



Bicycle & Pedestrian Advisory Committee

Meeting Minutes

August 9 – 6:00 to 7:30 pm

Virtual: GoToMeeting room

Attendance

Staff: Michael Liebler, Emma Newman, Jesse Jones, Brock Jabusch

BPAC members: Allison Camp, Brian Sorensen, Sandy Coffin, Teresa Roark, Dennis Weirich, Karla Berg, Michael (Rosey) Rosenberg (Vice-Chair), Kevin Campbell, Sheri Moore (City Council Liaison), Steve Abbott (Eugene Active Transportation Committee Liaison), Simon Daws (Willamalane Liaison), Laughton Elliott-DeAngelis (Safe Routes to School Liaison)

Excused Absence: Andrew Landen (Planning Commission Liaison), Holly Rockwell (Chair)

Guests: Kevin Schaper, Holle Schaper, Carly Barrett, Patrick Kalita, Steven Braun, Andrew Martin

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

Welcome/Introductions

Introductions were made.

Agenda Review

No agenda changes.

Committee Business

Public Comment

Kevin Schaper stated that he was in Ward 2 and his family lives just off of West D Street. He stated that every trip that his family takes involves riding a bike. He explained that there has been an escalation in intentional vehicle attacks around the country. He said that trucks are getting both larger and more popular which are specifically marketed with a look of intimidation. He went on to say that last week as his family rode home they were aggressively passed by one of these trucks. This was the second close call in less than a week on this section of West D Street. He simply does not believe that sharrows and

speed cushions will make a difference to these drivers and as a community we should not accept a design that contains this conflict. It has been commonly accepted when discussing West D Street that Council will not support eliminating on-street parking, but our City Council is very receptive to public input. He stated that he watched the City budget process where police body cameras were tabled twice, but were approved after strong community engagement. He also listened to the BPAC interviews where the Council was shocked that all the applicants had mentioned that West D Street needed improvements. He added that the Council gets it wrong sometimes and sometimes needs an extra push to get it right but this Council has never discussed alternative solutions for West D Street so they don't even know where they stand. He asked that they join him in demanding dedicated active transportation space on West D Street.

Dr. Steven Braun stated that he resides in Ward 2 and been a Springfield resident for 7 years. He added that he was a BPAC member 5 years ago. He added that he is a homeowner with a child about to enter kindergarten, works in education, and is super invested in the community. He expressed his appreciation for the volunteers on BPAC. He asked how much influence do community members and advisory committee members have on municipal decisions related to operations, development, or capital improvements? He went on to say that he had reviewed the proposed West D street changes and felt that there were some really good things in it but feels it still falls short. One area is in regards to safety. He stated that he has rode this stretch many times. He would like them to consider if a youth or a senior should be taking the lane on the hill, which is what this design forces them to do. Sharrows are inadequate because people will stay on the south sidewalk. The south sidewalk is very unsafe because of the residential driveways. He recalled some user point count data from 5 or 8 years ago that showed 50% of bike users turned around at the end of the path. This represents lost revenue for downtown Springfield businesses. His understanding was that West D street used to be a dead end and now it is used as a pass through during a lot of things including football games when traffic is bad on MLK. These are super high-risk situations for cyclists and pedestrians. He added that he thought elements of this design were from 5 years ago. He stated that he knows the City is aware of this and asked them to use their power to prioritize this and push hard. He added that the current design prioritizes automobile use a lot and sadly this is the case statewide. He asked that they prioritize active transportation over auto driving and parking. Operationalizing equity and climate change response in the City's capital improvements. He encouraged them to have the political leadership and the budgetary commitment to do this.

Patrick Kalita stated that he lives in Ward 2 and was excited to hear that there was a plan to fix West D Street but was then disappointed when he saw what the plan actually was. He stated that West D Street is a critical piece of bike infrastructure in Springfield. If you want to travel between most points between Eugene and Springfield nearly all routes involve West D Street. There is currently a sign at the West D Street greenway that says "Welcome to Springfield." To him it says "Well good luck." He does not feel that the proposed solution changes that sentiment. He stated that he has been aggressively passed on roads with sharrows and doesn't feel that they do that much. It doesn't feel that the proposed design will make West D Street feel inviting to those that want to link from that path to downtown Springfield. He encouraged the committee to look for other options that fully recognize how

vital West D street is for connecting Springfield and Eugene. He also asked that they seriously consider options that separates car and bike traffic even if that means removing on-street parking.

Carly Barrett stated that she resides in Ward 3. As a bike commuter she has been riding on West D Street a minimum of five days a week for 10 years. It is the only way to get on to the river path so it is very popular with cyclists, skate boarders, and pedestrians. It is also one of the only ways for some car traffic to get to and from their neighborhoods which has created a high level of user conflict. She has personally chosen to limit the distance that she is on the street due to user conflict issues. She stated that her impression was that because there is a hill drivers seem be less willing to give extra space when they pass since they can't see if a driver is coming in the other direction. Due to cars being parked on the west bound side of the road it forces people riding further into the west bound lane. This seems to make some drivers angry and they punish her by passing too close. She does not feel that sharrows will change this type of behavior. People who reside in this neighborhood are aware of the bike traffic and that seems to create extremes. Most of the drivers are courteous but some appear to be annoyed that they have to share the road with other types of users. She doesn't think that sharrows will keep those drivers behind her as she climbs the hill well below the speed limit. When they pass, they will be too close due to their line of sight being limited and they seem to be more willing to hit her on her bike than a vehicle traveling the other direction. She asked if they could come up with a design that eliminates the user conflict? West D Street is a gap in the cycling infrastructure and a safe connection between Island Park and the river path is definitely needed.

Emma Newman asked if the committee wanted to have any follow-up action items regarding tonight's public comment.

Kevin Campbell stated that he felt they should consider the public comment. There seems to be a strong opinion with members of the public and he would be interested to see what other options there would be.

Dennis Weirich stated that based on the comments they heard tonight along with the emails he felt they should look further into West D Street.

Allison Camp concurred that the subject needed further attention from the BPAC.

Councilor Moore asked if they could make sure that this information was being shared with the Council.

Emma Newman stated that she would help share the information with Council.

Approve June Meeting Minutes

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

Allison Camp seconded the motion.

All approved.

S. 28th Street Project

Jesse Jones displayed a map of Springfield. He stated that he was managing the S 28th Street project. He added that they are working with ODOT and Lane County to fund the design and construction. They are going to pave from South F Street down to the Mill Race / edge of the city limits. Jesse displayed on a satellite image the gravel section that will be paved. He stated that there will be pedestrian and bicycle facilities added as well. He displayed a cross section of the street looking to the north. He explained that there would be an offset 10-foot-wide multi-use path similar to the Middle Fork Path and the Mill Race Path. This is a very preliminary design and could go to construction next summer or the following summer. There is a lot of semi-truck traffic on this road so they are trying to keep things separated. He showed the preliminary design that included the driveway crossings and where it tied in with the Mill Race Path.

Jesse Jones lost his internet connectivity and temporarily left the meeting due to technological issues.

Emma Newman went on to explain the plans that were displayed shows where the Mill Race Path crosses and they have had some internal staff discussions about the connection. She explained that Booth Kelly Haul Rd is just to the right of the Mill Race Path in the view being displayed. They are trying to design it in such a way that there is bike/ped access to that but deterring cut through traffic of passenger vehicles on Booth Kelly Haul Rd. Emma concluded that they wanted to just give a brief overview of the project since BPAC had provided some feedback on it before to make sure bike/ped facilities were being included. The path will eventually be built to the north to tie into Main St, although that portion that is already paved is not being included at this time. To the west of this project area is where some of the Urban Growth Boundary expansion has occurred.

Allison Camp asked where this project came from?

Emma Newman stated there was regional transportation funding as part of a federal Congestion Mitigation Air Quality (CMAQ) transportation funding program. The City applied for that funding and it is paying for the transportation portion of the project.

Simon Daws stated that it seemed to be an isolated project, is there any possibility if funding comes available to extend it? He stated that he and a colleague were looking at Google Earth and thinking that there is a really cool connection there through S. 28th and M down to the Middle Fork Path. Any idea if in 5 or 10 years they will make that connection?

Emma Newman stated that there are plenty of opportunities for more connectivity. This project is paving from South F down to the city limits. The City is not going to pay for paving outside of the city limites but she thinks that the routing that he was talking about from South F over to S. 26th, there are some connectivity opportunities and it is something that they will be planning for. The northern section that's currently lacking some biking and pedestrian elements was funded initially, but due to increased construction costs and weighing different priorities Council decided to no longer fund that section and instead fund the Mill Street Reconstruct project.

Kevin Campbell asked if in the design there will be any elements on the new paved section that will slow traffic or warn the vehicle traffic that they are crossing a pedestrian bike path?

Michael Liebler stated that the existing crossing is a concrete section and it was meant to be a raised crossing bringing the pavement up to a table level. So that concrete raised crossing will be retained which will give you an asphalt to concrete transition which will give a visual as well as physical change at the Mill Race Path crossing. The ped crossing sign used to be in the gravel area because that is where the right-of-way line is at will be in a better orientation in the swale area heading south. It should be an overall improvement.

Kevin Campbell asked what the plan calls for speed limits in that area?

Emma Newman stated that it would probably be 25-30 MPH given the collector street classification.

Michael Liebler stated that right now it is a gravel road at 25 MPH right now and he doesn't think they are planning to increase that when it is paved.

Safe Routes to Schools Update

Laughton Elliott-DeAngelis stated that Safe Routes to School continues to adjust regionally to the ever-changing governmental response to COVID. The school district has their own response and it looks like they will have K-2nd grade in person. Their regional team is working on how they can most impact students virtually through virtual encouragement events. For example, scavenger hunts for the rock and roll challenge as well as virtual education resources. In terms of actual in person events, they had a couple over the summer. In May they had some budget to purchase some scooters, skateboards and bikes for students across all three districts. One donor donated \$5,000 to purchase bikes, scooters and skateboards. He added that today was their first in a series of helmet events that they are doing throughout the region. They gave away 160 helmets at Howard Elementary. They will be at Bethel tomorrow and then in 4J on Thursday. Unfortunately, they could not administrative approval for Springfield during this week but plan to do it in September. The last thing he wanted to share is the application for school infrastructure grant. The projects that they have applied for are funding for Douglas Gardens Elementary rapid flashing beacon on Jasper Rd and also on Jasper Rd at Mt Vernon Elementary there would also be a rapid flashing beacon at that crossing. They have an existing \$125,000 that is their cash match \$13,000 from Springfield Public Schools and the remaining \$112,000 from the MPO. Those qualify as match for the ODOT grant so hopefully they will fund this.

Bikes on LTD EmX Buses

Andrew Martin, a Development Planner at Lane Transit District, presented about Bikes on Busses. He stated that all of their busses have three spaces on bike racks. If the rack is full it is the driver's discretion if it is safe for a rider to bring their bike on the bus. All the fixed route busses have racks on the front of the bus. The EmX busses have racks on the inside and there are two different styles. The older style is like a school rack and the other the wheel is put in and pushed up. He shared a slide showing how many riders are bringing bikes on the bus. He added that the slide shows the average daily count but indicated that he knows they are undercounted due to the infrared sensors not counting the bikes and bus drivers having to push a button to manually count. They know there are over 400 bikes on an average weekdays, Saturdays and Sundays are somewhat less but service is less on those days. The

following slide showed use by month throughout the year. He stated that it changes throughout the year, which is to be expected. They are seeing a lot more in the summer than they are in December but it is still a lot with well over 4000 for the month. The next slide showed the number of bikes by route. He stated that EmX definitely has the most bikes but not the most by the number of people riding. For example, the Route 11 carries more bikes per rider than the EmX.

Emma Newman asked if he could clarify where these routes go?

Andrew Martin responded that he would go over the ones with the highest numbers. He stated that the Route 41 goes out Hwy 99 to WinCo and then along Barger to station by WalMart on West 11th where it meets the EmX. Routes 51 and 52 go out River Rd. and then split off. The Route 13 is on Centennial and Route 40 goes up Hwy 99 but splits off more into the neighborhoods. One thing he noted was the rural routes tend to have a lot of bikes on them. This is a complaint sometimes due to the rural routes only coming a few times a day so if you miss your bus due to there being no room for your bike the rider faces the difficult choice of leaving their bike or not getting on the bus and waiting 2-3 hours for the next one. Unfortunately, there is not a lot of great solutions for this operationally. The next slide presented showed the areas with the most bike use. Yellow indicated the least amount of bike activity and red the most. The most used corridors are the East-West Corridors, out West 11th in Eugene and headed East in Springfield on Main Street. He noted that these are also their highest ridership areas as well. He went on to say areas like River Rd, Hwy 99, Gateway are also high bike usage. He concluded by giving his contact information and asking if there were questions.

Teresa Roark asked if he could confirm if the bikes that were counted are actually ones that rode the bus rather than ones that were turned away?

Andrew Martin stated that these were all bikes that rode the bus. He is not aware that they track those that are declined but he felt it would be useful information to note where it is happening.

Revise/approve new Ground Rules and Protocols

Emma Newman stated that it is a little later in the year than they typically do this but since it is 2020, better late than never. She sent out the proposal for the amendments to the protocols and there were just a few minor things to make the document concise and fit on two pages. The only real substantive change was near the bottom which stated that BPAC member contact information was only to be used by others for BPAC related communication unless that member provided consent to use it for broader communication. She asked if there were any comments or proposed changes before voting.

Rosey Rosenberg asked if anyone was opposed to the changes.

Ground Rules and Protocols were unanimously approved.

Committee Recruitment

Emma Newman stated that it is August so it is time for committee recruitment. The City Council has had some conversations over the last year or so regarding boards, commissions, and committees with the

goal of having more consistency. One of the most recent pieces that has been approved and is going to implementation is doing a batch recruitment process. Essentially what that means is synching up the timelines for recruitment for the different committees. So, an individual could apply for and do one interview with Council but be interested in more than one committee. Some general dates for the recruitment are in late August and early September they will begin the announcement and acceptance of applications. The deadline for application submittal will be early to mid-October, applicant interviews in November, and appointment decisions will be near the end of the year. She asked for those who have served one term is there interest in reapplying? She reminded them that BPAC terms are now 3-year terms, which was a fairly recent change. Currently they have Allison Camp, Holly Rockwell, Sandy Coffin, Brian Sorensen and Karla Berg whose terms will be ending in December. Allison Camp is the only one who has served two consecutive terms and would need special permission if she wanted to serve a third consecutive term. She asked Sandy, Brian and Karla if they are thinking of reapplying for another term?

Sandy Coffin responded that although she has enjoyed it, she has other commitments so would not be reapplying.

Brian Sorensen stated that he was also not planning on reapplying.

Karla Berg also stated that she would not be reapplying.

Emma Newman stated that it looked like there would at least be 4 positions, if not 5, available. She asked that they start thinking about who they might spread the word to about the vacancies. She felt it was important to have the members reflect the demographics of the community. She added that they would be seeing more information in their email in the coming month.

Subcommittee Updates

Brian Sorensen gave an update from the Programming Subcommittee. He stated that they went over the 2020 Work Plan and reworked it with the current context in mind. They shuffled around some responsibilities and nixed a few events due to cancelations of public events due to Covid. He added that they are working on light distribution at some various locations.

Sandy Coffin added that they had suggested that the library might be an appropriate distribution point for lights for bike riders and the library has agreed to do that.

Allison Camp gave an update from the Planning Subcommittee. She stated that they revisited their Work Plan items and checked in with each project lead to make sure they were still relevant given the current context. The Covid physical distancing doesn't have as much impact on the planning items. A reminder of what is on their plate is keeping an eye on the improvements for West D Street, looking into bike fix it stations in the community, keeping bike share on the plan to see if it might extend into Springfield at some point, creating plans for when bike facilities terminate on the major roadways and reviewing the ADA transition plans. One thing that came out of the last meeting was ways to engage

volunteers that want to help with the BPAC but don't necessarily want to serve as committee members or don't have the time.

Kevin Campbell added that they had a very productive meeting with City staff where they were shown how to use the GIS data mapping system. The City already has a relatively thorough assessment of where there are existing sidewalks so committee members and other volunteers are aiding the City to do a physical inventory to make sure the information is accurate and also to input information about damaged sidewalks or other dangerous areas for bicyclists or pedestrians. They are hoping for a big push in August and September to cover the bulk of Springfield.

Updates

City of Springfield

Emma Newman stated that the City had a few updates. First thing she wanted to check was with the West D Street project there will be an interested parties list created soon and wanted to know if members wanted to be added to that list? No one said they did not want to be added to it. She went on to say that the 4th Street bike route was developed with a lot of work by her former intern Grace Kaplowitz and feedback from the BPAC and should be going to construction soon. Emma stated that it was brought to her attention that the Lane Transit District Sub-District Board position that represents West Springfield and North Eugene area is opening up. So, if anyone is interested in being appointed by the Governor to the LTD Board, feel free to contact her and she will pass on the information or they could contact Andrew Martin who presented this evening. She continued that ODOT is developing the 2024-2027 Statewide Transportation Improvement Program. It will be a document that shows where all the different transportation funding flows to. They are currently seeking input from Oregonians on what their priorities are for transportation. She will send out the survey associated with that. She stated that Laughton spoke about the Safe Routes to School funding application they will be submitting later this week. There are two other funding cycles coming up. The Oregon Community Paths Program, which statewide has about \$19 million in it for primarily off-street paths. She will be chatting with Planning Subcommittee about what they might want to put forward as an application for that. The other is the All Roads Transportation Safety (ARTS) program. They will be looking at area crash data and determine if there are areas they can apply for funding to improve safety. Last couple items, it was about a year and a half ago that the BPAC wrote a letter to Oregon Department of Transportation weighing in on a request for crosswalk enhancements on South A Street at 4th Street as well as improving the right turn lane and bike lane conflict on Main Street approaching 14th Street. Staff has been speaking with ODOT and there might be some minimal funding available. Lastly, there have been some travel surveys so she will start getting some reports and will pass those along so they can see what is being said by community members. Emma added that she wanted to remind people that there are quite a few future agenda items for October. So if there are any items coming out of the Subcommittees or items that you really want to see us get to, please let her know so we can include them when developing the agenda.

Simon Daws gave a Willamalane update. He stated that the Woodland Subdivision, which is along the old Booth Kelly haul road path, south of Daisy St and west of Bob Straub Pkwy, is under development

and part of that is improving that section of the old road with a 10-foot-wide bike and pedestrian path. Hopefully should be ready around Thanksgiving. There will be a second phase from S. 51st to about Bob Straub but he is not sure what the timeline is on that. There is an existing path but it is not in the best shape. He added that there has been some vegetation management along the Middle Fork Path to improve sight lines from Dorris Ranch to the intersection of the Mill Race Path. He went on to say that the Georgia Pacific Master Plan that they are working on is the pond where the Mill Race and the Middle Fork path intersect. They are still looking for more comments online for that management plan as well as the equestrian pilot program. Additionally, the kiosk signage at Eastgate Woodlands is going to be updated to include the path along West D Street on the map in the next couple months.

Steve Abbott gave an update on the Eugene Active Transportation Committee. He stated that they continue to meet monthly via Zoom. The Open Streets program started today. This is where the residential streets are closed except for local traffic to make it easier for biking and pedestrians. That started in Bethel at Hwy 99 and Roosevelt Blvd so they will see how that goes. Broadway Street for one block downtown closed in July for restaurant dining. The City Council adopted the e-scooter program that BPAC recommended. The City is looking for a vendor now. The City took over the management of the bike share program once Uber dropped the program. He went on to say that the 13th Avenue Protected Bikeway, which connects west Eugene to the University is under construction and should be completed in September. The South Willamette Project is also underway with bike lanes on each side.

Info Share

Allison Camp stated that on the future agenda items it states “speed on paths and e-bikes policy”, and as a result of the coronavirus more people are buying e-bikes. She noticed that there a lot more of them on the paths so they may want to have that discussion sooner than later.

Kevin Campbell added that the BPAC may want to address whether or not there is going to be a policy on electric scooters and if they will follow the same guidelines as e-bikes or have their own.

Emma Newman stated that she recently had a conversation with an ODOT staff person and there are a lot more conversations taking place at the state level over electric assist and electric motorized devices and what the appropriate use and rules for them should be. The Oregon Department of Transportation has established a Climate Office and they are doing more work along those lines. So, any input that they’d like to share with her would be great.

Rosey Rosenberg asked if there were any more comments.

Emma Newman added that there is a LaneACT meeting tomorrow night if anyone wanted to tune in. This is the Lane Area Commission on Transportation and they will be talking about the statewide transportation improvement program as well as the weaponization of vehicles and equity in transportation safety.

Dennis Weirich shared that he had a conversation with a lady on one of the bike paths over by the water way off of D. She was from New York and had been out here for two years and noticed that some of the

bike path sharing signs were updated and was impressed but a lot of people are not practicing path etiquette. More public education in that area would be welcomed.

Meeting adjourned.

Next Meeting: October 13, 2020; 6-7:30