

## 6.24.14 Public Meeting #3

The third public meeting for the Campus to Downtown Bikeways project was held at the Eugene Downtown Public Library at 5:30 p.m. on June 24th, 2014.

City Staff Present: Rob Inerfeld, Lee Shoemaker, Tom Larsen, Reed Dunbar

Public Attendance: 40

### Summary Notes:

- How many people at first or second meeting? Most. About 4 people said it was their first meeting.
- Introductions.
- Agenda.
- Presentation:
  - How did we get here?
    - Capstone development downtown spurred discussions about student transportation
    - UO LiveMove group developed a design project (and chose 13th Avenue); [www.livemove.org/projects](http://www.livemove.org/projects)
    - Public plans and traffic analysis
    - John and Susan Minor offered to contribute towards project development
  - Review of public process
  - Description of a "cycle track" - a dedicated bicycle travelway that is somehow separated (or buffered) from motorized traffic.
  - Traffic signal analysis
    - How would a two-way cycle track impact traffic flow (bikes and cars)?
      - Dedicated signal phases
        - Only occur where there is a left turn across the cycle track (e.g. Hilyard northbound, but not Patterson southbound)
        - Driving times change southbound on Willamette or northbound on Oak? Remain "harmless" for north and south movements.
        - Don't get an all-pedestrian phase like Alder at 13th used to be, right? Correct.
        - Eastbound on 13th do cars have an exclusive phase when going left? No. No opportunity for a dedicated left turn lane.
        - Pedestrians move with cars? Yes. Need longer duration than bikes to clear the intersection.
        - Sounds like bike facility is proposed for the north side rather than the south side (where current). Why? Two-way cycle tracks create an issue in direction of travel. You want the outside bike travel direction to match the inside auto direction of travel. Also, bus stops (bus doors on right).
      - Greatest delay at Willamette Street (LOS "E"); most others work similar to existing
        - Standard for downtown or all the way to campus (LOS "E" extends to campus as policy)

- Eastbound bikes at 10mph will experience similar travel time to existing (6 minutes); westbound also project at about 6 minutes (faster riders will experience more delay compared to current conditions)
- City Policies
  - Pedestrian and Bicycle Master Plan
  - Climate and Energy Action Plan
- UO Biking Trends show that in 2014 23% of students bike to UO. Faculty staff is 22%. University cannot accommodate more auto traffic (parking) if it is going to grow.
- Recommendations
  - Short Term - signs from 13th on Hilyard to 12th
  - Medium-Term (next construction season or year after) - bike boulevard treatments on 12th, improve accessway from Oak to Willamette
    - Wayfinding signs
    - Shared lane markings
    - Enhance accessway (resurface)
  - Medium-Long Term (2-3 years plus): build the cycle track on 13th
    - Alder Street to Olive Street
      - What happens from Alder to Kincaid? Observation is that most people don't use it as designed so will look at extending the two-way cycle track.
    - Two-way facility for bikes
      - Narrow travel lanes (Olive to Willamette)
        - Will there still be room for a barrier here? Perhaps. Depends on how wide the bikeway is. Won't get to 12', might be closer to 8'. Important block because direct link to Capstone.
      - Remove on-street parking (east of Willamette; replace some on-street parking with parking bays)
      - Remove travel lanes (High to Patterson)
    - Dedicated bike signals (and phases)
    - Auto parking bays to preserve supply of on-street parking
      - Some businesses rely more on their parking than others. Project will try to replace on-street parking where there is space to do so and respond to areas where parking is most in-demand
    - Project may be phased
- Basis for Recommendations:
  - Can only reach transportation goals by creating interconnected networks of cycle tracks or like facilities
  - 13th Avenue is a key component of a family-friendly/comfortable biking network
- Cost Estimates
  - Signals: \$971,000
  - Three parking bays: \$82,000
  - Removing striping, new striping, green lane markings: \$106,000
  - Protected barrier: \$72,000
  - Signs, lighting, concrete walk: \$46,000

- Engineering and contingency: \$180,000
- Total Cost: hardscape improvements \$502,000 + signal upgrades (which are \$971,000 to \$2.3M). Ball park is around \$1.5M
  - Funding sources: System Development Charges (SDCs); 2012 Pavement Bond Measure; Federal Transportation Funds (Surface Transportation Planning - Urban); ODOT "STIP Enhance" (programmed through 2018). Likely strategy to cobble together different sources or build in phases.
- Next Steps
  - Final recommendations by July 15th
  - Any changes in Pedestrian and Bicycle Master Plan
- Questions:
  - 13th used to be open to cars on campus. How was the closure paid for? Not sure.
  - Use planter boxes as a barrier? Looks good and seems cheap. (Portland and Vancouver BC)
  - Is any of the project in the downtown urban renewal district. Money is programmed by City Council for certain uses. Not sure how far south the district goes. Would require Council action.
  - Has the UO been asked for funding? City has not asked anyone for funding yet.
  - The Minors have met with Capstone and say once the city is on board that they will step up to help pay for an improvement.
  - Students housing pay for infrastructure improvements? Yes, system development charges (SDCs).
  - Federal transportation trust fund will expire this summer. Can we pitch the project to congressmen? Feds no longer provide earmarks. Probably have some ability to start project development using STP-U monies (2015-16).
  - Are there any pedestrian benefits? Yes, Hilyard would be improved. Also, add visual countdown signals. Probably upgrade the curb ramps when signals upgraded. Get bicycles off the sidewalk.
  - Legal to ride bicycle on sidewalk. No, not on 13th Avenue corridor near campus. City is looking to expand bicycle sidewalk riding prohibition downtown.
  - You've done a lot of work. Like that you settled on the cycle track but there is some sticker shock. Can you build this while I can still ride a bike? Project can be phased.
  - Time estimate in auto vehicle delay? Yes, we have that. Any estimate in economic opportunities (loss/gain)? It depends. (Says only 20 bikes used 13th today. Can't have parking to go competitors across the street. Can't justify the loss of jobs. Prove to me that this will work near campus and more businesses will accept it. Saw this process happen on 11th and it didn't do what they were told it would do. This issue was created by Capstone building and shutting off 13th and other streets in the area.)
  - Student who rides on 14th would be more likely to go to businesses if 13th felt safer to ride.
  - Many study examples that show these types of projects are good for businesses.
  - Thinking about parking and access to businesses. Hard to park near businesses, use the city bike parking program to help install more racks?
  - UO was not mentioned. They have been contacted.

- Talking about a painted buffer or a physical separation? Haven't decided yet. There are pros and cons to both.
- Timeline for the Capstone to reopen the alley? No.
- The importance of physical separation is not enough for families with children. Need additional comfort level; signature of a successful cycle track. The best way to get people riding bikes is to develop a world class bike facility.
- Might be appropriate for BPAC to study ways to market businesses to bicycling.
- Settlement to Paul Conte from Capstone. Can this be used for this project? Unknown.
- Alder is missing a before and after evaluation. Please add this to the cost breakdown. (Do the same thing for automobiles and how much time cars are sitting at intersections. Thinks GHG will increase is cars are sitting in traffic)
- Funding, back when Council began to discuss Capstone it should have been discussed. Talk to Council, extend MUPTE and ask Capstone to contribute. Council has some money in the city hall fund that could be used to fix a problem they created. City unlikely to make that recommendation; you can talk to Council at a public forum.
- Have meetings at 6:30 or 7pm so small business owners can attend.