



# Bicycle & Pedestrian Advisory Committee

## DRAFT Meeting Minutes

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October 13 – 6:00 to 7:30 pm

Virtual: GoToMeeting room

### Attendance

**Staff:** Michael Liebler, Emma Newman, Dawn Williams

**BPAC members:** Allison Camp, Holly Rockwell (Chair), Brian Sorensen, Sandy Coffin, Teresa Roark, Kevin Campbell, Sheri Moore (City Council Liaison), Steve Abbott (Eugene Active Transportation Committee Liaison), Laughton Elliott-DeAngelis (Safe Routes to School Liaison)

**Excused Absence:** Karla Berg, Dennis Weirich, Simon Daws (Willamalane Liaison)

**Unexcused Absence:** Michael (Rosey) Rosenberg (Vice-Chair), Andrew Landen (Planning Commission Liaison)

**Guests:** Eric Adams (Willamalane), Holle Schaper, Jeff Sakacsi, Jenna Berman (ODOT), Kevin Schaper, Brian McDermott, Patrick Kalita, Edward Zacharek

**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

Holle Schaper stated that she lives in ward 2 and wanted to share some of her experiences on West D Street. She has been past within a foot of her bike with her child in the front passenger area more times than she can count. At one point during the summer 75% of her family's interactions on West D Street were negative. This was either close passings or nearly being hit head on as cars passed other cyclists in the oncoming lane. She added that she has been cursed at, honked at and accelerated at on the street

that is the only connector to Eugene where she works or downtown Springfield where they like to spend evenings out. She thinks everyone here has had similar experiences and knows what she is talking about otherwise they would not have written a letter to Council and would not have been a priority for the last four years. She invited the committee to take one step further and make public comment about their experiences on West D Street and the ideas generated to help make it a safer street for active transportation. She stated that she served on the BPAC in 2016 and currently serves on the Budget Committee. She gives comment to Council at regular sessions and via email quite frequently about issues that are important to her. It is important for them to hear from this committee as well as members of Springfield on issues that are important. Providing them feedback on your experiences can help them understand why the need is there. Change can happen if enough people ask for the things they want to see. This could be a West D Street with separate bike facilities and traffic calming which would make it safer for all vulnerable road users. She asked that they share their experiences outside of the BPAC memorandum because the Council needs to hear from them as individuals.

Brian McDermott stated he is a Springfield resident. He stated that he frequents the West D Street section. He added that he is a regular bike rider, has done work with Cascadian Courier Collective, used to work with CAT, and most recently was a fleet technician for Peace Health Rides. He stated that he has also had numerous hairy experiences with his children on West D Street. This includes interactions with others on the sidewalk or with cars while traveling on the road. He felt it was one of the most dangerous places to ride a bike in all of Eugene/Springfield. He added that not only has he experienced numerous dangerous experiences but he has also witnessed several as well.

Patrick Kalita thanked the BPAC for their work on the West D Street upgrades. He stated that he had made comments a few weeks ago at the last meeting and all of those points still apply. He has read the draft of the letter to City Council and thinks it sounds great. He encouraged the committee to keep up the work on this issue.

Kevin Schaper stated that he encouraged the committee to move forward to sending this letter to Council and to continue to engage with them on this matter. He also suggested including pictures illustrating the number of riders on West D Street and the conflicts taking place. At any given time, the street is either flooded with riders or flooded with cars. He felt it would stay at the top of the BPAC's to do list until some sort of first-class bike facility is installed. He wanted them to view this project through the eyes of those who currently use the sidewalk. This came up some in the discussion a few months ago but he felt they weren't necessarily represented on this committee as much. He felt the project should cater to the less confident riders first.

Holly Rockwell thanked everyone for their comments. She added that they will be continually working on this until they get a few other designs for the public to comment on.

#### Approve August Meeting Minutes

Brian Sorensen moved to approve the minutes from the August meeting.

Allison Camp seconded the motion.

All approved.

### Oregon Active Transportation Liaison Update

Jenna Berman, ODOT Region 2 Active Transportation Liaison, gave an update presentation. She explained she would be covering her work and the Bike Bill, Active Transportation Needs Inventory, ADA update and ODOT projects in Springfield. She stated her role in active transportation covers region 2 which includes over 100 cities. She explained that she is an advocate bureaucrat (i.e. “advocrat”) who gets groups like the BPAC to work with as well as bring up active transportation IQ. Oregon has the Bike Bill of 1971. If a new road is built or an existing road is rebuilt they have to accommodate bike and walkways. The way that it comes into play today is there are these minimum requirements that aren’t that awesome. We have learned a little more about what people want and those minimum requirements are not what the majority of people are going to ride on so they are trying to update the Bike Bill.

Teresa Roark asked if the current Bike Bill only applied to State roads?

Jenna Berman responded that it applies to all roads. It also requires that a minimum of 1% of the gas tax goes to bike and pedestrian facilities. It is pretty easy for communities to check off that box since when they install roads they will have sidewalks or bike lanes. The problem is there is no trigger for how good of a facility is provided. Additionally, Oregon doesn’t build or rebuild roads very often since they don’t have the money. Most of the money goes to maintenance projects so the most realistic opportunities are for narrowing the lanes, buffering bike lanes, enhancing crossings and using paint and signs. She added that she did not want to be discouraging but when they do build new roads it’s exciting because they have better standards internally. So, then the big question becomes, how to implement and prioritize active transportation improvements with limited resources and opportunities?

Jenna continued her update by sharing that ODOT is currently working on a state-wide active transportation needs inventory. This will help identify bike and ped gaps on the State system. Hopefully all the paving projects will show the area they are paving and then she will do a layover showing the gaps in bike and ped. This should help fix some gaps during these “Fix-It” projects. This will be wrapping up and coming out in February. There will be a map that will be available to the public.

Jenna added that there is also ADA improvements happening. There was a large lawsuit where the settlement included fixing all the ramps and would also address complaints, concerns and suggestions. One came in from a vision impaired resident who wanted audible signals installed near Bob Straub Parkway. These things are the fastest things she is seeing getting done due to their obligation to do so. This is not super bike ped specific but can end up helping that system. She stated that one of the ways she is hoping this will become a leveraging opportunity is that she is involved with the team that will have the consultants that are going out to scope out all of these ramps so she is hoping that they will find all these gaps in the process.

Jenna shared that for the projects that are happening they have new updated guidance called the Blueprint for Urban Design. It is context driven instead of one size fits all like the Bike Bill and there is a

bike facility design matrix. Based on the speeds and volumes of vehicles on the roadways, it makes recommendations starting from super fancy, separated bike facilities to shared lane scenarios. She added that it would be interesting to input the data from West D street and see where that matrix states it should be.

Jenna wrapped up by sharing about Springfield area projects. Emma and her are working on a couple things together. Interestingly, the Bike Bill has generated some money at the regional level. They are working on a project on South A Street at 4<sup>th</sup> Street to install an enhanced crossing as well as on Main Street at 14<sup>th</sup> Street to improve a bike right-hook issue. Additionally, she has worked on a Safe Routes to School application for the Main Street, Bob Straub, 54<sup>th</sup> Street area where there have been some tragic incidents. They are not sure if they will get it or not but they are applying. They should have an answer some time in December.

#### Committee Recruitment

Emma Newman stated that committee recruitment is underway. She sent a flyer out to the committee members. The applications are due by 5pm on October 23<sup>rd</sup>. People can either submit to the City Manager's Office or email them directly to her. The applications is available on the city website under boards, committees and commissions, click on "Get Involved". She stated that it is also on the BPAC page and stated that if anyone hasn't looked at that page lately she has been updating it. She stated that there are currently five positions that Council is recruiting for. New this time is batch recruitment. There are multiple different City boards, committees, and commissions that are recruiting right now and they are listed on that webpage.

#### West D Street Communication to Council

Emma Newman stated that there were two different sets of materials that were sent out and they are also on the committee website. There is the West D Street communication, which was a call out to committee members for input that she compiled into one document. This was when they thought there was going to be a Council work session next week and they were trying to work towards a verbal update with some concise points. She added that Holly also drafted a letter and she shared both documents with the attendees. She stated that Council is not meeting on this topic next week so that gives them a little more flexibility on how they would like to communicate.

Holly Rockwell stated that her goal was to combine all of the public comment they had received into a letter that communicates a clear request to Council of what the active transportation community would like to see in these couple blocks. She asked the committee if they had time to review it and provide feedback. She also asked Councilor Moore what she felt the Council needs to move forward with these requests.

Councilor Moore felt that what would help the most is some visuals. The words really describe what you are asking but someone taking some pictures as long West D Street would help. She indicated that she had been over there and just watched. She asked Emma Newman if the biggest issue was the on street parking?

Emma Newman indicated that they have determined that there is limited space and the question is what to do with that space. What is the realm of possibilities that Council would like staff to look at?

Councilor Moore asked if the ask is to eliminate on-street parking?

Emma Newman stated it was definitely an option.

Councilor Moore stated that will probably get push back but that is why they need to be really upfront and creative with the room to create a path. She stated that on East Amazon they have those delineators, is that something they have discussed using?

Emma Newman stated that is something the project team is discussing. She added that she wanted to make it clear that Kristi Krueger is the Project Manager and she is not here to speak as the lead on the project. Holly, Kristi and herself will be meeting on Friday to discuss the project.

Councilor Moore stated that one of the priorities should be some visuals submitted to Council so they can see what they are talking about.

Holly Rockwell stated that she also liked Kevin's idea of capturing pictures of the conflicts they are seeing. Mostly what she has heard that the BPAC is asking is that they want Council to direct city staff to come up with multiple options so that when they get public comment there is more than one concept. One of those being the elimination of on-street parking. How does the rest of the committee feel about this direction?

Allison Camp stated that she felt the letter captures that but wondered if they could call it out even more so in the first paragraph.

Holly Rockwell stated that is what she felt she needed help with.

Teresa Roark asked if they were thinking of submitting both documents.

Holly Rockwell stated that was the question that the committee needs to decide.

Brian Sorensen stated that he felt the letter was great and he also liked the concise nature of the draft points be submitted to Council. He also felt that a call to action was valuable. He added that he wasn't sure if giving all of this to a Council that is trying to select a new mayor and deal with a use of force investigation is the best use of their time. He felt that being concise, having visuals, and a clear call to action would be best.

Holly Rockwell stated that they need to figure out what their call to action in a concise way should be.

Kevin Campbell stated he felt they should select a committee member to capture some of what was stated in the public comment in the letter.

Holly Rockwell asked if they wanted to put together some sort of packet to provide to Council including pictures and a concise point or do they want to try and do something different?

Emma Newman stated that if they wanted to submit a packet that included visuals it could be submitted to the full Council when they receive packets the week before their meetings. BPAC has done this with their end of year report and paired it with verbal comments. She asked if Councilor Moore had any preferences since the project hasn't formally launched yet.

Councilor Moore responded that it is a request of what they would like to see. She stated that it is difficult because money is always an issue but it is prioritizing. She added that they can make it a priority by people continuing to beat the drum. She was trying to get Councilor Steve Moe to go up there and walk with her and maybe bring Councilors there one by one. It may be a better way by having them experience it.

Holly Rockwell asked if they want to take some sort of action tonight.

Teresa asked if they could submit everything at different times so that it is on the agenda multiple times.

Holly Rockwell stated that what Brian said was important in that they need to remain concise. Visuals are important and personal engagement with the Councilors will probably be the most effective. She doesn't think sending more is better. She stated that she tried to consolidate everything they had into a letter. She asked if there is there a better way to present it than that letter.

Kevin Campbell felt that they should move forward with the letter with some minor changes to the language and then multimedia can go with it.

Holly Rockwell asked if anyone could address specific points in the letter that should be changed. Holly stated that the third paragraph was the beginning of the letter and the first two paragraphs outlined the history and context. The third paragraph states that the concept we were shown was not adequate. No one that uses the trail feels that this solves the current problems. The other paragraphs request a public engagement process. Her thought is that she doesn't want Council to make the decision on the on-street parking she wants the community to be involved in that decision. She added that she wasn't sure the best way to communicate that in the letter but that is what she is trying to say.

Brian Sorensen stated that he thinks that they have a lot of examples of why this design does not suffice and if they add some pictures or video, plus they have committee members that can speak passionately about this issue. He suggested that if they produce one-page effective communication illustrating all the issues and ways they could see potentially improving the corridor and then have someone speak at the Council meeting from the BPAC, it would produce a pretty clear case of what the public and the BPAC feel needs to be done.

Holly Rockwell asked how this specifically improves this letter?

Brian Sorensen stated that he is suggesting in lieu of a letter someone from the BPAC go to the Council and make the ask verbally.

Holly Rockwell stated that she has done her part by writing the letter and if they don't like it they need to tell her what needs to be said. She has taken the public comment and consolidated it the best she can. She has done all she can do and asked what the rest of the committee wants to do with this.

Kevin Campbell said he felt they were on the right track and he would be happy to do a revision. He added where they make their request to city staff for multiple designs, they should probably eliminate some of the language after it. The second paragraph demonstrates how people are using the path. Where the true-ask statement is, they may want to make a second statement after it with a similar community reference.

Holly Rockwell stated that she hears what Brian is saying, but if she goes to Council and speaks for 3 minutes she needs to have a letter that she is reading.

Emma Newman did a time check and stated that they have a Planning Subcommittee meeting in November where they could continue this discussion since it is on their work plan. She stated that they have time if they want to work on this more in November and bring it to the full committee meeting in December for approval. Then, they could present it with the end of year report.

Kevin Campbell asked if Holly was comfortable with him doing a revision and capturing some photos.

Holly Rockwell confirmed that she was.

Kevin stated that he would work on it this week and email the committee with what he comes up with.

Teresa Roark stated that she noticed that the bullet points labeled dedicated separate bike facility and robust public engagement as articulations to the ask to Council and wondered if some of that language might make it into the letter.

Holly Rockwell stated that she hated the word facility and felt that Council wants to hear separated lanes so it's clear what they are. When you read the letter do you see a dedicated ask for a separated bike lane.

Teresa Roark responded that personally she thinks the language around that ask, specifically the sentence "dedicated lanes for different types of transportation modes sharing the road" could clarify that the lanes would be a dedicated bike lane and one would be a pedestrian or alternate user lane and then there would still be a car lane. She stated that when she reads that paragraph it sounds like all road users are merged together.

Holly Rockwell responded that what she understands from Allison Camp's input is, let's not tell Council how to design the road, let's tell them we want a lot of options. She asked if that was correct?

Allison Camp responded that she didn't think that was her comment specifically but that she thought it was said at their last subcommittee meeting or last BPAC meeting.

Holly Rockwell stated that she didn't think they would have time to approve anything tonight but appreciates Kevin working on it and then having people look over it and clarify what our ask is to the Council. She added that she didn't think they could approve anything in the subcommittee meeting.

Emma Newman stated that they can work on it and then take formal action on it at the December meeting.

#### Subcommittee Updates

Kevin Campbell gave an update on the Pedestrian Network Inventory. He stated that they are making progress and if anyone would like to help out they could use help. He stated there isn't much of an update right now, they just have to keep working on it.

Teresa Roark stated there was no update at this time for the Fix-It stations.

Brian Sorensen gave an update on the Light Giveaways. He stated they distributed 90 light up bracelets to the Ebbert church and 110 frog bike lights.

Sandy Coffin added that the Library has agreed to hand out lights. She asked if they should have people sign for them or just hand them out.

Emma Newman stated that they could just hand them out. She talked to one of the librarians and they are planning on doing some social media posts that will include this.

Sandy Coffin added that right now they are open for computer use by appointment and her guess is that many of those people making those appointments are the same people that would benefit from having bike lights.

#### Develop Draft 2020 BPAC Annual Report

Emma Newman stated that she had developed a draft end of year report and she wanted to check with committee members to see if there were any sections missing. There will be a revised updated draft brought forward in December for their approval and then it will be presented as a packet to Council. So far there is a brief overview, a note about COVID making it a little more difficult to implement the work plan. There is the 4<sup>th</sup> Street bike route which will hopefully be completed by the end of this year. The South A at 4<sup>th</sup> Street crossing that Jenna spoke about which includes a link to the letter of support. The section on the Pedestrian Network Inventory needs to be filled in a little more. She pointed out the section on West D Street, which has more to come. The last two sections are the light distribution and the bike fix it stations. She asked if there was anything else that was missing from this year. She added that even in this challenging year there was a lot of great stuff happening and she thanked the committee for volunteering.

#### **Updates**

#### City of Springfield

Emma Newman gave updates from the City of Springfield. She stated that the school crossing projects were well under way. There were three crossing improvements that are under construction right now. One being a raised crossing in front of Two Rivers-Dos Rios Elementary on G Street, a rapid flashing beacon crossing on 21<sup>st</sup> at H Street by Maple Elementary and ADA ramps on 5<sup>th</sup> Street at M Street near Hamlin Middle School. She displayed a slide showing the locations for the ODOT funding that Jenna Berman spoke about, which is an enhanced crosswalk with markings on the west side of the intersection on South A at 4<sup>th</sup> Street which is a high pedestrian use area. She went on to say that funding is also addressing this right hook situation where the bike lane is situated where a lot of vehicles are turning right across it on Main Street approaching 14<sup>th</sup> Street. They are working with ODOT to shift the lanes and add a dedicated right turn lane. She stated that Virginia-Daisy Bikeway construction is underway. There are storm water swales, raised crossings and a tree well narrowing the curbs in some places. Then she wanted to update them that there is a statewide transportation grant opportunity called the Oregon Community Paths Program. She spoke with Willamalane and the City's Executive Team and she is working with the engineers to put together an application for project refinement for two multi-use paths. PB-31 is the Moe Mountain path that Willamalane has already done a feasibility study for the section that they own along the green park segment but they still have some work to do to figure out how to get from the cul-de-sac down to 42<sup>nd</sup> Street and Marcola Road. PB-32 is the McKenzie River Connector path and that would connect the existing McKenzie Levee path along 42<sup>nd</sup> street out to Highbanks Road. This helps provide an east/west regional bike route that otherwise people would have to go to Main Street or Daisy Street to get from Thurston to mid-Springfield. Willamalane has a great sign that shows the future multi-use path. Its is currently gravel and not well developed so don't go out there thinking it is a functional bike route facility.

Holly Rockwell asked if she knew anything about using the train tracks area there.

Emma Newman responded that is currently what they are working on and part of why more feasibility and planning work is needed.

Kevin Campbell stated that he had a Springfield resident tell him that she has lived here for twenty years and the biggest issue is that there is not another east/west route for bikes and pedestrians in that area. He stated she said that she was pretty sure this has been on their twenty-year plan for over twenty years.

Emma Newman stated that she has been reviewing the McKenzie River Oxbow Natural Area Master Plan from 2001 and it talks about the different agencies and the need for a connection there and that references even earlier planning in the 1980s.

Emma continued the City updates by sharing that there is a great event that the City is helping sponsor online October 28<sup>th</sup>, Tamika Butler is speaking about the intersection of racism in transportation. The last thing that she wanted to ask about is if anyone does not want to be added to the interested parties list for the Lane County Bicycle Master Plan project. The other thing they are working on is deciding what to apply for as part of the State safety grant program. That is a data driven program where they determine where they can best use limited funds to solve some safety problems.

Councilor Moore asked Emma to speak about her appointment to the State committee and that we have a voice in Salem.

Emma Newman stated that the Land Conservation and Development Commission is kicking off a process to change some of the transportation rules as well as some of the other related rules for greenhouse gas emission reduction planning. They have established a rulemaking advisory committee with stakeholders from areas across the state to help develop draft amendments and that will eventually go through the adoption process. She added that she has been selected to serve on that committee representing the City of Springfield.

### Liaison Updates

Laughton Elliott-DeAngelis stated that Free Bikes 4 Kidz has received over 200 bikes this year. They put out a shared document to all of the schools and they received an overwhelming response with 65 students requesting a bike through their teachers. Last year they only had 14 requests. They were able to fulfil 30 requests for bikes and they still have about 25 scooters and some skateboards from the scooter giveaway earlier this year. He is hoping to be able to fulfil some sort of equipment for every student on that list.

Steve Abbott gave an update on Eugene Active Transportation Committee. He stated that the 13<sup>th</sup> Avenue two-way bike way is now going to be opening the week of October 23<sup>rd</sup>-30<sup>th</sup>. There will be high tech camera activated bike signals. The City has sent out Requests for Information (RFIs) for the bike share program and they got approximately 9 qualified vendors interested in running the program.

Eric Adams gave an update for Willamalane. He stated that they are in the process of partnering with Hayden Homes to develop the Woodland Ridge subdivision just south of Daisy Street. They will be redeveloping the section between Daisy and 57<sup>th</sup> as a new multiuse path consistent their design standards and the City's as well. That should be completed sometime later this fall. One thing they are curious about is if the BPAC has any comments or suggestions on what they might want to identify that section of that multiuse path as. In their comprehensive planning they call it out as Weyerhaeuser Haul Road path. The segment to the east, which goes from Bob Straub Parkway to Wallace Creek Road, is called out at the Thurston Hills multiuse path. The City identifies that section as the Haul Road path. They may wait until a more unified naming convention is agreed upon with the City and Willamalane. They recognize with that new path coming online in a couple of months that it would good idea to have some wayfinding signage. He stated that if they had any ideas on that to send them to Emma or Simon. The last update he had was that they are currently in the process advancing some concept plans for Pierce property, which is a 5.75-acre property that they own just north of the EWEB path and Briggs Middle School. Currently the plans are to develop a new neighborhood scale park within the next year to help support the new neighborhood. There was a public open house last Wednesday and they received some great participation there. There is also currently an online survey that people can take which will remain open until the end of the month at [Willamalane.org/piercepark](http://Willamalane.org/piercepark).

Kevin Campbell stated that he felt that they should not continue to use the name Weyerhaeuser in the path name unless that corporation is associated with it post purchase.

Holly Rockwell stated she found the sign from Moe Mountain that Emma shared earlier really helpful. Even though it doesn't exist yet, it still shows what the intended connection is.

Emma Newman asked if the committee wanted the path naming as a future agenda item.

The committee responded that they would.

Emma Newman stated that she would coordinate with Willamalane on timing for that.

**Next Meeting: December 8, 2020; 6-7:30**

DRAFT