



Bicycle & Pedestrian Advisory Committee

Meeting Minutes

June 9 – 6:00 to 7:30 pm

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

Attendance

Staff: Michael Liebler, Emma Newman, Dawn Williams, Kristi Krueger, Jeff Paschall,
Brock Jabusch

BPAC members: Allison Camp, Brian Sorensen, Holly Rockwell, Sam Miller (Eugene ATC Liaison),
Karla Berg, Teresa Roark, Dennis Weirich, Kevin Campbell, Simon Daws
(Willamalane Liaison), Laughton Elliott-DeAngelis (Safe Routes to School
Liaison), Steve Abbott (in-coming Eugene ATC Liaison)

Unexcused Absence(s): Sheri Moore (City Council Liaison), Andrew Landen (Planning Commission
Liaison), Michael (Rosey) Rosenberg

Guest(s): Grace Kaplowitz

CALL TO ORDER. Meeting was called to order at 6:00 p.m.

Welcome/Introductions

Emma Newman did roll call.

Agenda Review

No agenda changes.

Committee Business

Public Comment

There was no public comment.

Meeting Minutes

Dennis Weirich moved to approve the minutes from the February meeting.

Karla Berg seconded the motion.

All approved.

BPAC Bylaws, Ground Rules and Protocols

Emma Newman stated that BPAC Ground Rules and Protocols document was sent out to all members. This document was created by the previous committee to help members have a successful experience with BPAC. She stated that she felt that they should revisit it since it has not been updated for a few years and there are new members to the committee. There is not a lot of time to get into it today but she wanted to share it with everyone. She went on to add that a committee member had contacted her stating that they had been contacted by another member regarding an email that was not relevant to BPAC. Emma wanted to let members know to use their BPAC email for things that relate to committee work and as was covered in the orientation, please include her in the communication. She also reminded them that all their emails are public record. This is something they may want to include in this revised document. Emma stated she would let Holly Rockwell, as Chair, decide how she wanted to make those changes.

Holly Rockwell stated that she felt it would be a good idea for everyone to review the document and bring their thoughts to the next meeting.

Emma Newman stated that they could also email their suggestions to herself and Holly Rockwell and they will have this as an agenda item at the next meeting to review and approve this document.

Capital Projects and CIP Update

Jeff Paschall stated that he would give a quick high level overview of the projects and then would turn it over to Kristi Krueger for more details. He stated that the City's Capital Improvement Program (CIP) is updated every two years. They seek public input for projects in the CIP and balance it with the Master Plan and they also take a recommendation to the City Council and then the Council adopts that plan. That 5-year CIP goes into the Capital Budget, which is updated every year. They are updating the CIP this year in the fall. One of the things where they have struggled a little bit is with updating the bike and pedestrian pieces of their plan. They do have several bike and pedestrian projects thanks to some state and federal funding that they have received since a lot of their funding goes to ADA compliance and updating.

Kristi Krueger stated that she is a managing civil engineer at the City of Springfield and she is responsible for the delivery of capital projects. She stated that she was going to go over what they currently have in design, what is completed and what is going into construction this summer. She stated that currently they have various projects where they are able to improve bike and pedestrian elements as part of their other projects. There are Mohawk Blvd. and Olympic St. - the designs are finished and they are about to go out to bid. These are overlay projects and with that they are improving all of the ADA ramps as well as all of the signal amenities for bike and ped. This will go out to bid this month and then start

construction. Another project ready to go out to bid is the 42nd overlay which also includes improvements to bike and ped amenities. The Virginia/Daisy project is in construction now, which is the section from 42nd St to 51st St. Kristi added that there is a project that consists of three school crossing locations that are about to go out to bid. The locations are G St at Dos Rios school, 21st St and H St and the last is 5th St and M St. These projects will add crossing treatments to those locations. Then there is the 4th St bike route that is also in the works.

Holly Rockwell stated that she was curious about 42nd St and if it correlates with the bike path?

Kristi Krueger responded that is a bond overlay project which is from Main St until you get to International Paper (IP), which is the southern section unfortunately and they are not quite to the part from IP to Marcola.

Kevin Campbell asked about the improvements to the ADA ramps in the Mohawk area and if they would extend to the neighborhoods?

Kristi Krueger responded that it was only on Mohawk Blvd itself at each corner of the intersections.

Kristi continued that projects that are currently in design include Centennial, Highbanks Rd and Thurston Rd and those are all bond overlay projects. Those will include ADA improvements as well as bike facilities. She added that on Centennial they are turning the regular bike lanes into buffered bike lanes. On Thurston Rd in front of Thurston Middle School going westbound there is a bump out and they have decided to ramp up separated from the sidewalk to go around the tree and then ramp back down.

Emma Newman stated that there was a question on what a bond overlay project means.

Kristi Krueger responded that the citizens of Springfield passed a bond measure with a list of projects to improve the city streets. With those they are required to make ADA improvements. She added that they have a lot of other projects going on but these are the ones that include bike and ped improvements. The future projects that will occur after these are; the West D Street project and Mill St. Mill Street will be a complete reconstruction and will include bike and ped improvements.

Holly Rockwell asked if there would be sidewalks the whole way?

Kristi Krueger responded that there will be sidewalks the entire distance.

Kevin Campbell asked if there were plans that could be reviewed?

Kristi Krueger explained that these projects have not gone into design yet. The Glenwood Riverfront Path will go into design but there currently is not funding for construction. The S 42nd and Daisy roundabout and Franklin Blvd Phase II will also begin design. There is a RRFB that will go in at Jasper and Dondea that will go to Council next Monday for intergovernmental agreement (IGA) approval with ODOT so that will also go to design.

Teresa Roark asked if she could explain what the design process looks like and where and when are they available for public comment?

Kristi Krueger explained that some projects have already gone through the planning phases so they know what they will look like, for example Franklin Blvd, Phase II, the horizontal design is already done. Then they take it from there and finish the rest of the design. Other projects like the Jasper at Dondea project went through the planning process and then out to obtain a grant so they already know it will be a rectangular rapid flashing beacon (RRFB) crossing. She added if there are certain locations that they have comments on they can give them to Emma Newman because she is always open to any feedback.

Teresa Roark clarified that there are opportunities to get list of projects and provide feedback.

Kristi Krueger confirmed.

Teresa Roark added that when they say a project has already gone through the planning process, this is when you solicit input from the project?

Kristi Krueger stated that there are times when there may not be any design options then they may not go out for public comment but at any point people can give input.

Jeff Paschall added that an example would be Virginia/Daisy. It went through a lengthy planning process and seeking public input on various types of treatments that could be utilized. Then once they get into the final design phase they are getting into the details and what will fit within the tools that they have available. When they typically go out to the public or Council for feedback is when they have to get creative due to lack of right-of-way or funding. West D Street will be one of these situations.

Emma Newman added that West D Street is one that they are bringing up today since there is funding and resources available. The Centennial project is funded by a bond measure for an overlay which is just the surface of the street and not a full reconstruction. But there is an opportunity to install buffered bike lines because a former BPAC member reached out asking if there was any opportunity to improve the bike facilities. There is a list posted on your webpage that she tries to keep up to date so you can feel free to reach out with suggestions or questions.

Allison Camp asked if the Capital Improvement Projects see any impact from the effects of the coronavirus?

Jeff Paschall responded that as of right now the answer is no. They just got an update on the budget last night and the fund that would probably have the biggest impact would be the Street Fund due to it is funded by gas taxes and with the stay at home order people are buying less gas. But he suspects as things start to open back up this will be a small blip on the funding. Then their other funding comes from user fees and those are unchanged. The other impact would be resources, for example if they were told to leave positions open then there just would not be enough staff to complete all the projects.

Emma Newman added that she felt that it could affect federal funding that flows through the Central Lane Metropolitan Planning Organization (MPO). The last update there was about 19.5 million but then with COVID and the economic changes taking place that was scaled back to about 18.5 million. Going forward she could see things declining or being better in the transportation landscape. This last week Congressman DeFazio introduced a new funding package for transportation called the Invest Act. If that

passes it would add additional dollars to fund more bike/ped transportation projects. So there are a lot of things that could go multiple different ways.

West D Street Concept Discussion

Kristi Krueger stated that there is funding for the West D Street project and have come up with some various potential concepts that would help improve the bike and ped situation there. She then turned it over to Brock Jabusch to discuss these concepts.

Brock Jabusch suggested Emma Newman cover where the funding came from.

Emma Newman stated that this discussion was being covered tonight due to previous BPAC members as far back 2013/2014 bringing up that the North Bank Path was a critical facility in the regional walking and biking network. It has the highest use of any facility in Springfield but at West D Street the facility changes quite drastically so there are definitely some improvements to be made. In around 2015 there was a funding cycle to determine how to spend federal and state funds in the metropolitan area, similar to the funding cycle that is happening right now. She added that at that time the City of Springfield applied for funding to do a Walking and Biking Safety Improvements project. Over the last few years they have been spending some of the initial funding on high priority school crossings and now there is some remaining funding from that grant for West D Street. Brock Jabusch has been assigned as the project manager and put together the questionnaire that BPAC filled out.

Brock Jabusch explained that he is an Engineering Technician on a small design team. He presented a bar graph of the BPAC's responses to the questionnaire. He explained that the graph showed the hazards that were most important to people. The top 3 were motorized and non-motorized conflicts, ped and bike conflicts and poor vision clearance at transitions. Brock presented a satellite map of the project and explained starting at the east end towards Mill St they are proposing some new striping and sharrows. Then moving west where it intersects with West D Street at Kelly Boulevard they are proposing a table top intersection. Moving further west they are proposing a raised crosswalk just on the east side of the Riverview Blvd and West D intersection. Also along this corridor they are proposing lighting improvements. He added moving west the main concern with bicycle and pedestrian traffic is that they all converge in this tight path transition location. At that transition they are proposing to fill in the curb cuts which would keep the pedestrians on the sidewalk and then bicyclists would make the transition to the multi-use path further to the west. There would also be an added speed cushion to address traffic speeds. He concluded that these were the basic design concepts to address some of the concerns that were brought up in the questionnaire and have been shared by other community members.

Kristi Krueger added that another element at that transition they are proposing is if you are on the path headed eastbound and you head north, right before it meets that sidewalk they would be reconstructing it so that the path is further to the west so that you can see others coming around the corner much easier.

Teresa Roark asked if this proposal included widening the ramp where the path transitions to the street?

Kristi Krueger explained that would no longer be a ramp and would be completely curbed off so that bikes would transition to the roadway further to the west.

Teresa asked if it would also have a wider ramp?

Kristi Krueger confirmed that the ramp would be wider. She stated that if someone was headed westbound in the lane as a cyclist, there is a center turn lane there that they would enter and a ramp to the path would be installed.

Brian Sorensen stated that he liked the new paved transition. He added that he has taken that route a few times. He expressed that his concern would be that there is a grade up to that proposed speed cushion heading east so if less confident riders are taking that route he would worry about traffic stacking up behind them. His additional concern is that westbound bike traffic is often on that wide sidewalk on the south side of West D St and it seems the rational choice for those people would be to still take that hairpin turn where they are trying to divert the pedestrian traffic. He asked if there were any other measures they may be taking to persuade people from doing that?

Kristi Krueger responded that they did look at an incredible amount of options but they are obviously restricted as far as the width of the roadway. The most ideal situation would be to have a path that goes the whole way but they are unable to do that and would not get Council support at this point. For those that don't feel comfortable on the roadway they still want to add treatments that will help the situation as much as possible such as moving that path to the west so that there would be better sight distance there. She added that they are trying to take care of both situations as much as they can. They welcome any opinions and suggestions and want to hear all of them.

Brian Sorensen commented that he felt that what was in this proposal would definitely help.

Kevin Campbell asked if there would be any speed reducing devices or anything that will help protect that bicycle lane from the turn lane that is between the two traffic lanes like a concrete barrier or cones or visuals for drivers that they are approaching a bicycle lane?

Kristi Krueger responded that the thought is that they would have the share rows so that the right of way would be in the middle of the lane. Westbound there is the speed cushion to slow traffic down at the top of the hill and then the cyclists would come down and enter the center turn lane. They would then watch for traffic going eastbound and enter the path. There is a speed bump to the west of this location. She asked if there was a particular concern at a specific location?

Kevin Campbell responded that the new concept would have people progress farther west then normal then turn left across traffic? He stated that his concern was the oncoming traffic impeding on that shared space. Is there any device that can be used to insure that cyclists feel confident?

Emma Newman displayed a visual showing that there is a landscape median to the west of that location. She explained that there is a raised crossing at the neighborhood entrance and a planted and elevated median. Where they are looking at the bike connection there is a center lane with striping. But for the eastbound traffic to hit someone in that lane they would have to jog left after a curb.

Holly Rockwell asked if taking the on street parking away was an option?

Kristi Krueger stated that this was talked about and is definitely a political issue. They looked at the parking utilization out there and it is used a lot. If it is something that they feel strongly about they would need to go through a process with Council to see if they would support it and if they did, then they could move forward with talking to the people who live out there.

Teresa Roark asked commented that she thought it would be nice to do a pavement art project at the intersection of Kelly and West D Streets.

Kristi Krueger stated that the City does this a lot but it is always in the eye of the beholder if it is art or not. She asked if she was thinking about some sort of art piece on the ground?

Teresa Roark confirmed, yes.

Kristi Krueger responded that this is something that they can look into. She added that this is something that they have to be careful with due to the federal requirements that they have for crosswalks. They are doing some art pieces in crosswalks downtown and they are pushing the envelope on that one with the federal requirements of what you can and can't do in a crosswalk. She added that they will definitely look into that and asked if Teresa had anything specific that she was thinking about.

Teresa Roark responded that she could send a picture of what she is thinking of.

Emma Newman added that they have been planning for open streets even though it is not happening this August 1st, the concept of a tabled crossing at the park entrance would also be a beneficial piece for an open streets event. It provides a lot of opportunity for different events.

Kevin Campbell asked if the City studied the traffic volume and if any of these raised crosswalks had the type of volume that would signify doing a signaled crossing?

Kristi Krueger responded that none of these locations have enough volume for an actual signal. They have put in the rapid flashing crossings at schools but they don't have that type of volume here. She added that they also have to decide with the funding that they have what they feel is a priority for the different treatments.

Kevin Campbell thanked Kristi for her response and added that he felt this was going to be an improvement.

Holly Rockwell asked what the time frame was for this project?

Kristi Krueger responded that they are currently ready to go to design now. She stated that the survey work has been done so once they get the approval from BPAC they can start design. They are hoping to be done in time to go to construction next summer.

Brock Jabusch added that he encourages anyone to come forward with any suggestions. They are looking at some community outreach and sending out a mailing informing the community as well as a

community meeting which at this point may be a virtual meeting. He encouraged people to reach out if they had any additional concerns or questions after this meeting.

Kristi Krueger reiterated that they really wanted to make sure they got all of their questions and concerns on the design so if anything comes to mind after this meeting please let them know.

Dennis Weirich stated his concern was for wheelchairs and asked what the width of the top of the raised crosswalk would be? The other concern he had was that his mobility device is lowered and he has dragged across some treatments like these.

Brock Jabusch stated that the raised crosswalks were ADA compliant. As far as the slope on the speed cushions he was not really sure but it is a pretty shallow slope, not like a speed bump, it is a little more gradual.

Kristi Krueger stated that the raised crosswalk would be flat on top with a slight slope so that the water runs off of it. As far as how they treat it going into it, they make sure that nothing would bottom out. They can make it so the raised crosswalk is at the same elevation as the curb or they can make them lower and ramp the sidewalk down. They have done raised crossings at different locations and the elevations and the slopes going in and out of it can be very severe if they really need to slow down the speeds of the vehicles. Those are things that they will be looking at and there are different designs out there. She added that they can share some of those locations if people were interested in seeing those.

Emma Newman added that Virginia/Daisy Phase 1A that is going into construction now has some similar treatments. Once that is constructed that may be a good example. Emma thanked the engineering staff for joining the meeting for multiple agenda items.

2020 BPAC Work Plan Approval

Emma Newman presented the draft work plan. She stated that she took the compiled draft work plan and worked with Grace Kaplowitz on some revisions and adjusted recommended edits. She explained that she added a section about the BPAC extending an invitation to the broader community members and would like the committees input on how they want to do that. She explained that for the Programming subcommittee there were some revisions to specific dates due to COVID. As far as the Planning subcommittee, there was an item for path maintenance needs and communicating them to Willamalane. Emma stated that she felt this was a left over item from a previous BPAC work item to fix the North Bank Path down by the boat ramp. She stated that since that previous issue was addressed, it is now a better fit in the bike network section of the work plan. She went on to say that they had some discussion if Bike Share coming further into Springfield should happen as a core item or if it should go under the Bike Rack section. Since COVID has happened and PeaceHealth Rides is going through a variety of different changes right now, it seems like a better fit to put it under the Bike Rack section. There were some other changes that she worked on with individuals' that were the lead on those items. She stated that she felt that there is a lot of great work that can be done remotely, it will just take a little more coordination.

Holly Rockwell asked if everyone understood their action items? She also asked if Allison Camp got worked in on an action item?

Allison Camp responded that Emma Newman talked to her about the Bike Share piece.

Emma Newman stated that there would still be some discussion on that but she did not have timelines given the current context, but she still felt that it was a good idea to have Allison as a lead on that.

Teresa Roark stated that she is sure there are lots of reasons why bike share was taken off the table but she wondered if there were opportunities to look into other ways of getting people access to bicycles who don't already have their own.

Emma Newman stated that the work plan will need approval by the full committee, which is the action they are looking for tonight.

Holly Rockwell asked if anyone wanted to move approval of the work plan?

Karla Berg moved to approve the BPAC 2020 Work Plan.

Kevin Campbell seconded the motion for approval.

All approved.

Updates

Holly Rockwell recognized that this would be Sam Miller's last meeting as the Eugene ATC Liaison and thanked him for his contributions to the BPAC.

Emma Newman also thanked him for his time and contributions.

Liaison Updates

Simon Daws provided updates from Willamalane. He stated that the Thurston Hills trail is open for bikes and pedestrians right now. He was interested to know if anyone has been on the Mill Race Path and had any issues with equestrians on the path.

Holly Rockwell stated that she had been out there and loved watching the horses and the feedback from the horse people was they thought it was great.

Simon Daws stated that he was out there on the first day on his bike and was nervous passing a line of multiple horses. He had heard of a horse who had lost its rider and went home on its own. But that was the only issue he was aware of. He added that not many are using the trail right now and believed most of them were coming from the Pacific Equestrian Center which has private property on the north side of the trail. If anyone has any feedback if they use it throughout the summer, they would like to hear it. This is a pilot project so feedback helps when deciding if it becomes permanent.

Brian Sorensen stated that he had been on the Mill Race Path and he noticed that there was an equestrian warning at the Booth Kelly Trailhead but did not see any other warnings and asked if that was the only one.

Simon Daws responded that there was one there and there was one at the Jasper Rd trailhead and another at Clearwater Park. He stated that he was hoping that they could get as many signs up as they could. He asked if there was any particular place he felt there should be a sign?

Brian Sorensen responded that he was wondering if they had been taken down and thrown in the bushes since he only saw the one.

Kevin Campbell stated that he felt Willamalane was inviting a whole world of liability in their redefining of multiuse paths. He added that he could imagine situations where a person in a wheelchair is pushed off a trail by a horse. He stated that he hoped it goes well but he felt like whatever user group is the smaller participant can be the target of the more powerful group and a horse is a very powerful user group on a multi-use path.

Simon Daws stated that speaking personally not as a Willamalane employee he was nervous passing five horses on his bike. He added that he would relay Kevin's comment to his supervisor.

Kevin Campbell stated that every other area that has the combination of use there is a yielding concept where one user group is required to yield to the other. He asked if Willamalane will require pedestrians to yield to equestrians if they are on the path?

Simon Daws stated that is on the signage out there right now.

Kevin Campbell asked what would be the yield scenario for a horse that is unattended? Would a person in a wheelchair be required to leave the path to yield to a horse?

Simon Daws responded that obviously your own personal safety comes first.

Kevin Campbell asked how would a wheelchair yield the path to a horse?

Simon Daws responded that it was a good question and he agrees with him too.

Kevin Campbell stated that he had not personally had an issue with liability but he feels like it is inevitable.

Simon Daws encouraged Kevin to submit all his concerns in writing through the Willamalane website comment page.

City of Springfield Updates

Emma Newman stated that she had emailed every one about the regional transportation grant funding cycle. She explained that it had gone to the Metropolitan Policy Committee, they did a public hearing and are accepting public comment for the next week or so. For Springfield projects it includes full funding for the Q Street Reconstruct project from Pioneer Parkway east to 5th Street and about half a

million dollars for Walking and Biking Network Improvements. It also includes funding applications that weren't City of Springfield specific, like some safety analysis as part of the regional safety grant application. There is a bicycle funding enhancements grant application for bike fix-it locations, which relates to the work plan item that was just approved as well as funding to install approximately 150 bike racks throughout the City. She added she would be following up with BPAC on this since Council wants this committee to weigh in on ways to improve bike parking in the city. It will still be a ways out before the funding is available but she wanted them to start thinking about those items. Emma went on to state that it continues to fund the Safe Routes to School Assistants and a number of other projects throughout the metropolitan area. She would provide a link with more information about that. She has been working with Laughton Elliott-DeAngelis to start the process to apply for State Safe Routes to School infrastructure grant funding which would be to complete the Jasper at Dondea by Douglas Gardens Elementary crossing on Jasper Rd and the Jasper Road at Filbert Lane rapid flashing beacon for Mt Vernon Elementary.

Emma added a couple updates related to COVID, including that the economic development staff is going to Council next week to propose expanding permits given the emergency declaration. A lot of businesses are trying to reopen and provide restaurant seating but with the physical distancing requirements they need more space between tables so they are looking at expanding outdoor dining space. They are going to Council to seek potential use of private parking lots or right of way during the emergency declaration.

Emma stated that PeaceHealth rides was originally going to shut down the beginning of June but will remain until the end of June. At that point the City of Eugene will begin running it and look into another operator taking it over in the future.

Emma stated briefly the Point2Point staff that run the transportation options program for the region at LTD were laid off over a month ago so through the regional transportation meeting they are trying to figure out what the regional transportation options program looks like going forward. This came about due to revenue forecasts not looking good for LTD but it is an evolving situation that she can provide more information on as it becomes available. She added that LTD service is at a much lower level in general and it is expected to continue over the coming year.

Kevin Campbell stated that for the City of Eugene to take on the bike share program is a very costly undertaking.

Emma Newman shared that it was her understanding that Eugene owns the bicycles but PeaceHealth would continue the sponsorship as a new operator is found.

Additional Liaison Updates

Laughton Elliott-DeAngelis gave an update for Safe Routes to School and stated that Emma had mentioned the big update that Point2Point had been dissolved so a lot of the responsibilities have been redistributed. One fun thing that is happening this week is a local businessman donated five thousand

dollars to purchase some low end bikes, scooters and skateboards for students at Riverbend Elementary School.

Next Meeting: August 11th, 2020; 6-7:30