



Bicycle & Pedestrian Advisory Committee

Meeting Minutes

June 11, 2019 – 6:00 to 7:30 pm

Springfield City Hall Council Chambers, 225 5th Street, Springfield

Attendance

Staff:	Michael Liebler, Emma Newman, Dawn Williams, Chip Decker (Transportation Planning Intern)
BPAC members:	Brian Sorensen, Laughton Elliott-DeAngelis (Safe Routes Liaison), Claudia Denton, Simon Daws (Willamalane Liaison), Matthew Nelson, Andrew Landen (Planning Commission Liaison), Matt Keeler, Raymond Linneman, Robin Mayall
Excused Absence:	Allison Camp, Karla Berg, Garry Swanson, Sam Miller
Absent:	Sandy Coffin, Holly Rockwell, Sheri Moore (City Council Liaison)
Public:	Larisa Varela, (Transportation Planner, City of Eugene), Claire Roth (Better Eugene-Springfield Transportation), Grace Kaplowitz

CALL TO ORDER. Meeting was called to order at 6:02 p.m.

Welcome/Introductions

Introductions were made.

Public Comment

There was no public comment.

Agenda Review

Claudia Denton asked for questions or comments regarding the agenda.

Committee Business

Meeting Minutes

Robin Mayall moved to approve the April meeting minutes.

Matthew Nelson seconded the motion.

All approved.

Eugene Franklin Blvd Transformation

Larisa Varela, Transportation Planner for the City of Eugene Public Works presented the Franklin Blvd transformation project. She stated that the study area was from I-5 to Alder St and included Garden Ave to improve the riverbank path system route connectivity. She explained the reason for this project is because in long-range transportation land use plans they have identified six key corridors and Franklin is one of those. They want to focus on housing and jobs along those corridors so they have to figure out how they are going to move people through those corridors. She went on to say that currently there are gaps in sidewalks, no bike lanes and the EmX can't operate efficiently so it is a great opportunity for the city to make the area more multi-modal. She stated they went through a planning project titled the Walnut Station Specific Area Plan that looked at about half of the area which was one-quarter mile from the Agate and Walnut EmX stations. This study proposed a multi way boulevard but since this was completed over 10 years ago they wanted to go back and relook at it since the way they design streets in the U.S. has changed dramatically since 2010. She added that it created a special setback and it is currently greater than the current right-of-way which would allow the City to acquire additional if they need it. She stated that overall the purpose of the project is to transform Franklin to a safe, comfortable, high quality walking, biking and transit street while accommodating drivers.

Larisa Varela explained the project timeline. She stated that there was a design workshop in January and in May and there will be another public event in October. The planning process would be through 2019 and then they would go into an extensive environmental analysis to determine the impact of the project. In 2020 they will start applying for federal grants and the soonest construction would begin would be 2022. She explained that they do have funding for the repaving of Garden in 2020.

Robin Mayall asked if the repaving was going to include striping and sidewalks?

Larisa Varela explained that it would just be a pavement overlay so it won't include reconstruction but there are things that they can do like bump outs for pedestrians. She went on to say that for the first workshop they introduced people to the project with a kick off meeting, stakeholder interviews and an open studio. During the design workshop they asked four questions; what are the values that should shape Franklin, what do you like and want to preserve, what do you not dislike and what do you think is missing? She explained that the answers people provided can be found online and there are different versions of this presentation available on the project webpage.

Larisa Varela stated that for the key values people want the corridor to be welcoming, safe and convenient. They prefer a green environment and would like it to be equitable in terms of people of different modes and abilities being able to use it as well as more access to the different businesses.

Emma Newman asked if these were ranked in a particular order or do any of these have to be fulfilled before the project can move forward.

Larisa Varela stated that these were just the feedback they heard but they are listed based on what they heard from the most to the least. She went on to say that EmX has been very successful for LTD as well as the City due to the various destinations available. She stated that there were more dislikes than likes. For example, EmX is so successful it is reaching capacity issues since they are unable to run more buses due to areas where the buses have to share the dedicated lanes. This project will try and provide dedicated lanes for the buses to go both directions at the same time. This will allow them to increase the number of buses. She went on to say that people expressed that there were narrow sidewalks, left turn conflicts, lacks a welcoming front door, lack of lighting and speed.

Claudia Denton asked for clarification on a “welcoming front door”.

Larisa Varela explained that the current “welcome to Eugene” sign needed to be upgraded to reflect what Eugene offers.

Larisa Varela stated that after the first workshop they created high-level concepts. From those concepts they developed alternatives and those were shared at the design workshop in May. She stated that they divided the corridor into zones based on its different uses so they can design around those uses. She shared a proposed design of the corridor which provided two-way EmX, a median that allows for canopy size trees and two travel lanes in each direction as well as two-way bike lanes on each side so cyclists do not have to cross the street. She also stated that they were looking at roundabout intersections as a possibility.

Robin Mayall asked how people cross the street in the roundabout design presented.

Larisa Varela stated that they aren’t sure if they will have the bus go through the middle of the roundabout. The complex question becomes how do you route the traffic.

Larisa Varela went on to state that it was expressed in the workshops the desire to have a gateway. So, one of the designs shows an east gateway and a west gateway. They are asking on the online survey what kind of character people would like to see in the gateway.

Larisa Varela stated that one of the options they were considering was removing the I-5 off ramp at Franklin. If that was done that road would be connected to Jenkins road in Glenwood which would create more connection between the two communities. She went on to explain that this was a high-level idea and they have not spoken with ODOT to determine if they would allow the removal of the off ramp. She went on to show three different designs for the proposed gateways. She explained that they would be listening to the community over the summer and then put together one preferred alternative. She stated that the next event would be in the fall to collect feedback on the preferred alternative.

Claudia Denton stated that the committee has talked before and still has concerns about how to get across.

Larisa Varela stated that at this time they have not determined the type of pedestrian signals there would be but at a minimum there would be flashers. In addition, there would be bike crossing space as well as pedestrian crossing space.

Robin Mayall commented that she commutes through the Glenwood roundabout daily on her bike and the one thing she would recommend is to think about angles due to her having to look almost backwards in order to merge into traffic.

Laughton Elliott-DeAngelis stated that he felt it was an exciting design, much more European style bike route design.

Emma Newman questioned if the median refuge island widths are wide enough for someone pulling up on a bike or would they have to do the full crossing in one movement.

Larisa Varela stated that they wanted people to be able to cross in one movement time.

Robin Mayall asked where the EmX stations were going to be located since people will try to cross at these stations and there won't be crossing facilities.

Larisa Varela stated that they were trying to keep the stations where they are but if they need to be moved due to safety reasons then they will do that and there will be crossings for them.

Emma Newman stated that she realized that after they acted on the meeting minutes that they didn't have a quorum so she recommended that they bring back the April meeting minutes for official approval at the next meeting.

Eastgate Woodland Northbank Path Bollard

Simon Daws stated that motor vehicles have been accessing the path and his supervisor asked him to bring it to this forum for ideas on a bollard and the location.

Emma Newman stated that in viewing Google Earth that it looked like there was a bollard pole base on the path already.

Simon Daws stated that there could have been a bollard there in the past and sometimes maintenance staff takes them out and forget to put them back or a lock doesn't get put on so they go missing.

Brian Sorensen stated that even in broad daylight it is a darker area so a bollard should be a bright color.

Laughton Elliott-DeAngelis suggested a bollard with a solar light since some people don't have a front light on their bike.

Simon Daws stated that another option would be to put it in farther back near the boat ramp.

Laughton Elliott-DeAngelis also wondered if they could have accessed it from Eugene or did they just drive down from the parking lot.

Brian Sorensen asked if there is a way to restrict vehicles without a bollard by possibly narrowing the path.

Robin Mayall stated that they do have maintenance vehicles that use it so that may not be feasible.

Michael Liebler asked what the paving width was for this section.

Simon Daws stated that he thought it was 10 feet.

Michael Liebler stated that they typically go with six feet to keep a vehicle from using it, but that would be too narrow for the path and two-direction walking and biking.

Simon Daws stated that it could be less than 10 feet in some places.

Robin Mayall stated that she has not seen a lot of motor vehicle traffic on that path.

Claudia Denton stated that Allison Camp mentioned at a meeting last week that she had seen some tire tracks over in that area so she would have her email Simon Daws with what she saw.

Emma Newman noted that there are a lot of dog walkers in that area so if you are going around the bend in the path on a bike and then have to go around a bollard that might be another factor to consider.

Laughton Elliott-DeAngelis stated that bikes go really fast through this section as well.

Robin Mayall stated that it was probably due to the lack of curves through that area.

Planning/Programming Subcommittee Update

Claudia Denton stated that they had the Bike Friendly Business Movie Night.

Emma Newman stated that 7 businesses participated at the Springfield event and 5 of those submitted applications, 1 was going to follow-up and 1 was not eligible. Then with the Eugene event we had a total of 13 businesses. All the businesses will get free signs if they want them through the sponsorship. She stated that the City was sending out a news release.

Claudia Denton stated that also from programming there were Oregonian Crossing lawn signs that were placed in 9 or 10 locations around Springfield stating that every intersection is a crosswalk.

Claudia Denton stated that they did a survey of attendees of Wheels by the Willamette.

Emma Newman stated the survey results showed that the Oregon Friendly Driver Training had the most interest, then Northbank Path Lighting, Facility Connections where there are gaps and then Northbank Path connections at West D Street. She went on to say other items that were specified were more bike lanes and paths and separated bikeways. She stated that for what kind of walking or biking events or programs would like to be seen; open streets events were at the top and then Wheels by the Willamette and bike share were next.

Claudia Denton stated that they already have their subcommittee work plans for this year but thought these would be good topics for the work plan next year. She went on to say that they were thinking of adding the survey to the City's Facebook page so it would be a wider and more diverse audience.

Emma Newman stated that the programming committee worked on a community outreach calendar and created some social media posts. She stated that the communications staff have been incredibly busy this spring with the clean up events and various other things, but Robin Mayall crafted a post and it should be posted soon.

Laughton Elliott-DeAngelis gave the planning subcommittee update. He stated that they supported Safe Route to Schools by conducting a crossing guard inventory project. He stated that they were able to schedule out all 16 schools. Due to scheduling we only ended up with about 30% participation so they were only able to collect data at 5 schools.

Chip Decker stated that the process was pretty simple and he liked the fact that he could track everything on his phone so his partner could be doing the assessment and he could be watching the cars going by.

Emma Newman added that the schools that have higher volume streets that they may want to have two people doing the traffic counts so one person can be focusing on the crosswalk and the other can be focused on cars.

Laughton Elliott-DeAngelis stated getting 3 volunteers to one place at 7:30 in the morning can be difficult. He said that what they are doing is measuring some objective criteria about each crossing like distance, number of lanes, posted speed, which is all stuff that comes from our infrastructure prioritization project. Of all the schools evaluated the school crossing that was the most in need of a comprehensive crossing guard program was at Guy Lee at Harlow Rd. He stated that it wasn't just the cars per minute that caused the high scores. Other factors were posted speed, crossing distance and number of lanes.

Simon Daws stated that when he passes Guy Lee in the mornings at least 50% of the people just speed through it.

Laughton Elliott-DeAngelis suggested if we had some giant crayons like he had seen in Netherlands to give the mindset to drivers that it is a school zone. We need school zone signage that demands behavior. He stated that they have had 4 kids hit in the last 4 months.

Robin Mayall asked if a different color of paint on the streets was an option in the school zones.

Laughton Elliott-DeAngelis stated that there was no precedence in town here but certainly something they should look at.

Robin Mayall asked if other cities had done something like that.

Emma Newman stated that in some cities the neighborhood schools that are on a local street have done a street mural in front of the school, but that is different than Harlow. She went on to say that this is something that they could have more of a concentrated conversation with staff on what could be done to help convey that message to drivers.

Brian Sorensen added that the Glenwood Wayfinding, is that happening this summer?

Emma Newman stated that traffic engineering just signed off on it so that should start going in soon.

Brian Sorensen stated that they had also gotten some updates on the EWEB path improvements happening this summer.

Emma Newman responded that was at 30% design but that would move pretty quickly partnering with Willamalane on that. Willamalane maintains certain sections.

Brian Sorensen stated that they spent a good portion of their meeting talking about the various street reporting apps that cyclists and pedestrians can use for poor conditions on roadways and paths.

Emma Newman stated that she sent the link out in the agenda email and it is also on the BPAC webpage.

Brian Sorensen stated that if you are city right-of-way you can use that one, if you're in Eugene you can use iBikeEugene. He went on to say that Main Street is ODOT so they have a separate app for that. He also stated that there would be another meeting with Lindsey regarding bike share, but bike share will likely be transitioning to electric bikes within the year.

Robin Mayall asked if there were any concrete plans to have another station in Springfield?

Brian Sorensen responded that there were no concrete plans.

Emma Newman stated that the path safety signs that the committee weighed in on for the locations have been created and most have been installed. There might be a change in location on the Rosa Parks Path. They have also made all the path safety signs for the Willamalane facilities and those will be installed when they have staff capacity to do so.

Simon Daws asked if he could pick them up.

Emma Newman stated that they were available for pick up at the sign shop at Operations on South A Street.

Discuss BPAC Participation

Emma Newman stated that Planning Commissioner McGinley went to a Walkability Action Institute in Decatur, GA as part of an action committee and she is going to be presenting on her experience there during the Planning Commission meeting on the 18th at 6 pm. She went on to say that the BPAC has two choices for this. It could either be a joint meeting where the Commission and the BPAC are all at the same table and can dialogue or if there isn't a quorum you can just show up and listen but we wouldn't give public notice.

Larisa Varela stated that there was an action plan created from that work and wanted to know if she would be going over that action plan.

Emma Newman stated that she thought it was going to focus more on Commissioner McGinley's experience. She asked who would not be able to attend.

Three out of the six voting members could not attend. Emma Newman encouraged those that could attend to do so but she would not notice the public on it for a joint meeting.

Emma Newman stated that the Willamette River Festival is an event that is regional and the organizer would like to know if BPAC would get involved by leading a bike clean up team.

Emma Newman asked if anyone would like to be a point of contact to get a group together. Matt Keeler and Brian Sorensen volunteered.

Emma Newman stated that it would also incorporate the Upstream Art which is being painted by local artists at the Mill Race Trailhead at Booth Kelly.

Emma Newman stated that Claire was in the audience with BEST and she is involved in the transportation safety work the Safe Lane Coalition is doing. She went on to say that she had supported the Ride of Silence in Eugene this year and had asked mid-way through bike month realizing it was a little too late for Springfield for this year, but to possibly do a Ride or Walk of Silence next year since we have had more pedestrian crashes in Springfield.

Robin Mayall stated that she liked the idea of a Walk of Silence.

Laughton Elliott-DeAngelis asked if it was one day of the year every year?

Claire stated that the national organization has one day picked out but she didn't see a problem of picking a different day.

Claudia Denton stated that she liked the idea of having the Programming Subcommittee look at.

Robin Mayall asked if May 20th was the official Ride of Silence date?

Claudia Denton confirmed that was the date.

Updates

City of Springfield

Emma Newman stated that last year BPAC weighed in on striping input for the first time. She went on to say that they don't have a draft list of locations but would like input on places where BPAC members have seen faded bike lanes that need to be restriped. She asked to have the locations emailed to her by June 24th.

Ray Linneman stated that the east end of Centennial before you get to 28th needs to be done.

Laughton Elliott-DeAngelis added all the areas that they alternated the paint to make it feel like a through bike lane so where people turn has faded those lines.

Emma Newman passed around information about Lime approaching the city regarding E-scooters. They have given Lime the opportunity to speak with community members at the open house event and would definitely like to have some BPAC members there. Emma Newman added if they could not attend to send questions that you'd like asked to her. She also stated that they were trying to get a lot of business owners there since they may be the most impacted.

Emma Newman shared Capital Transportation Project Updates. There are three school crossing projects; Agnes Stewart Middle School, Thurston Middle School, and Riverbend Elementary all bids have been awarded and they are going into construction once the school year ends. She also stated that the standard ball flasher at S 42nd and Holly will be switched out with a rectangular rapid flashing beacon.

Michael Liebler provided an update on the Main St 66th/67th pedestrian crossing. He stated that bids came in and they were rather high. They did some value engineering and they are on schedule to start construction. He explained that the lead time is 20 weeks for poles so late fall early winter before that would be fully working. The temporary rapid flashing beacon has been relocated to S. 32nd St and Virginia Ave.

Laughton Elliott-DeAngelis asked if there was any update on the G street project or the Maple project.

Emma Newman responded that they are going through design and are aiming for next summer.

Michael Liebler stated that they had an intern working on it.

Emma Newman stated that Virginia-Daisy continues with design and the City is still hoping to put the first phase out to bid this fall.

Liaison Updates

Robin Mayall gave a Lane TrAC update. She stated that they had gone over the CIP projects. She stated that there was now a couple of bicyclists on TrAC so they are starting to get a little more visibility of things that are important to cyclists on the rural roads. She went on to say that there is a Territorial Hwy design public hearing on July 24th.

Simon Daws gave a Willamalane update. He mentioned that his colleague Kristina Boe put together an online presentation and survey for the Dorris Ranch Master Plan update and encouraged members to take the survey.

Laughton Elliott-DeAngelis gave a Safe Routes to School update. He explained that 14 out of 15 schools participated in Walk and Roll Challenge. He said that the hosted a Breakfast at the Bike Racks event to highlight the investment that was made in bike parking. He stated that they had 5 school walking events with the most successful being at Mt Vernon with 110 people attending. He went on to explain that all the events were held at schools that had never had that event before for a total of 22 events in 30 days. Laughton Elliott-DeAngelis put out a call to action for more of the BPAC members to get involved in the events that they put on throughout the year.

Robin Mayall stated LTD is talking with school districts to roll out a free student bus pass for students K-12 year-round. They will get anonymous data on ridership through TAP cards.

Info Share

Chip Decker invited members to his presentation covering his internship with the City of Springfield. It will be held on Friday, June 14th at 11:00am in the Library Meeting Room.

Emma Newman stated that the Mohawk/126 overpass will be undergoing ADA ramp construction this fall.

Emma Newman advised members to update the 2019 volunteer tracking spreadsheet.

Emma Newman clarified that the link for the Springfield walking and biking request tool: bit.ly/SpringfieldRequest. There should not be a space between Springfield and Request.

Next Meeting: August 13, 2019; 6-7:30