

**Eugene Bicycle and Pedestrian  
Advisory Committee**



City of Eugene  
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[www.eugene-or.gov/bpac](http://www.eugene-or.gov/bpac)

Date: Thursday, July 14, 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:** Steve Bade, Joel Krestik, Bob Beals, Shane MacRhodes, Vivian Schoung, Eliza Kashinsky, Susan Stumpf, Brian Johnson, Alpha Wilson, Kelsey Moore

**BPAC Members Absent:** Bob Passaro, Amy Harter, Allen Hancock, Seth Sadofsky, Mike DeLuise

**Staff in Attendance:** Lee Shoemaker, Matt Rodrigues, Matt McRae

**Members of the Public:** David Sonnichsen, Jerry Hooton, Claudia Denton, Vicky Mello, Connie Burglund, Jerry Hooten

**Notes**

**1. Open Meeting**

**2. Public Comment**  
None

**3. Approve June 9, 2016 Meeting Summary Notes**

*Action Requested: Approve Meeting Notes*

Alpha found a typo. Susan motion to approve. Passes unanimously.

**4. Transportation Options Summer Programs**

*Action Requested: Information Share*

Lindsay Selser, Transportation Options Coordinator, talked about the upcoming summer schedule of transportation events. These include:

Eugene Sunday Streets

- Downtown: Sunday, July 31, Noon to 4pm
- South University: Sunday, Sept. 25, Noon to 4pm

Party in the Parks

- Willakenzie Park: Thursday, July 14<sup>th</sup> (tonight!)
- Churchill Park: Tuesday, July 19<sup>th</sup>
- Bethel Park: Tuesday, August 9<sup>th</sup>
- Awbrey Park: Tuesday, August 16<sup>th</sup>

There is no SmartTrips program this year (River Road in 2017; also 3 Eugene Sunday Streets in 2017). Always looking for volunteers for summer programs. We need to recruit as many people as possible.

Emily Farthing will send draft text for you to push out to your friends and acquaintances if you think they would be interested in volunteering.

Breakfast at the Bridges is the last Friday of the month through October. We will do a little more programming this summer. For example, we'll do some targeted outreach with The Hub (Franklin Blvd) to discuss the pedestrian hybrid beacon.

Crosswalk campaign. The PSA was distributed to cable TV, our public affairs manager distributed. You can see messaging on LTD buses currently. ODOT just came out with a crosswalk video as well.

Education mats – include a map that shows where the bike loop stencils are in the community now.

## 5. Climate Recovery Ordinance

### Action Requested: Presentation and Discussion

- Presenter: Matt McRae, Climate and Energy Analyst
- <http://www.eugene-or.gov/3211/Climate-Recovery-Ordinance>

Matt gave a presentation on the Climate Recovery Ordinance.

- Eugene's Climate Action Plans
  - 2010 Community Climate and Energy Action Plan
  - 2009 (updated 2016) Internal Climate Action Plan
  - Plans focus on climate adaptation and internal operations (like fleet vehicles and construction practices).
- 2014 Climate Recovery Ordinance
  - Reduce communitywide fossil fuel use by 50% by 2030
  - Carbon neutral city operations goal by 2020
  - Calls for assessment of current efforts
  - Greenhouse gas reduction goal (Public Hearing July 25<sup>th</sup>!)
  - Establishes a process for readjustment if not meeting targets
- Implications for Transportation
  - Results from scenario planning (LCOG), these are modeling exercises required by the state to identify what can be done to reduce GHG emissions and then to select a preferred scenario.
  - Preferred scenario: more investment in active transportation, more investment in transit, more effort for pricing (congestion pricing, etc), more funding for education and marketing.
  - Active Transportation: increase biking and walking by 3-5 times today's rates.
  - Eugene can't go it alone. Models show there needs to be larger, regional programming.
- Upcoming Council Action
  - Public Hearing on July 25<sup>th</sup>
  - Proposal is 7.6% annual reductions in GHG emissions
- [www.eugene-or.gov/sustainability](http://www.eugene-or.gov/sustainability)

Comments:

- Implementation will be difficult. Envision Eugene is already politically difficult, bike lanes on Willamette are controversial. How do we make major changes to reach these goals?
  - o Great question. It's a fair point implementation of existing plans cannot be assumed. Transportation is a bigger piece than land use, but absolutely interrelated.
  - o Need to have more conversations about what 7.6% actually means
- Education and Marketing is a strategy area. What's being done about behavior?
  - o There isn't a lot of community outreach on Climate over the last few years. There should be more discussion. Clearly, if we are to meet our targets we'll have to invest in outreach.
- Has there been outreach internally with city staff about climate goals?
  - o No there hasn't. Most focus has been on internal emissions with leadership but not all staff.
- Investment chart shows investments relative to what we're currently spending. This can be misleading because we aren't spending much on some of these programs now. So "doubling" things, for example, isn't actually such a big lift.
- Anyone doing this elsewhere?
  - o Yes, Oregon is looking at paying gas tax per mile, pilot underway.
  - o There has been a carbon tax discussed at the state level. This will be necessary if city is to achieve its goals. City will lobby for carbon legislation.
- Driving is still the easiest way to travel in Eugene. There is a decent amount of investment that needs to happen for other modes. Is funding identified anywhere?
  - o Great question. No, there are not currently dollars tied to the CRO.

## 6. Crosswalk Marking Policy

### Action Requested: Presentation and Discussion

- Presenter: Matt Rodrigues, Traffic Engineer (AIC)

Discussed how processes are being altered to make them easier to implement. Crosswalk policy needed to be revised so decisions could be made faster.

Previously, there wasn't really a decision process for marking crosswalks. There is national guidance available, but there are also unique circumstances, like Safe Routes to School, that should be considered. So, looked at different logic models (Portland, Boulder) for ideas on how to manage decision making better.

Matt explained the first draft of the marked crosswalk logic detail and guidelines related the design of the street you're evaluating (Table 1). These two tools will help staff make decisions and will help explain to the public how decision are made. It's likely we'll end up with a list of

crosswalks that then need to be prioritized for installation because funding is always a concern.

Comments:

- Crosswalks have bugged me since I moved here. Appreciate this. How much to stripe a crosswalk? Probably \$1500-\$2500 each.
- How do pedestrian counts occur? We need to develop an option for people to gather counts using an approved methodology. Staff can only do so many 2-hour evaluations, if the public participates then data can be collected faster. We work with SRTS programs, for example, to collect these data.
- Has any funding been identified? There is not a specific line item for marking crosswalks. Use maintenance budget to maintain all crossings and other pavement markings. Ultimately, would like to have a certain portion earmarked for new crosswalks.
- Can use neighborhood matching grants? Yes.
- What will the public see in terms of providing the matrix to people who are curious? City working on processes to evaluate different traffic control devices. Over next 6 months, will see changes to the website and have these tools available for review by the public.
- Where can people find the ADT numbers <https://www.eugene-or.gov/DocumentCenter/Home/View/3426>
- In some cases new data will need to be gathered if conditions on a street have changed
- There are some places near Churchill HS where kids just walk across W 18<sup>th</sup> Avenue. Not sure that some of these crossing places would fare well in the matrix throughout the day. Doesn't have to – only meet thresholds in the peak hour.
- How will you know when it's time to get more money to take on these needs? Hopeful the discussion on Vision Zero will prioritize these types of projects. Also seems to align with what Matt was discussing around climate goals.
- Is there a process to finalize this matrix? Division managers probably bless it, not a formal action.
- Tool can be altered in future iterations. Where do you think that may occur? We'll have to test it and see if it "feels right". We tested a few locations and it seems to be meeting our expectations.
- Possible that a lot of crosswalks may be added and we are still "behind" where we should be just because we haven't been installing them historically. It will be interesting to watch.
- Are SRTS Action Plans online? 4j doesn't currently have a system, but would like them to be more accessible. Contacting an SRTS coordinator is a good way to obtain an action plan (4j and Bethel).

## **7. Signal Detection for People Biking**

Action Requested: Discussion and Approval

- Presenter: Matt Rodrigues

Detection for people on bikes at signals is done differently throughout the system. Sometimes there's a button, or pavement loops, or a camera.

City wants to unify an approach and then inform the public about the approach.

Currently, city is experimenting. When West EmX went in, the push buttons were removed. Some loops work, but don't provide adequate passage time. Strategy on Monroe is to install some infrared detection units (FLIR) which can tell the difference between a person on a bike and car, and provide different passage times (give longer clearance interval to bikes). These will be installed on Monroe at 6<sup>th</sup> and 7<sup>th</sup>. Hopefully, these will be activated in the next 1-4 weeks. This type of detection is called "passive detection" so that users don't have to know to do anything (push a button, or place their bicycle on the appropriate part of a pavement loop). FLIRs are about \$5K each.

A collaboration with UO (Stephen Fickas) is to develop an app to tell users when they trigger a traffic signal. If you have a phone in your pocket and it vibrates when detected, this could also help solve some problems. This test is moving forward but is not operational yet.

#### Comments

- Cameras on Monroe during construction worked fine. Currently, the situation is not good. New tech will augment the green clearance time.
- Can you let us know when this is turned on? Yes.
- Only picks up bikes in this installation? Yes. Has functionality for peds, but would need more cameras.
- Can this turn the signal faster if it's raining? Not on our radar now.
- Change timing plan at night – don't want to wait late at night, feels unsafe.
- Add a "signal" field in the drop down menu of the iBikeEugene app.

#### 8. BPAC Membership on Vision Zero Task Force

- Select BPAC Representative
- <http://www.eugene-or.gov/3239/Vision-Zero>

Brian Johnson is a representative for Lane County Public Health. We'd like a BPAC/ATC representative. Preference is for a diverse committee, a female member would be better. Want to form committee this month and have first meeting. Probably every other month for 1 year (meet in person or via phone).

Kelsey Moore is interested. Committee confirmed Kelsey.

#### 9. Project Updates

##### Action Requested: Information Share

- 13<sup>th</sup> Avenue PBL, ODOT will provide \$1.8M to help build the facility from Alder to Pearl. We do have a little more money that could get us to Willamette. This is the ARTS grant (program year is 2018 or later).
- \$65K from ODOT for Vision Zero Action Plan
- \$90K for bike lockers through ODOT

- Bike corral on 19<sup>th</sup> Avenue (Agate) will include 8 racks. Parking Services will fund the corral.
- Fern Ridge Path closed (again!) this year. Detours basically the same as last year. Projects are to install bridges at Buck and Wallis and finish the path under W 11<sup>th</sup> Avenue. (Need lighting under bridges all day long.) Can there be another detour that is not so hilly? Go south instead.
- ATAC/BPAC/ACAT/ATC – will be new banners next week.
  - o Advisory Committee on Active Transportation (ACAT) seems less hostile than ATAC (if you read that as “attack”)
  - o It’s actually better to use the full name instead of an acronym.
  - o “Active Transportation Committee” works if we’re using words, abbreviate to “ATC”.
  - o Motion to use “ATC”. Approved.

## 10. Information Share

### Action Requested: Information Share

Shane: sidewalk is being widened on E 24<sup>th</sup> to new Roosevelt Middle School. Also looking at parking removal.

Kelsey: UO Bike Program (Duck Funder) underway for Bike Smart education program. Program includes bike rides, education materials; it targets incoming students.

Vivian: Mike is out at the first Party at the Parks program. There are 7 events total. People enter the contest by getting their bikes photographed. Got 8 sponsors to help out (\$15 to \$200). Could use some help with promotion of the event. Volunteer photographer needed. Ems game on July 26<sup>th</sup>. Sluggo will join the ride.

Steve: Programs Subcommittee is busy. Steve shared some questions about Vision Zero. Committee feels prepared to attend tabling events. Steve attended the SRTS conference. Thought it was amazing.

## 11. Adjourn

## Future Agenda Topics

- Bike Theft – to be determined
- Moving Ahead - to be determined
- Vision Zero – August 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
- Development Code – to be determined
- Pedestrian-Bicycle 101 – regular agenda topic
- Parks and Recreation System Plan – to be determined

## Respectful Environment – No Harassment

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