

**Eugene Bicycle and Pedestrian
Advisory Committee**



City of Eugene
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Date: Thursday, April 14, 2016
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, Seth Sadofsky, Bob Passaro, Steve Bade, Joel Krestik, Bob Beals, Mike DeLuise, Amy Harter, Brian Johnson, Shane MacRhodes, Vivian Schoung, Alpha Wilson, Eliza Kashinsky, Kelsey Moore

BPAC Members Absent: Susan Stumpf

Staff in Attendance: Lee Shoemaker, Rob Inerfeld

Members of the Public: David Sonnichsen, Jerry Hooton, Josh Kashinsky, Joshua Skov, Vicki Mello

Agenda

1. Open Meeting

2. Public Comment (10 min)

Vicki Mello -- has been a victim of bike theft a couple of times. Wondering if area in front of the library can be monitored. Theft in front of the library is a big problem.

Josh Skov -- has heard from other neighbors something that they would like to see a marked crosswalk at 20th and Willamette. Thanked city for continued work on Vision Zero. Look at connections between bike/pedestrian safety and other policy goals such as climate and land use goals. Would like to see the extent to which budget priorities support city policies. Don't have great metrics for how we are advancing toward different policy objectives.

3. Approve March 10 Meeting Summary Notes (5 min)

Action Requested: Approve Meeting Notes

Meeting notes approved.

4. Railroad Quiet Zone (40 min)

Action Requested: Presentation and Feedback

- Presenter: Kerry Werner and Rob Inerfeld
<http://www.eugene-or.gov/2920/Railroad-Quiet-Zone>

Kerry Werner provided BPAC with an update on the Railroad Quiet Zone and Crossing Safety Improvement Project process. Kerry went over the public process with the Railroad Quiet Zone advisory committee and other interested groups including the Eugene Chamber of Commerce, Lane Independent Living Alliance, Yo Po Ah Terrace, and the Market District Businesses. Kerry said there will be a public open house on April 26th from 4:30 p.m. to 6:30 p.m. in the Eugene Library.

Kerry said this phase of the railroad quiet zone study will be the 10 crossings from Van Buren to Hilyard streets. Following are recommendations from the citizen committee.

- Quad gates at Monroe, Madison, Washington, Pearl, High, Hilyard at 8th, and possibly at Van Buren
- Medians at Lincoln and possibly Van Buren
- Close the road access at the railroad crossing at Lawrence Street
- Pedestrian gates at Monroe and High streets
- Construct fencing at gaps to enhance safety and reduce trespassing

Kerry went over three funding options for the \$6.8-\$7.4 million costs:

- new revenue source – fund entire project through local bond measure
- existing revenue sources
 - Riverfront Urban Renewal funds for Pearl, High, and Hilyard (\$3,105,000)
 - Fund the remaining seven crossings by redirecting existing allocated funds (\$3.7 - \$4.3 million) \$450,000 from pavement bond measure pedestrian bicycle funds, local gas taxes from road preservation, and general funds.
- Combine new (\$3.8 - \$4.3 bond) and existing funds (\$3,105,000 urban renewal)

-- Eliza suggested asking private businesses and/or property owners to contribute to the quiet zone.

-- Seth compared the one per year fatality to other things we do for safety.

-- Shane -- why haven't we talked about doing a Safe Routes to School bond measure? Kids are dying in the street. To pitch this as a safety piece is misguided. There aren't any real pedestrian/bike safety measures.

-- Bob B. -- would hate to see this take other existing revenue and shift it. Should be a bond measure.

-- Allen -- has anyone ever considered adding a pedestrian/bike crossing to connect Willamette Street to Shelton McMurphey Blvd? Kerry referenced a similar project in Portland over the Orange line with elevators and a bridge that cost around \$3 million.

-- Allen -- if this is going to be proposed as a safety measure then separating pedestrian/bike from traffic should be considered. See a lot

more fatalities between pedestrians/bikes and cars. What's the priority -- silencing trains or safety?

-- Steve -- in favor of a quiet zone. Comfortable with why as a city we're focusing on this. Doesn't want to spend pavement bond measure money on this. Be careful about how much it might cost to get grants and other money.

-- Eliza -- would pay \$100 on her property taxes to see the train horns go away. Doesn't want to see pavement bond measure funds spent on this.

-- Bob P. -- not support spending pavement bond measure on this. Put it out for a bond measure and let people vote.

-- Joel -- if you did a new bond, when would that come out and would it coincide with pavement bond measure?

-- Seth -- a lot of the motivation is so that we can develop the EWEB property. It is an investment in Eugene's future so it makes sense to spend bond money on it.

-- Michael -- can room tax be used?

-- talked about putting pedestrian gates at Van Buren too. People generally support using them.

-- Vivian -- asked if we have any more information about why pedestrian crashes with trains happen.

-- Amy Harter -- would not give tickets to people trespassing. People who are already down and out.

-- Kelsey -- would like to see pedestrian gates at Van Buren. Lots of people cross there -- sees people who cut in front of train; could get worse if train horns are silenced.

5. Pavement Bond Measure Funds for Permanent Bike Counters (10 min)

Action Requested: Presentation and Feedback

Rob Inerfeld said he would like support from BPAC to use \$10,000 from the pavement bond measure funds for a local match for the purchase of permanent bicycle counters to be installed in the Eugene-Springfield area.

-- Alpha said people like podium counters
 -- integrate into capital projects: Active Amazon, protected bikeways
 -- BPAC members indicated support for this expenditure

6. Willamette Street Pavement Preservation Project and Street Design (20 min)

Action Requested: Discussion and Letter Approval

-- suggestions to remove car parking
 -- Eliza would like the car parking to stay -- buffer for pedestrians
 -- Shane -- it's a poorly designed street right now. It's a shame that we didn't talk about how to make it a great street. There are things we could do. No good way to get from 12th or 15th to downtown. Olive and Willamette are horrible.

-- Bob B. -- what is the plan? the possibility of making the entire roadway bike/pedestrian friendly should be a goal of the city. Seems like a piecemeal approach.

-- Steve -- feels like we should be able to take advantage of a pavement preservation project.

-- Vivian -- trying to find some middle ground. Would they consider a bike lane in one direction or not increasing the width of the sidewalk?

-- Eliza -- has there been a discussion of traffic calming?

-- Bob -- Willamette is in the Transportation System Plan as a bike boulevard. Why is this? Willamette isn't going to be able to function as a real bike boulevard.

-- can we put the bike lane on the other side of the cars? At least if you get doored you won't fall into traffic.

-- Eliza -- I would support that -- creates more of a buffer as a pedestrian. Center turn lane makes people want to go fast.

-- Kelsey -- don't support more door zone bike lanes. She rides this section a lot; feels pressure to go fast. Doesn't consider it to be a comfortable street. It's a street you want to get to downtown on. It's an important street; connector. Wants to know the amount of parking behind the businesses. There's a lot there -- i.e. Kinkos.

-- Shane -- seems like there's a given that we can't remove parking.

-- Allen -- it's disconcerting to him that this is a key corridor. He said that Reed said that citizens can't be involved with this that it's a staff process. It would be effective to meet with a few people from committee to see if we can come up with creative solutions that staff alone couldn't come up with.

-- Joel -- doesn't understand why parking removal wasn't considered. The only thing slowing the cars right now is the pavement.

-- Bob P. -- need to think about how Willamette interfaces with 13th

-- Steve -- need to think about safety for cars too because cars will drive too fast when street is repaved.

-- Eliza -- doesn't like island because it makes it more challenging to bike on Willamette.

-- Kelsey -- likes the pedestrian crossing island

-- Kelsey asked if we could tell them how many parking spots would need to be removed. Also interested to learn more about parking behind buildings.

-- Allen -- can the paving project be done after this year? It's so central to our city. Let's get it right. The bus stop blocking the sidewalk is the result of acting too quickly.

-- BPAC voted to approve Allen's letter

7. Transportation System Plan Review Letter (20 mins)

Action Requested: Discussion and Approval

- <http://www.centrollanertsp.org/content/2035-tsp>
- <https://www.eugene-or.gov/2690/Pedestrian-Bicycle-Master-Plan>

-- Joel hoped to have draft letter today. Still don't have a draft ready to share.

-- making more concrete metrics for the city goals to strive for

-- Allen will include information on return on investment

- are we making changes before going to Planning commission where it said "staff agrees"?
- BPAC will include the projects that weren't added but that they feel are key
- connecting the Transportation System Plan to the goals of the Climate Reduction Ordinance. Mode share goals and meeting Climate Reduction Ordinance, it's not going to get us there. In order to get to the Climate Reduction Ordinance goals, increase mode share levels in transportation system plan and funding prioritization.
- create more specific policies to guide staff decision making
- designating schools as key nodes in the system

8. Information Share – Project Updates (15 min)

Action Requested: BPAC and Staff Information Share

Lincoln Street bike lanes

-- Bob P. -- it makes sense to do it. The parking is not well used and we're talking about two blocks of a white stripe. Other members expressed support.

-- Shane expressed frustration that we might not remove parking on 24th.

Infrastructure Committee -- going to try to get downtown planners and parking manager to BPAC to discuss parking removal.

Discussed having BPAC members helping out with Breakfast at the Bridges and Party at the Parks.

9. Adjourn

Future Agenda Topics

- Transportation System Plan Review Letter - May
- Regional Bicycle Trends and Data Collection - May
- Bike Theft – to be determined
- BPAC Name Change
- Moving Ahead - to be determined
- Vision Zero - to be determined
- Pedestrian-Bicycle Pavement Bond Measure Projects – as needed
- Community Design Guide – to be determined
- Automobile Parking Requirements – to be determined
- Pedestrian and Bicycle Strategic Plan – to be determined
- Lane Transit District Annual Route Review - to be determined
- Traffic Enforcement/Citations – to be determined
- Improved Crash Data/Traffic Enforcement – to be determined
- Marking Crosswalks – to be determined
- Development Code – to be determined
- Pedestrian-Bicycle 101 – regular agenda topic
- Parks and Recreation System Plan – to be determined

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[Administrative Policies and Procedures Manual, Section 1.4 (Revised 05/14/04)]