of the changes was to the Complete Streets Policy. It included guidelines and parameters. In the current draft, the overall purpose stays as a policy, but the action step is to develop guidelines as part of the new street design standards.

Also, policies on transit corridor planning had originally described a process. However, the current MovingAhead framework is already in play so it's being tested as a model.

In addition, there were some groups asking to slow streets. The policy has been refined to describe design conditions that would lower rational speeds and explore these on a case-by-case basis.

Kurt continues to get emails on Vision Zero. The city will try to incorporate the objectives of Vision Zero though not by name.

The TSP will be packaged and available for public meetings in the near future.

Comments:

- Timeline? Envision Eugene is driving the timeline since they are adopted together. They are currently later than originally envisioned. Currently, it looks like the draft plans will be out for public review around the beginning of 2016 and first formal hearing in March (TSP should be available sooner).
- When was TransPlan adopted? 2002.
- Street design standards document is new to the city? No, existing. They were last updated around the time of TransPlan.
 - Arterial and Collector Streets Plan (ACSP)
- Evaluation of TransPlan in preparation of this document to see if any of it had been implemented? There was not a comprehensive evaluation of what worked and what did not. However, there are some obvious examples, like EmX, that came directly from TransPlan. But some other things, like mode share targets, have not been achieved. Many items were brought forward from TransPlan based on the current community desires. TransPlan was a regional plan (included Springfield), the new TSP is specific to Eugene. City has adopted a climate recovery ordinance, it will be reflected in Envision Eugene.
- Priorities seem like a shift away from driving and toward active transportation which is good. But, it seems like there are places where priorities may conflict – like designing streets for slower travel while enabling emergency response and freight timeliness. What gives? City won't use priority unless really sure. Looking to do as much as possible given the variety of objectives.
- Indications are that even if the TSP is "successful" it won't meet local targets for GHG reductions.
- Supportive of policies, but will we be able to use it to enable a road diet without a big fight? If Willamette Street works as intended, discussions will get easier.
- Level of service. Some people feel like measuring delay for cars doesn't accomplish overall plan objectives. Is this required by state? City is required to have a performance measure of some type (ODOT uses volume/capacity – which is delay). There is some movement toward multimodal LOS (MMLoS) to better evaluate how all modes would work together. Kurt's interpretation is that no other model is as tested or rigorous as the current LOS standards so trying to recreate that has been challenging in terms

of gaining acceptance. Reality is that some modes, like transit, require analyses similar to LOS to ensure reliability. City code also requires traffic impact analyses are performed so that the city can collect system development charges (SDCs) but there has not been a lot of legal testing of what would be an acceptable alternative to LOS that would hold up against legal challenge. TSP seems to indicate that capacity projects to widen streets for cars (to address LOS) are not considered to be the best projects when weighed against investments that move people using other modes.

5. River Road

Action Requested: Presentation and Discussion

Tom Larsen, Traffic Operations Manager, spoke about the process for setting speed limits. It's a data-driven process to investigate conditions and evaluate traffic volume. City is reviewing data on River Road, including geometry, crash rates, etc.

Are there things the city can do instead of putting a different number on a sign? There is generally not a lot of public demand for more enforcement of speed limits, or slowing people down. Most of the public wants to travel to their destinations as quickly as possible.

Okay, so what would make people slow down? Enforcement can be effective. But what if the speed limit is too high? What are the solutions? We should be doing more than saying "That's the way it is."

- Street standards that create wide streets and long sight distances tell the driver that the street can be driven at a high rate of speed. Broadway is designed to slow people down and it produces lower speed results.
- Coburg Rd has twice the traffic volume than River Road and they drive faster on Coburg than on River even with a different street configuration.

Comments:

- River Road keeps coming up. Seems like people want it to be looked at the way that Willamette was looked at. Are there people trying to keep speeds up? Most community meetings will include a discussion about having too many people on their streets and driving too quickly. Yes, but hear about River Road more often. Why? It's a convenient route that people use and there is some concern about what change might mean. Trucking industry a primary player? No, they concentrate on ODOT system.
- Are there statistics that show crashes on roundabouts? They slow traffic, work in a power outage, keep crashes lower.
- Jon Belcher (RRCO) – thanks Tom. Options: road design is one thing to evaluate. MovingAhead is being looking at road design on River Road as a transit corridor. About to embark on an area plan (20 minute neighborhoods). Would like to see more pedestrian crossings (currently there are gaps over 0.5 miles) and prefer PHBs

to RRFBs. Would like better signal timing to slow speeds down (but signals might be too far apart). Could adopt a Main Street Program. Also, the parallel street (NW Expressway) is a good option for through traffic.

- When was the speed limit on River Road raised? Not sure, but the widening happened when it was a Lane County road (probably in the 1980s).
- How fast? Maxwell to railroad is 40mph. So, if most people know they can go up to 10mph over, they are going very fast, right? Use the 85th percentile speed. On River Road the 85th is 42mph. But can't changing the sign reduce speeds? Most research suggests that people drive their "rational" speed – how fast they think they can travel given the road conditions.
- River Road is wide, straight, seems to tell you this is the place to drive fast. Encourage everyone to engage in MovingAhead because best chance to change design. But, is there anything that can be done that won't cost millions of dollars? Restriping to narrower lanes was discussed.
- Lower street by 5 mph as a rule? Yes, if 30 mph or less, and low ADT.
- River Road is a concern, and while not unique, there is a problem. Wondering if it might be useful to prepare a report and determine what types of solutions may be of benefit. Can the Traffic Engineer do that? Tom, sees his role as "trying to balance" community's needs. Question: but that's not the point, we're talking about livability, you could determine specific objectives, and then perform research. Tom, that's the subject I know the least about. Comment: Then this is a good opportunity for you to learn.
- Have seen issues over the years about livability and what people's jobs are and how they interpret what their role is. Wonder how many times this conversation has to occur.

6. Eugene Bike Share Update

Action Requested: Presentation and Discussion

Reed Dunbar, Transportation Planner, spoke about the process for launching the Eugene Bike Share System. The city received a Connect Oregon grant for \$900K and, combined with the grant match and UO's \$200K contribution, there is about \$1.3M available to purchase bike share equipment and launch the program. Community partners include Lane Transit District, the University of Oregon, and the City of Eugene.

Currently, there is a consultant working on a valuation of the bike share system to pursue system sponsorship. Community partners are assembling memorandums of understanding and developing a request for proposals to procure bike share equipment, operations providers, and other services related to running the bike share program.

City hopes to distribute RFP in October 2015. System could be on the ground by fall 2016 (earliest) but more likely some time in 2017.

7. Eugene Sunday Streets (ESS) Debrief

Action Requested: Presentation and Discussion

BPAC had a table at ESS in July. Steve wrote a summary about what happened in July. Want to focus on what to do at the next event in September. At this point, only Bob and Steve have volunteered for the September event. Some BPAC members received name tags and lanyards that you can choose to use, or not. Have asked Lee for a business card with contact information – passed out samples. Will probably get 500 cards printed.

Have found that when BPAC tables, a lot of people want to talk about the issues they experience. Put links to websites, mobile apps, and phone numbers to report conditions that impact walking and bicycling on the business card. Also, link to the BPAC homepage.

Some desire for better route planning. Add to “the chalkboard” the question “How do I get there?”

GEARs offers a "Ride Buddy" program and information is disseminated by point2point solutions during the Bicycle Commute Challenge. Since 2013 there has not been any requests for a ride buddy.

8. Information Share

BPAC and Staff Information Share

Sgt. Marsh, EPD, spoke about pedestrian crossing enforcement effort. Was in July and utilized a pedestrian decoy (Lee and Lindsay) on Fern Ridge Path at Polk Street. Wrote 23 citations for failure to yield. Most violations were not “egregious”. 6 cell phone violations, 23 warnings, other infractions. If a driver is found to be driving with no insurance EPD will impound the car. Interactions were mostly positive. However, a complaint was that people on bikes move across the intersection “without looking”. Main mission was to educate drivers. EPD would like to do more in future.

- Questions:
 - How did you choose location? One EPD officer chose several sites, but had criteria for marked crossing, one lane in each direction. (Felt this was a good location for the first effort.)
 - Thanks for doing this!
 - Any research on staying power of these events? From personal experience behavior is impacted for a time after enforcement effort but diminishes over time.
 - This is a long-term process, glad to hear you plan on doing more.

Corrine: noticed a problem on bike paths. Unleashed dogs near the river is scary.

Jim: recently had a bike crash in Idaho. Following wife and touched wheels which led to crash. Lesson is, it's okay to go slower.

Joel: went to the SmartTrips event yesterday; 78 people showed up. Joel moved to Friendly Area.

Reed: will want to talk about spending PBM money. Budgets running higher than anticipated, will need to make decisions about 2016 projects. Bot requested this is a September agenda item.

Steve: Programs Subcommittee met and will start to attend Council Meetings again. Next subject is bike share.

9. Adjourn