

OBPAC Meeting
Nov 17, 2011
Springfield, Oregon
Thursday, November 17, 2011

OBPAC meeting called to order 9:06 AM

Present

Committee: Erin Kelley, Jenna Stanke, Wayne Baum, Lee Shoemaker,
Daniel Ronan, Jerry Zelada, Jerry Norquist, Maureen Sevigny – by
phone

Staff: Sheila Lyons, Gary Obery – ODOT Alternate Modes Engineer, Darel
Capps – AT Section Manager, Jerri Bohard – ODOT Asst Director

Visitors: Mike Cosgrove – TE Committee

Intro, Visitors and Logistics

Minutes – September 2011 – review and discussion (10 minutes)

Changes: Clarify Betsy Reed = Betty Komp – State Rep. Unhighlight legal
council review action item.

MOTION – Accept the minutes as corrected. Passed - Unanimous

OBPAC Costs – Jerry Z received and inquiry from Gov’s office re: costs to support
OBPAC. Sheila will research and report back.

Introductions & Chair Report (70 minutes)

By-Laws – subcommittee will meet in Dec to finalize recommendations

Jenna – attended APBP Professional development seminar on East coast, very good
sessions. It was in Charlotte, N Carolina with tours of Greenberg and Spartanburg, S
Carolina. One community is staff driven, one advocate driven. Southern Oregon has a
two county act – Jackson and Josephine counties. The ACT is revising its by-laws. A
question on the table: Should their citizen rep have a special interest? The decision was
No. Jenna asks that OBPAC work with OTC to make bike/ped representation required.
Ray Thomas taught bicycle and pedestrian law to about 140 People between two sessions
held in Medford and Ashland.

Jerry Z attended the Oregon Transportation Commission (OTC) workshop in Silverton on
Wednesday. The OTC invited the Area Commissions On Transportation and various
advisory committee chairs. The OTC is hungry for change. The 1st item discussed was
non-motorized suggestions. There was also a one hour presentation on how dire the
money picture is. Future thinking was limited in vision and focus. AJ suggested that each
ACT have non-motorized representation. Pat Eagen was confirmed as Chair of the OTC
yesterday.

Lee – Eugene’s leaf collection program is very strong. Now U of O is developing a phone app, “Fix It App” for reporting leaves in bike lanes, report goes directly to leaf supervisor. Outreach and education is strong. There are 20 miles of priority bike lanes for leaf “abatement.” Bike corrals must be cleaned by sponsoring business. Several art corrals have been installed, with funding from various sources, including 1% for art. Where there is parking revenue bike racks are funded with that revenue. Three bike corrals are in waiting. They even have a residential request. The bike-ped master plan is headed to a work session with the Council. It will be adopted with the TSP update, do to public process efficiencies. Council will accept it so that it can be implemented right away. Eugene submitted 6 Flexible Federal Fund (FFF) apps. The Eugene MPO is No. 2 bike to work city in USA, per American Community Survey. Lee attended the statewide quarterly trails forum.

Wayne – has been participating in the Salem 20/20 visioning process. It call out the Union Street Railroad Bridge as part of a bigger project, a 2nd bridge would connect downtown to Minto Brown Park, a natural park, which connects to Waterfront Park. The cost is \$6M cost and the city is using urban renewal funds. Salem is applying to FFF for the trail connections. The City Council is very focused on this project. Salem Kaiser Mid-Valley bike maps are in process. Gary Obery wisely brought up prep for grant programs in an advisory committee meeting. Re: Safe Routes to School – the districts need to come up with an action plan and it’s bogged down. Salem-Keizer school district is the second largest in the state. On their web site it says: “*Salem-Keizer buses transport nearly 22,000 students every school day. Our buses travel more than 3,000,000 miles per year, requiring over 500,000 gallons of fuel.*” State budget is \$300 Million annually for pupil transportation.

Erin – attended Westin Awards hosted by the Willamette Pedestrian Coalition (WPC). Gail Achterman was the key note speaker and she received a standing ovation. The WPC is becoming more prominent. City of Portland has a research project on crash data analysis, to get a better understanding of what is causing ped fatalities. 80% of DMV data assigns fault to peds, but ped is unable to tell their story. Often the driver is not cited, even when they are at fault. Police have a lot of discretion. Tri-met has done a ped shed analysis, including safety. They looked at ped access to bus stops.

Jerry N. – Attended National Bicycle Tour Directors Association meeting in Bloomington, Indiana. The Scenic Bikeway meeting in Bend stirred up a lot of discussion. Two things came out of it – the behavior of cyclists and where the money comes from. We need a pie chart of where the money comes from. (See this resource: <http://www.oregon.gov/ODOT/CS/FS/docs/budget/11-13LABRevSourcesandUses.pdf>) Metro has a decent synopsis. Bend has the urban rural mix that was attractive. Economic impact study is being sponsored by Travel Oregon and Cycle Oregon, only partial funding is available at the moment. It will evaluate the economic effects of Bicycle Tourism and will be done 1year from now. Oregon Active Transportation Summit planning meeting was yesterday – the BTA hosted. They would like to have Matt Garrett there. Jerry asked for ODOT to present an Active Transportation Section update. Jerry Z will make the invite. The OATS dates are April 16 and 17th in Salem. Cycle Safe is a Cycle Oregon program to foster safe routes to school in communities where the BTA cannot reach. Unfortunately their big champion was at the Boys and Girls Club and that

funding in Cottage Grove and Eugene got cut. Cycle Oregon is offering it to every rural community they visit to participate.

Maureen – is working to engage the University in active transportation work. Maureen is on the sustainability committee at Oregon Institute of Technology. There is low interest in promoting biking and walking, but they are very focused on recycling. There is a community sustainability group and a one stop visitor center – does it have bike racks – no, because it's just for people coming off the highway. Good news, the FFF grant program has two apps from the Klamath Falls area, one from the Chamber of Commerce and one from the parks department. Spartensburg, S. Carolina sponsors Active Living, Walk, Ride, Be Healthy campaign. People pay \$5.00, get sticker, then if they go by bike to a participating business they get a discount. Maureen suggests that OBPAC to write a letter to all Oregon University sustainability committees asking about bike/ped representation.

Daniel – asked Sheila to speak with ODOT's Rail Program to begin a dialogue surrounding a multi-modal transportation network that works seamlessly between modes. He agreed to work with Maureen and Briana Orr to create synergy between bicycle friendly universities and other universities in the Oregon University System.

Grant Program Update– Sheila

The ODOT Ped-Bike program and Transportation Enhancement programs are in discussions about combining the application processes into one application and review. More details will follow as information becomes available.

Darel Capps – the OTC would like a suite of projects that represent comprehensive non-motorized transportation solutions. We want to move away from the peanut butter approach, away from spreading the money thinly over many small projects, but instead to a concentrated effort that produces modal shifts. The OTC weighs in on priorities for TE funding.

Discussion of possible revisions ensued.

Gary Obery– is ODOT's new Alternate Modes Engineer. He transitioned to this position about 6 months ago. He's in the ODOT Tech Services Branch. He is responsible for design policies and standards for bicycle and walking facilities and serves as a resource for ODOT designers and others. He's been involved the innovative traffic control now being approved for use on state highways: green bike lanes, bicycle traffic signals, etc. He went to Velo Mondial in Copenhagen and it really transformed the way he looks at bicycling.

City of Springfield – David Ressor

Davis gave a summary of projects completed, underway and planned in Springfield, which include:

- 1-5 bridge bike/ped viaduct, an E-W connection
- Middle Fork Path
- Rectangular Rapid Flasing Beacons on Pioneer Parkway Roundabout and Main St.

- New pedestrian hybrid beacons (HAWK) on Gateway EmxCoordor
- EWEB SUP and xing improvements

Just reconvened a Bicycle and Pedestrian Advisory Committee after a 10 year hiatus. There was such strong interest that 15 members were appointed.

Smart Trips program administered by Point to Point Solutions has been funded with a grant from the ODOT FFF program. It's the 1st Smart trips program in Springfield. They are targeting the Gateway EMX corridor.

Hwy 126B, Main St. Springfield Pedestrian Safety Initiative – Carl Deaton
 ODOT and the City completed a pedestrian safety study. It covered 5 miles of Main St., which has a mix of commercial and residential properties, plus transit service. This corridor has a high number of pedestrian fatalities, 1 ped fatality per year for the last 12 years. It has about 17,000 – 26,000 cars per day and the 85th % speed = 40 MPH. Issues – few ped crossing opportunities and high traffic speeds. ODOT installed median islands in 2005, but they were removed because of high number of business owner complaints.

Public Comment Period – Briana Orr – University of Oregon.

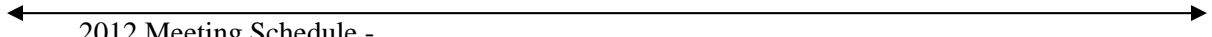
Updates from UO

- UO LiveMove student group brought in regional and international scholars this fall as part of their Speaker Series, including Ronald Tamse from the Netherlands. January 19th, UO will be bringing transportation planners and bike coordinators from Univiversity Washington, Portland State, and University of Minnesota to speak about creating multi-modal universities
- Marc Schlossberg organized the first study abroad program focusing on bicycle transportation in the Netherlands. Summer 2012, the program will be extended to 3 weeks and include Copenhagen.
- UO student government partnered with UO Bike Program, Public Safety, Facilities and Campus Planning to fund and install wayfinding and sharrows on campus
- Briana is proposing to include a new bike center if the UO Student Union is renovated. The bike center would include indoor secure bike parking, DIY maintenance, fee-based bike maintenance service, retail, and classes.
- 13th and Alder Street Projects: thank you for the improvements! We would still like to see improvements, including physical separation, a dedicated signal timing for W-bound bikes at 13thand Alder and the installation of parking meters on 13th.

Transportation Demand Mapping

AJ presented a visual map of elements than influence transportation choices – compiled by Matt Mcrae, a Eugene city planner. It depicted things like the distance to a bus stop, school, mini mart, etc. AJ suggested that ODOT use this type of visual guide to plan the non-motorized system.

Adjourned 1:45 pm.



2012 Meeting Schedule -

February 1 - Salem

April 18

June 4

Additional Date to be determined at a future meeting