

Active Transportation Committee
(formerly Bicycle and Pedestrian Advisory Committee)



City of Eugene
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Date: Thursday, August 11, 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: Steve Bade, Joel Krestik, Bob Beals, Shane MacRhodes, Vivian Schoung, Eliza Kashinsky, Susan Stumpf, Kelsey Moore, Bob Passaro, Allen Hancock, Mike DeLuise

BPAC Members Absent: Amy Harter, Seth Sadofsky, Brian Johnson, Alpha Wilson

Staff in Attendance: Lee Shoemaker, Reed Dunbar, Chris Henry, Larisa Varela

Members of the Public: David Sonnichsen, Jerry Hooton, Claudia Denton, Vicky Mello, Charles Hirsch, Rob Zako, Richard Hughes, Josh Skov, Duncan Rhodes, Jenna Berman, Mark Smith, Josh Kaskinsky, Claudia Denton, Michele O'Leary

Notes

1. Open Meeting

2. Public Comment

Connie – does the committee have any sway with LTD? New EmX buses have bike parking semivertical. They wobble too. Will write a letter about it to LTD. Had to stand near the bike and keep it from falling over.

Josh Skov – 1) please work with staff to define desired outcomes of Vision Zero planning process. 2) Talk with mayor and councilors about VZ. 3) Figure out how to talk to the public about VZ. Don't settle for vague timelines, objectives. Laid out concerns in summer of 2015, seems like it's drifted, but there hasn't been a timeline so let's get one established. Make this a higher priority – talk to mayor and councilors. Use existing policies for support. People know their neighborhoods, ensure capability for people to participate in the planning process.

Duncan Rhodes – lives on Potter Street near E Amazon. West Amazon has a stop sign, but East Amazon does not. Traffic moves at about 40mph on E Amazon. Lots of school activity in this area and it's hard to cross the street (especially at E Amazon). Been asking for stop sign. Traffic Engineer waiting on 2017 project to make improvements when the street will be reconstructed. Duncan doesn't think there is time to wait. There is support from Southeast Neighbors but it hasn't happened yet. Want it done soon. Would appreciate ATC supporting the stop sign.

Michelle O’Leary – lives in the River Road area. Retired ODOT transportation safety program manager, but has some expertise on transportation safety. Want to encourage the work that’s being done on Vision Zero. Emphasize behavioral factors – make sure the plan addresses these issues.

Jenna Berman – ODOT Active Transportation Liaison in Region 2. Every region will have an active transportation staff member. Jenna is trying to figure out what’s happening in each community. And then work within ODOT to try to change priorities. Also, attempt to match ODOT funding opportunities with community needs. Will start working on a regionwide transportation needs inventory – viewed through active transportation lens. Should result in action plan to respond to greatest needs.

3. Approve July 14, 2016 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Notes were approved unanimously.

4. Vision Zero

Action Requested: Presentation and Discussion

- Presenter: Larisa Varela (City) and Rob Zako (BEST)
- <http://www.eugene-or.gov/3239/Vision-Zero>

Larisa spoke about what Eugene is doing for Vision Zero. Primarily, the approach is to reenvision how transportation safety is delivered at local level. Previous (decades ago) attempts at safety policy accepted human deaths as a consequence of delivering transportation services. Current city role is to reverse course to prioritize safety. Vision Zero Network is a resource for cities developing VZ policies. City will hire a consultant to facilitate the Task Force meetings and provide additional expertise. Timeline is now through September 2017.

Rob spoke about the 9 components of Vision Zero.

1. Political Commitment
2. Action Plan
3. Data-Driven
4. Multidisciplinary leadership
5. Cooperation and collaboration
6. Systems-based Approach
7. Equity
8. Community Engagement
9. Transparency

Advice from national Vision Zero Network is to “not reinvent the wheel”. Hopeful, Eugene can learn from other communities and develop an effective plan. Portland (OR) is a good example.

Comments:

- When initially passed, Mike Clark said it was mostly a feel-good policy that would (eventually) meet resistance. What Council

engagement has there been? City updating Council at least twice per year. Will a council person be a stakeholder? BEST is working to inform Council. Suggests that Council present when VZ is launched. Make it a big deal.

- Who owns VZ? It's hard to tell. Staff would appreciate ongoing support and interest from the Council. They need to own it, not just support it. Strategize about this.
- What did Portland do to engage political leadership? BEST, not sure, but in Portland a big push was from the advocacy community. Council was receptive. Lots of staff was on board as well.
- How are VZ action plans incorporated into transportation plans? It's still fairly new – too early to tell. But, opportunity to rethink transportation safety, shouldn't be a special plan, but part of the planning directive. Portland is looking through existing plans to ensure consistency. In Eugene, VZ should help prioritize implementation of projects.
- TSP doesn't really talk about funding. How would VZ be different? Nothing happens without money. Can VZ get funded? The plan will look into funding strategies. Also, implementation strategies will seek to prioritize spending interdepartmentally and regionally. No communities had a VZ pot of money, they reallocate based on priorities. Strategy is to be specific about which safety projects will be funded.
- Safety issues are conflicts between different modes. But, some crashes are speed-related (highways). Is the primary focus for Eugene local streets or broader? City is looking at the entire system and concentrating on where it can be most influential. Will not restrict actions to city facilities, it needs to be consistent, not different dependent upon ownership (city, county, ODOT).

5. Northeast Livable Streets Project

Action Requested: Presentation and Feedback

- Presenter: Reed Dunbar
- <http://www.eugene-or.gov/2200/Northeast-Eugene-Livable-Streets>

The NE Livable Streets grant, assembled for consideration of funding by ODOT in 2012, included a basic understanding of what a “bicycle boulevard” was. Facility improvements included shared lane markings, wayfinding signs, and enhanced crossings of arterial streets. Since 2012, there have been advances in the design of bicycle boulevards, now called Neighborhood Greenways in Eugene. These advances include:

- traffic calming to slow motor vehicles and make the street feel more comfortable for people riding bikes
- diversion to decrease the number of motor vehicles that have access to the street to reduce cut-through traffic and decrease automobile volumes
- better street trees and setback sidewalks so that people walking on these streets also benefit from the improvements

- improved stormwater facilities (generally swales and other natural ways to improve the infiltration of water).

The question before ATC is, do we move forward with the proposed 11 miles of bicycle boulevards (with paint and signs) envisioned in 2012 or build a smaller network of more robust bicycling infrastructure? Also, proposal is to delay project from 2017 to 2018 to work out the details and perform evaluations.

Comments:

- Do we have good data on NE bike mode share? Some data, yes.
- I'd rather see 2 miles of really great network. Sharrows are unlikely to make a difference. Might attract new users.
- Don't think sharrows are very effective. Sometimes avoid them because uncomfortable but signs are important. This could be a larger strategy (wayfinding signs).
- Really like the idea of building a strong network. If we reduce the number of miles that get to a comfortable facility, that is a good concept. This neighborhood has some natural diversion already, sharrows should be used for wayfinding but are not a facility in themselves. There aren't parallel streets, you need wayfinding to use the adjacent streets together as a network. Crossings also very important.
- Crossings – getting across the major roads is essential. But RRFBs may not be very helpful for people biking because not oriented toward them. Part of the answer may be passive detection.
- Second the notion of diversion as being really important. Like really strong pieces, but some incremental improvements may go a long way (like wayfinding to existing calm streets).
- Is there a possibility that includes building more cut-throughs (accessways) in new developments? Yes. Willagillespie School is a good example of an unconnected destination. We need to keep an eye on this.
- Suggestion to ride Portland Greenways and see the evolution of bikeways in that city.
- There are a lot of existing processes necessary to build a bicycle boulevard.
- Buena Vista and Sheldon path network should probably be improved (4j can assist).

6. Shared Lane Markings and Bicycle Detection Stencils

Action Requested: Presentation and Discussion

- Presenter: Reed Dunbar
- <http://www.eugene-or.gov/1841/Traffic-Safety-Devices>
- <https://vimeo.com/90333432>

There are new mats for bringing to events that show shared lane markings and bicycle loop detectors. Reed explained how to talk about these two facilities for people who ride bikes. Specifically:

- Bike Loop Detector: there are three types of signal detection in Eugene: 1) inductive loops in the pavement that detect metal (cars, bike rims, etc.); 2) camera detection (optical or infrared cameras that identify traffic); and 3) timed signals that are not actuated by users. For inductive loops, people on bikes should place their wheels over the loops in a way that bisects the loop. This disruption in the current through the loop triggers a signal change. Sometimes there are stencils on loops, sometimes not. If the loop doesn't work call 682-4800 or use the iBikeEugene app.
- Shared Lane Markings: usually called "sharrows", these pavement markings identify where to ride your bike on low speed, low volume streets. They position the rider in the best position to be spotted by other road users and, if someone riding a bike positions themselves directly over the marking, separate themselves from the "door zone" – an area adjacent to parked cars where the opening of a car door could cause a bicycle rider to collide with the door.

Comments:

- Monroe at 13th is tricky because multiple loops.
- Not many people know how to use these. Need more education.
- Legends "Wait Here" might be more beneficial.
- Can we get something in the paper about new technologies (Monroe) and old tech – press release.
- MUTCD sign is not super clear.
- Blair/5th is too sensitive.

7. Project Updates

Action Requested: Information Share

- Presenter: City Staff
- Bike Share Update
 - City is in contract negotiations with a vendor. Bikes will be "smart bike" technology. Sponsorship is needed before the system can launch. On schedule for launch before 10/31/17.
- 2016 Walking and Biking Bond Measure Status
 - Bids came in much higher than anticipated. There is some thought that the market has changed and rebidding the project will not result in better pricing. This probably means the city will move forward with the bid but that will reduce the amount of remaining budget in 2017-18.
- 2017 Walking and Biking Bond Measure Projects
 - Get confirmation on 2016 spending before determining this list. Also, look at 2018, because there are some projects that will need funding in this final bond year. If you have projects submit to Lee or Reed.
- Roosevelt Middle School (E 24th Avenue). 4j would like city to remove parking on south side of E 24th to build a protected bikeway. 4j is exploring using their bond money to build the project; negotiations are ongoing. School Board will review on August 31st.

8. Information Share

Action Requested: Information Share

- Sunday Streets/Beautiful Bikes/Party in the Parks
 - Michael: promoting active transportation and Beautiful Bike Pageant. Started a Facebook page (EugenesBeautifulBikes – encourage your friends to “like” the page). Could start another page on ATC activities. Have had good luck getting donations from area businesses.
 - In Bethel: had questions about what sharrows are. Also, lots of concern about new community members not knowing how to use the infrastructure.
 - Bike Night at Emeralds: the Emeralds organization liked the event. They’d like us to come back on a weekend.
 - Would like guest judges for the BBP.
 - Steve: could always use more help. People are curious, you will be busy discussing active transportation. A good opportunity to reach out. Suggest getting past the pothole conversation and talking about mobility.
- Recruitment
 - Joel: heard from folks at Sunday Streets about interest in serving on ATC. Have something available for people to sign-up.
- General
 - Shane: Kidical Mass calendar was just posted.
 - Allen: interested in a neighborhood tour on the riverfront (probably a walking tour). Would like to schedule for mid-September.
 - Lee: tomorrow there is a crosswalk enforcement event at 5th/High. On August 25th a TOAC meeting about Bicycle Friendly Businesses (would like ATC member – Shane and Kelsey already attend).
 - Eliza: walkability is influenced by land use. It’s been difficult to talk about land use in Eugene. Next Tuesday, a meeting from South Willamette Special Area Zone, contact Eliza for more information. And September 19th, a public comment session on same (City Council and Mayor). Stay tuned.
 - Kelsey: visit duckfunder to educate UO freshman about bicycle safety. Need funds!
 - Bob P: props to Michael on his work, very helpful. Encourage staff to fill up ATC member slots at the end of this year.
 - Jerry (Springfield Rep): Main Street speed limit has been lowered to 35mph.
 - Steve: Lane County Bike Mural Tour on August 20th, 10AM.
 - Joel: at Springfield BPAC this week, presentation on Safer Streets, Safer People. They are creating an action plan (kind of like Vision Zero)

9. Adjourn

Future Agenda Topics

- Bike Theft – September
- Moving Ahead - to be determined
- Vision Zero – as needed
- 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

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