Bicycle & Pedestrian Advisory Committee

Meeting Minutes

December 8th – 6:00 to 7:30 pm

Via GoToMeeting Virtual Meeting

Attendance

Staff:	Michael Liebler, Emma Newman, Molly Markarian, Dawn Williams
BPAC members:	Allison Camp, Brian Sorensen, Holly Rockwell, Steve Abbott (Eugene ATC Liaison), Karla Berg, Teresa Roark, Dennis Weirich, Kevin Campbell, Simon Daws (Willamalane Liaison)
Absence(s):	Sheri Moore (City Council Liaison), Laughton Elliott-DeAngelis (Safe Routes to School Liaison), Michael (Rosey) Rosenberg
Guest(s):	Mitchell Coon, Jeff Sakacsi, Joe Pruski, Julia Johnson, David Leedom, Bryce Mayall

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

Emma Newman noted that there were a few grammatical changes that were submitted by Sandy Coffin.

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

Brian Sorensen seconded the motion.

All approved.

Committee Appointment Updates

Emma Newman stated that they have completed the recruitment process for this next year. The new members are Julia Johnson, Joe Pruski, Jeff Sakacsi, Bryce Mayall, Mitchell Coon and David Leedom. She added that they were appointed by the City Council to serve starting in January for a three-year term. She added that if time allows they will have a reflection at the end of this meeting to recognize the outgoing members; Allison Camp, Holly Rockwell, Sandy Coffin, Brian Sorensen, Karla Berg, Rosey Rosenberg and Councilor Moore for their service on the committee.

Main Street Safety Project

Molly Markarian, Senior Planner with the City of Springfield and Project Manager for the Main Street Safety Project, stated that the project is a collaborative effort with ODOT. She explained that she would be giving a brief refresher and overview of the project and then would take feedback. The plan is to start drafting the Facility Plan for Council consideration this summer. She started with the project purpose statement, "*The purpose of the Main Street Safety Project is to select infrastructure solutions that will make Main Street safer for people walking, biking, driving and taking transit*". She explained that they see a high rate of rear end and turning movement crashes on the Main Street corridor which is common with urban streets that have a lot of driveways and intersections, but 80% is particularly high. They are using data from 2012 to 2017 that shows a correlation between those primary crash types and the primary causes of failing to yield right of way and following too closely. She noted that a subset of all crashes which are fatal and severe crashes, 38% are also failing to yield, following to close or disregarding a traffic signal.

Molly shared a slide that outlined the key project milestones. She explained that at each stage they have engaged the community to get feedback. There are 3 major rounds of engagement and they are currently in the "*Recommended Solutions"* stage of the project. They have heard from businesses, property owners, city Council and the broader community that they need to address the safety problem on Main Street while balancing safety infrastructure developments with impacts to businesses. Their recommendation is a tool box of safety infrastructure elements that can be selected, designed and constructed working with business and property owners to balance safety with their concerns. The recommended infrastructure elements in this tool box are roundabouts, raised medians, upgrades to pedestrian and bike facilities. Design and construction would occur when funding is secured for each identified segment along Main Street over the next 5 to 20 years.

Molly shared that they are recommending both short and long term recommendations for the street cross sections. In the short term, the recommendation is to keep the cross section much like it is today on Main Street, which will allow them to more quickly implement the median recommendations which will have the biggest impact on safety. In the long-term they are recommending cross sections that will balance total street width while improving the safety and comfort of people walking and biking. This is

an example of them responding to the input from the community. For the lion's share of Main Street, they are recommending the balanced street width. For approximately 4 blocks of Main Street (near 54th Street and Bob Straub Parkway) they are proposing the active transportation enhanced cross section given that they already have a lot of existing right-of-way in that area and there are few driveways. She went on to say that another tool is raised medians because they can do the most to reduce conflicts and move turns to safer locations. Additionally, they can make pedestrian crossings safer. The recommendation is for significant coverage of raised medians on Main Street with as many breaks for left and U-turns as possible to reduce out of direction travel. The guiding principles are intended to help future design teams select the appropriate layout for the medians.

As previously mentioned they are still in the planning phase and the Facility Plan is intended to act as a blueprint to guide future design. The principles reflect what was heard from the community to date that would be most important for the raised median. For those who had a chance to take a look at the fact sheet that Emma Newman sent out, they covered some highlights of the guiding principles and all of those can be found in the project's technical memos that staff provided links to. Some key highlights would be to keep openings at intersections, allow left turns and U-turns at minor streets where possible, keep left-turn access to major traffic generators and allowing for emergency vehicle access.

Molly shared a slide titled "Raised Median Framework" and explained that the figure on the slide shows the relationship between raised median design, safety and access. Their recommendation for Main Street is the balancing safety and access approach in the middle. This use of raised medians when combined with roundabouts would reduce crashes by nearly half and limit out of direction traffic for business travel to about 30 seconds which is consistent with the feedback they have received from the public to date. People have seemed comfortable with 30-60 seconds in additional delay in exchange for safety improvements. The last major component to the toolbox relates to intersection control. The crash reduction that they would be looking at if they combined raised medians with roundabouts would be a significant decrease in crashes. Roundabouts help them facilitate implementing medians by making U-turns easier for passenger vehicles and enabling overall freight trucks to make U-turns. Roundabouts are recommended for the long-term solution for Main Street. As they acquire funding, roundabouts would be added in phases. This is another example of location specific and gradual implementation of the Facility Plan.

Molly shared a slide titled "Intersection Control" and explained that it showed prioritization of phasing for roundabouts based on the project goals and objectives. Higher priority tiers are near the more centralized locations on the corridor at 42nd, 48th and 54th and then tiering out from there for later implementation. Next she shared graphics that were also in the fact sheet and are a sample of what their recommendation could look like on Main Street and not necessarily how it will end up with detailed input and detailed design but it does show roundabouts at major intersections, U-turns at many un-signalized intersections, and either buffered bike lanes or raised cycle track. She then left it open for discussion and questions.

Dennis Weirich asked how truck traffic responds to roundabouts?

Michael Liebler stated that he felt opinions vary but all of their roundabouts are designed with trucks in mind. Depending on the type of route that they put a roundabout on it maybe a WB50 but most of these state facilities and highways would be designed for a WB67 vehicle. He added that it is a good amount of work going through Oregon Department of Transportation freight mobility boards and their trucking lobby boards just to work with them and show them what they are doing in terms of narrowing a hole in the air. At roundabouts it is mostly showing them that they can perform the turning maneuvers in the different directions that they need to. They were very successful with the Franklin Blvd roundabouts getting through motor carrier for that review. The trucking industry has evolved over the past 4 or 5 years and Oregon has become more pro truck friendly towards roundabouts.

Dennis Weirich stated that the reason he asked was because he used to drive truck and he knows how tight it can be.

Michael Liebler responded that on the two-lane roundabouts they get to use both lanes. On single lanes they design for truck aprons and other things. If they have a really sensitive load the truck aprons may not be as great but trucks are usually pretty good with roundabouts.

Dennis Weirich responded that when he was driving they only allowed 40-foot trailers but that is now up to 53-foot.

Michael Liebler stated that they design for a WB67, which is a very large and long design vehicle to allow for truck movement. The design vehicle will vary based on the functional class but the WB67 is the design vehicle which is a rather large wheel-base.

Brian Sorensen asked about the raised medians. He thinks they have had some evidence near 67th Street that physical obstructions in the median can sometimes be hazardous to drivers that engage in roadway departures. Is there any concern about people leaving the lane and ping-ponging off the median and causing more damage?

Michael Liebler stated that it is not a guard rail and ODOT has different types of medians. Typically, what they put in is a mountable median. It kind of acts like a rumble strip if you are drunk or if you are tired and that should wake you up. He added that they usually have striping and markings to help as well. The medians and curbs in general are very mountable. He stated that he can show so videos where the tire rolls right up on it. So this median will not allow for ping ponging.

Holly Rockwell asked if she heard correctly that there would be nine roundabouts on Main Street?

Molly Markarian responded that they are proposing roundabouts at all major intersections but they are very costly so they are saying if they look ahead 20 years this is the order we should attempt to implement the roundabouts.

Karla Berg asked if the medians they are talking about would be skinny or fatter ones since she also heard talk of some bike improvements?

Molly Markarian responded that the median that they are proposing is either 8 or 9 feet depending on the location on the corridor. ODOT requires a certain shy distance between the raised median and the travel lane so that is what the additional width is for. The reason it has to be that wide is for additional turn lanes that they will have at intersections. It is also a refuge for pedestrians crossing the street.

Kevin Campbell asked how would the bike lane or cycle track be routed through the roundabouts?

Michael Liebler responded that if it is a bike lane typically there would be a wider sidewalk along the edge and then the individual crossings would be semi signalized with rapid flashing beacons. If they had setback sidewalks with a multi-use path, then there would be an rapid flashing beacon crossing over multi-lane approaches and exits of the roundabouts. There is always the option to enter with the stream of traffic. The City put an instructional video together with Andy Limbird where he demonstrates every option for riding a bike through the roundabout at the Pioneer Parkway.

Teresa Roark asked what the current volume of freight truck traffic there is and if they anticipate that changing?

Molly Markarian stated that they have a draft presentation for the Mobility Advisory Committee that has that data in it but she does not have it with her now.

Emma Newman stated that she may be able to help track down that information. She believed that currently around 3% of the traffic is freight. She is not sure if they have projected that to go one way or the other.

Michael Liebler added that this is a long corridor so there are intersections that are more heavily used by freight than others. He imagined that 28th and Main would have a higher percentage due to all the industrial and logging trucks there. So different intersections would have different freight percentages. If they really wanted to get into it, they could talk to LCOG and ask them if they have any future forecasts for the planning horizon. He doesn't foresee much of increase from today.

Molly Markarian added that her contact information is on the fact sheet and they would love to hear their feedback on the recommendations.

<u>Bike Fix-It Stations</u>

Teresa Roark stated that the Planning Subcommittee has an update on the bike fix-it stations, which was one of their action items for the year. She explained that a bike fix-it station is a self-contained collection of tools for minor bike repairs. Thanks to Emma Newman there is funding from the city for up to 3 stations. There are no resources at this time for the ongoing maintenance of them. As part of the subcommittee's work they have had conversations with other communities and other jurisdictions as well as Willamalane about the stations and on-going maintenance costs identified as an important issue. They identified their goals, target audience and assumptions of available funds. They have come up with strategies for accomplishing their goals. One of those being the fix-it stations and the other being bike pumps and tools available at businesses. After some discussion the planning subcommittee would like to propose to BPAC that they recommend to the City Council they continue implementing Bike Fix-It

Stations. That they purchase and install two stations and reserve the remaining identified funding for maintenance. They also would like to recommend installing them in locations with different conditions and monitor the impact. They brainstormed a list of potential locations, the top four being Gateway Station, Downtown Transit Station, Downtown Public Safety Building, and the Springfield Library. Having done no feasibility studies they don't know if any of these locations will work but they'd like to recommend 2 bike fix-it stations to the Council and that they consider these locations.

Holly Rockwell commended Teresa for the hard work she had put into this presentation.

Teresa Roark asked if it was appropriate to ask for the BPAC's approval to make a recommendation to Council?

Emma Newman stated that she appreciated all the information that Teresa provided but she thinks this will likely be something that staff will consider as they work on implementing the grant. She is not sure that this is something that rises to the level of something to present to City Council. She added that Michael and her were all ears and loved their input on how they can best serve the community. If they want to provide input on possibly narrowing to two locations that's fine too. She added that she is listening and willing to take any feedback they have to offer as they move forward with this project.

Teresa Roark stated that they should consider this a formal recommendation to City Transportation Planning staff for the implementation of Bike Fix-It Stations.

Emma Neman asked if there were any top priorities for location? She said it is good to have more than one since there hasn't been any feasibility studies done.

Simon Daws stated that Willamalane has a fix-it station at Thurston Hills trailhead. He said that a couple of his colleagues said it was pretty well used and well respected.

Kevin Campbell stated that he thought the Downtown Transit Station makes a lot of sense due to its high volume and that it is nearby to the other locations. He added that he believed LTD had almost 24-hour security there.

Brian Sorensen added that he also liked the idea of the transit station. Additionally, he thought the Bob Keefer Center or the Swim Center may also be good potential locations.

Simon Daws stated that he couldn't guarantee a vandalism free location at the Bob Keefer Center. They do have vandalism that occurs there. He added that he doesn't see too many bikes at those locations.

Holly Rockwell stated that the Public Safety Building and the Gateway Transit Station are the ideal locations in her mind.

Teresa Roark stated that she also liked the idea of having the Gateway Transit Station or a similar popular location in the Gateway neighborhood. She added that having them at transit stations made sense to her and may offer opportunities to have them at additional transit stations in the future.

<u>West D Street Communication to Council</u>

Emma Newman stated that since the last full BPAC meeting there has been a series of conversations and now the Planning Subcommittee has brought forward a revised draft letter. Emma displayed the letter on the screen and stated that, as discussed at the last meeting, there was also a desire to have visuals to help convey the situation. She also had heard from a committee member that there was a desire to include pedestrians more in this communication. The potential solution could be just adding in the word "pedestrian" in a paragraph she displayed on the screen.

Holly Rockwell felt this was a good draft to send forward to the Council. She did feel that there was one minor word change that should be made. In the fourth paragraph it states "*it is the consensus of the committee*" and she is requesting it be changed to "*members of the committee*" instead. She stated that it may be a small change but feels she is not in consensus so it wouldn't be fair to say "*consensus of the committee*". She added that she wanted to voice for the record that she doesn't feel there is a consensus. She felt that with the constraints of COVID it did not allow the committee to have the discussion needed and felt that the consensus of this letter is from the cycling community and felt there should be a larger conversation with the pedestrian community. She added that she does want this to go forward but there needs to be an acknowledgement that there needs to be a broader discussion for those who are not cyclists.

Emma Newman stated that she wanted to note that Allison Camp had stated in chat that she was in support of the change.

Brian Sorensen stated that he was not opposed to the change in the wording. He added that the word "consensus" was chosen on purpose because there was an agreement that they had settled on one thing. What he had initially thought when reading one of the previous drafts of the letter that instead of signing it "members of the committee" we could have individual members sign or not sign.

Emma Newman stated that in their ground rules and protocols there is language stating that the committee will strive to reach consensus, but it is important to have the different perspectives and viewpoints communicated to Council. Opinions that vary from the majority of the group can be communicated as well. Staff will help get it into the Council packet once the committee acts.

Karla Berg agreed with Brian Sorensen and have those who are in agreement sign the letter because though she has not argued about it she does not agree with the letter.

Holly Rockwell stated that she felt some sort of movement should be made but she doesn't agree with this. Since they haven't been allowed to speak in person that there hasn't been a real discussion so she doesn't feel there is a consensus and she personally objects to this letter.

Allison Camp stated that there is concern over putting something in front of Council that this whole group doesn't support as a unit. She felt that this project is contentious enough that they as a body would benefit from the goals they are trying to achieve a unified vision supported by everyone.

Holly Rockwell stated that they don't have a unified vision and they haven't heard from those who are not cyclists. But the fact is that it is going to move forward without that consensus. She asked what the committee wants to say to Council without a consensus.

Michael Liebler added that they really need the rest of BPAC to step up and provide comment on this and let their opinions to be known.

Teresa Roark felt that the strength of a recommendation from BPAC is that it is a BPAC recommendation. If the BPAC does not have a recommendation to Council, then BPAC doesn't have a recommendation to Council. She added that she as an individual can contact her Councilor and deliver her views and that seems like the equivalent to having just a handful of members sign this letter.

Allison Camp stated that she felt the main points they want to convey about this project is that it is a very important project for the physical safety for other road users and it needs further attention.

Dennis Weirich stated that he agrees with Holly that there are some issues with some of the wording but he is willing to let it go forward as a pedestrian and he would sign it.

Holly Rockwell stated that the feeling she gets from the committee is there is acceptance moving forward but for her the word "consensus" is stronger than what they have. She also felt that the majority of them won't be on the BPAC next year so she would like to move forward with what Allison is saying. They all agree there should be increased pedestrian space here and the next BPAC in the coming years needs to direct Council in a more appropriate way when they have more time to come to actual consensus. She asked if they could all agree that they want more pedestrian space?

Allison stated she is not sure if "pedestrian space" is the best way to approach the problem. She thinks the issue that they are trying to convey is that it is not safe for people on bikes or on foot. She is also curious which part of the letter is a pain point for Holly and if there is a way that they could edit it?

Holly Rockwell responded that her issue was only with the word "consensus" because if she can't speak to the others in person it doesn't feel like she has a had a discussion. She added that when 40% of the users of this space are cyclists then 60% of the users are not being heard. If we just say that "members of the BPAC, that's code word for cyclists, want this" then cool let's say that. But then leave it for next year's BPAC to actually discuss and they can have consensus.

Emma Newman stated that she is hearing two potential routes forward. She is hearing general support to communicate something. A lot of work has gone into this and has shown the proposed changes to the "members of the committee recommend" and have also added "the pedestrian traffic" piece. That removes the "consensus" wording and concern. There could be a few different options for the signature.

Holly Rockwell stated that she 100% supports all the pictures and the work that Brian did on the pictures and the wording it is amazing and should go forward to Council. Her only objection is she doesn't think that they have heard from pedestrians and have only heard from cyclists. She wants to make sure that

there is room for people who skateboard, scooter, use wheelchairs, walk, there is so many levels of pedestrians and those haven't spoken in her opinion.

Michael Liebler asked Emma if maybe doing a role call and getting a yea or nay from the members as to how they feel with the changes that were made would be good?

Emma Newman responded that would be a good way to know where people are at.

Teresa Roark asked if they were looking for a simple majority?

Emma Newman stated that it was information gathering to see where individuals are at and then with that information they can have more discussion as to whether they'd like to have those individuals who are supportive of the content as it's drafted list their names or if there would be enough comfort with everyone to move forward with the wording and sign it "members of the BPAC". They'd at least know then what people's feelings are.

Holly Rockwell stated that she just wanted to say she is completely supportive of the wording as it is now.

Allison Camp stated that she felt a unified letter is the better option.

Teresa Roark stated that she was comfortable if it was from members of the BPAC.

Dennis Weirich stated he was in favor of moving forward.

Brian Sorensen gave a thumbs up to moving forward.

Kevin Campbell stated he was in favor of moving forward.

Karla Berg stated that she had some points of order that she doesn't understand. The bike fix-it presentation that was done right before this told the committee they don't need to put a recommendation in because the staff hears them but now we are having a huge conversation about a letter of recommendation. If it is just a letter of recommendation saying BPAC thinks this is an awesome thing, then she is fine with it. She doesn't think this is the priority and feels there are other priorities she would have liked to have seen BPAC work on more. She is not saying don't send this letter, she is saying why is this the only letter we are sending. She stated she is fine with this letter but at some point they need to talk about what gets recommended and what doesn't.

Emma Newman stated that her brief response is that the other item was gathering information for staff and this is sending a communication to City Council. Emma confirmed that members are supportive.

Michael Liebler concurred in general there is a consensus of wanting to move forward and the changes are good enough for this but with some caveats that the next BPAC keeps aware the concerns about including more pedestrian perspectives. As he spoke with Holly before, sprinkled in here is a lot of encouragement for more community engagement needed and it moves forward what the BPAC wants to move forward. He felt it will never be perfect but at least it is moving forward.

Emma Newman thanked everyone and acknowledged that it is difficult to do this work virtually and appreciates everyone that served this year and worked through some complex issues.

Holly Rockwell concurred and hoped that this would be a future issue for the BPAC. She added that she is utilizing someone else's computer and needs to leave the meeting. She asked that either Emma Newman or Michael Liebler lead the rest of the meeting.

Michael Liebler thanked Holly for her work as Chair.

Teresa Roark stated that she also needed to leave so she wanted to thank the members of BPAC serving while navigating COVID.

Approve 2020 BPAC Annual Report

Emma Newman presented the draft Annual Report. She stated that there were a couple placeholders for West D Street and the Bike Fix-It Stations and she can add in a sentence saying the committee recommended installing two fix-it stations. She asked if anyone wanted to give her the language they wanted for this.

Teresa Roark asked if she could email it to her.

Emma Newman responded if everyone is in consensus of Teresa adding this and then sending it to Council. She explained that this report is a way for the committee to communicate to Council what they have been doing over the past year. In previous years the committee has chosen a spokesperson or two to go to City Council in January and provide verbal comment on what's in the annual report and if they wanted to highlight the West D St letter that would also be an option. Given the limited time they could just do the written and add the sentences to capture tonight's actions and then submit that. If there is strong support in having someone speak on behalf of the committee, they could do that too.

Allison Camp stated that in the past they've had a spokesperson go and she has done it once or twice. She believed it adds a lot of value for BPAC members to show up at City Council.

Karla Berg stated that she would be willing to be the spokesperson.

Emma Newman stated that she would coordinate with Karla once the packet materials are ready.

Updates

City of Springfield

Emma Newman stated that the Safe Routes to School grant application for completing the remainder of funding for the Jasper Road crossings by Douglas Gardens Elementary and Mount Vernon Elementary Schools were funded by the state Safe Routes to School Infrastructure Grant. They applied last cycle and were not successful since there were 4 or 5 times as many applications as funding available, but thankfully this cycle were successful with making the funding list.

Liaison Updates

Emma Newman stated that the Eugene ATC minutes are available for them to get their updates that way.

Kevin Campbell stated that he attended that meeting and the biggest take away is the 13th Avenue Bikeway has opened. He added that the signal timing system is not very well calibrated yet but it should be dialed in in a few weeks.

Simon Daws gave an update for Willamalane. He stated that the site plan for the trail development at Thurston Hills for additional trails is under review with the City. He added that the East Gate Woodlands kiosk is being refurbished with a new map soon.

Info Share / Reflection

Emma Newman stated that since it is the last meeting of 2020 and Allison, Holly, Sandy, Brian, Karla, Rosey and Councilor Moore are terming off the committee she just wanted to say thank you to all of them and asked if they wanted to share any reflections.

Allison Camp stated that she has been on the committee for five years and since this is her last meeting she is excited and sad at the same time. Her biggest takeaway was all the work around Safe Routes to School. She felt they were lucky to have all the dedicated people in Springfield, Eugene and Bethel and the improvements they are making for kids. Her ask was to future BPAC members to continue to support Laughton and the Eugene folks and their efforts.

Michael Liebler added his thanks to everyone. He stated that he has been doing this for ten years and it always amazes him how much they get done in a year due to the passion everyone has for improving their community.

Dennis Weirich expressed his appreciation for everyone on the committee and he hoped for a healthier 2021.

Karla Berg stated that when she bought her first home in Springfield a few years ago she felt more rooted and wanted to volunteer. She started with BPAC. It has made her feel more connected to her community and she is excited for everyone to have that opportunity. During this time when it seems people are walking and biking more they have a greater opportunity to make some really great changes.

Brian Sorensen stated that he is incredibly proud of the work they have accomplished especially this last year. He added that he had been reluctant to join the BPAC because he wasn't sure what difference he could make but is glad he came around. To those who are taking up the mantel, 2021 will be an interesting year and there is a lot of rebuilding to be done but he is confident that they can get it done.

Emma Newman told the incoming members that she would be following up soon with information about their orientation and getting them set up for their time serving on the BPAC. For those members terming out they will receive a survey from her and she would love to get feedback from them.

Next Meeting: February 9th, 2021; 6-7:30