

**Eugene Bicycle and Pedestrian  
Advisory Committee**



City of Eugene  
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Date: Thursday, June 9, 2016  
Time: 5:30 to 7:30 p.m.  
Location: Sloat Conference Room  
Atrium Building, 99 W. 10<sup>th</sup> Ave  
Eugene, OR 97401 (Enter from the back alley off 10<sup>th</sup> Ave)

**BPAC Members in Attendance:** Allen Hancock, Seth Sadofsky, Steve Bade, Joel Krestik, Bob Beals, Mike DeLuise, Shane MacRhodes, Vivian Schoung, Eliza Kashinsky, Susan Stumpf, Amy Harter

**BPAC Members Absent:** Bob Passaro, Brian Johnson, Alpha Wilson, Kelsey Moore

**Staff in Attendance:** Lee Shoemaker, Rob Inerfeld, Chris Henry, Larisa Varela

**Members of the Public:** David Sonnichsen, Jerry Hooton, Josh Kashinsky, Rob Zako, Claudia Denton

**Notes**

**1. Open Meeting**

**2. Public Comment**

Rob Zako, Executive Director BEST, spoke about Vision Zero. RG article on recent traffic death. It's been over 6 months since City Council passed a Vision Zero resolution, in that time over 12 people have lost their lives. Need more education and enforcement. Asking City Manager for timeline and scope of work. BPAC can ask Council for more resources to make this happen. What is price tag, let's prioritize and start to allocate funding.

**3. Approve May 12, 2016 Meeting Summary Notes**

*Action Requested: Approve Meeting Notes*

Would like to add that exit driveways be ground down, not just entry driveways. Approved with changes.

**4. Transportation System Development Charges**

*Action Requested: Presentation and Questions*

- Presenter: Dan Kaler, City of Eugene PWE
- Overview of the state and local framework for System Development Charges (SDC), more commonly known as "impact fees". Typically issued when a building permit is approved. Fees collected serve new growth.
- Summary of the revenues and expenditures of SDC funds.

- Summary of the planned updates to the existing Transportation SDC and the relationship the proposed Transportation System Plan.
  - Previously: based costs on automobile LOS
  - Now: based on past / future projects costs that provide capacity.
- Fees recover the “added capacity” costs for capital improvement projects from: 1) existing system); 2) the future system as identified in the TSP
- Cities can identify discounts to incentivize development in certain areas where development is encouraged (SDC fee is reduced).

#### Questions and Comments:

- So is there new legislation that requires us to look at this? Yes.
- Types of improvements. Can you do sidewalk infill or pedestrian improvements? It has to be capacity improving. Look at the population served to determine eligibility. Also, based on existing rules, and there is no sidewalk infill program. Improvement would have to be on the arterial or collector street system. Look at developable land standards and ensure you can spend fees on walking projects.
- What is the annual fee collected? Example, 333 Fund was \$1.2M of revenue; expenditures were \$827K. Be aware a lot of SDC money gets spent on grant match (like Jessen Path, NE Livable Streets, etc.) so it’s reserved for grant projects.
- Does new development on the edge of town account for the likely increased number of miles these new residents might drive? There is no geographic component at this time.
- Impacts of transportation impact more than just transportation. For example, health is positively impacted by active transportation. Can this be accounted for? Mode choice matters. No, this has not been discussed. State requires us to collect for direct costs only according to our interpretation.
- Project-based (TSP) is the fee spent where the fee is collected? No, it’s system based. Everyone gets the same fee unless discounts.
- “bike paths” also attract walking trips. Recognize they are more than just facilities for people who bike.
- Lighting and bike paths are eligible. What about wayfinding signs? Not sure. We’ll look into it.
- This is new to me, there seems to be a lot of different types of projects. Yes, there are different types of SDC systems (transportation, sewer, parks, etc.)
- Could be used to encourage certain types of development. Do we do that? Yes, Council directives include low-income exemptions, multifamily exceptions, etc. Fees based on trip generation, so if a development can prove fewer motor vehicle trips, will be charged a lower SDC fee.

- Do we prioritize secondary dwelling units, etc? Not currently. Suggest that city look into it.
- Find a way to do sidewalk infill in existing neighborhoods. This is good for densification. Local streets are not eligible for SDCs.
- How do you define “bike paths”? Couldn’t cycletracks qualify for this? Yes. It’s a transportation system charge.
- Does vision zero impact the transportation prioritization process? Safety may play a role, yes.
- How are SDC funds prioritized? Is there a larger percentage being allocated to active transportation to meet increased mode share goals? Existing system fees go to pavement preservation, but the majority of future system fees go to walking and biking projects. So it sounds like the existing system fees which, per Council directive, must be spent on pavement preservation could be changed because there is now a pavement bond measure. Maybe this is where the sidewalk infill money comes from?

## 5. South Willamette Street Pilot Study Update

### Action Requested: Discussion

- <http://www.eugene-or.gov/2055/South-Willamette-Street-Improvement-Plan>
- Chris Henry, Transportation Planning Engineer, attended to discuss some emerging answers. The striping and signalization has occurred. There seems to be equal parts positive and negative comments.
- City is currently looking at cost estimates to move the controller cabinet at Woodfield Station driveway.
- Striping changes included some left turn pockets at non-signalized intersections, this will be changed.
- Heard a report of a crash involving 3 motor vehicles yesterday. Some businesses report that there are fewer people driving by their storefronts.
- Some people still riding bikes on sidewalks. Use of bike lanes is not required by law. This is causing some frustration.

### Questions

- Thank you!
- The light at Woodfield Station is amazing.
- Signals at side streets. When the Infrastructure Subcommittee rode the corridor, the signals seemed very sensitive. Since then, there has been a weekday and weekend timing plan implemented (also AM and PM).
- It’s nice to use. Seems to be exactly as it should be as a street for all people. Too bad that some people are so reactive that they are making judgments already.
- One comment city received was that SB bike lanes have some longitudinal cracks. These will be repaired this summer.
- Do you think we need more bike symbols? Allen says “yes”.

- There is a new controller for the signal system? Yes, the flashing yellow requires new controllers. They also offer more flexibility for managing the corridor.
- Worried about hook crashes from cars and people walking on green light. There may be a need for LPI at Woodfield Station.
- Comments from a friend. Took bike lanes to work and used them to go shopping too. It's a good change for me.

## **6. Transportation System Plan Review Letter**

### Action Requested: Discussion and Approval

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

### Comments

- Allen had some comments before the meeting, they are reflected in the current draft.
- Think it's great. A lot of time was spent on this. Looks good.
- Motion to approve. Approved.
- Is there any plan to have a BPAC member at the Public Hearing? Yes, seems appropriate. Do members speak or does a representative speak? Recommend that individuals speak, let them know you are a member of BPAC.
- Interested folks should coordinate with each other. Allen and Steve are interested.
- Also, neighborhood meeting at the Hilyard Center next week to discuss the TSP. Might be good to have some advocates attend.

## **7. Lincoln Street Pavement Project**

### Action Requested: Discussion

- Presenter: BPAC
- Reed gave a summary of the investigation.
- There are some people wondering how we get all departments on the same page. The Municipal Courthouse did not seem supportive, how do we get departments unified? Also, how make this easier in the future?
- What can be changed to make this easier? We have a CRO, Vision Zero, etc. but every parking space seems like a political battle. Adopting the TSP with these projects adopted in them will make this easier in the future.
- This is an example of how much staff time gets wasted on appeals. Could a policy about using the street ROW reduce the amount of appeals and staff time necessary? This should be a TSP priority.
- This leads into a discussion about 13<sup>th</sup> Avenue too, where the bike lane gap is. Yes, this is also a higher priority than Lincoln Street.

## **8. New Highway 99 Shared Use Bridge and Path Project**

### Action Requested: Discussion

- Presenter: BPAC

- June 24<sup>th</sup> there will be a grand opening with ODOT. Lee will send an invitation.
- Some people have used it. Seems busy.
- Signs intrude on the functional path space for portions of the segment. This is too bad.

## 9. Information Share and Project Updates

### Action Requested: Information Share

- Shane: SRTS Conference is in town on June 20, 21. There are about 70 people registered from Oregon/Washington. It's only \$20/day and there are also some trainings available. SRTS is doing some regional planning and applying for a State TGM grant. Kidical Mass camping June 18, 19.
- Lee: tomorrow at noon there's a Vision Zero webinar. Lee will send a link. Next week Connect Oregon VI review committee will select finalists. Also, the Commerce Bridge will be delayed until next year, mostly due to permitting. EPD will be focusing on bike theft in the month of June – education, enforcement, returning bikes. Fern Ridge Path closed this summer to finish the bridges.
- Reed: bike share is getting close to contracting a vendor.
- Michael: the Beautiful Bike Pageant is progressing; also, working with the Emeralds for Bike Day in July. Want BPAC to table at these events. Also, Eugene Sunday Streets and Party at the Parks this summer.
- Allen: attending a meeting at the university concerning the UO's property north of the RR track adjacent to the river. UO is planning to leave most of this area as-is with the exception of realigning the path and adding some playfield space.
- Rob: Wed. July 20<sup>th</sup> there's a public meeting on UO campus to discuss transportation revenue in Oregon. State legislators will be on hand.
- Seth: programs committee met on Monday.
- Willamette Street Striping Plan: shows sharrows, Bikes May Use Full Lane signs, and 20mph signs. Reed said a downtown streets plan is needed so downtown can be evaluated as a system.

## 10. Adjourn

### Future Agenda Topics

- Bike Theft – to be determined
- Moving Ahead - to be determined
- Vision Zero – July 2016
- 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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