

Eugene Active Transportation Committee



Date: Thursday, December 14, 2017
Time: 5:30 to 7:30 p.m.
Location: Sloat Conference Room
Atrium Building, 99 W. 10th Ave
Eugene, OR 97401 (Enter from the back alley off 10th Ave)

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Attendance: Seth Sadofsky, Michael DeLuise, Kelsey Moore, Shane MacRhodes, Vivian Schoung, Alex Bauman, Michele O’Leary, Amy Harter, Bob Beals, Brian Johnson

Absent: Bob Blyth, Robbie Dow, Dawn Helwig, Brian Johnson

Staff: Lee Shoemaker, Reed Dunbar, Larisa Varela, Scott Gillespie

Members of the Public: Josh Kashinsky, David Sonnichson, Vicky Mello, Allen Hancock, Steve Piercy

Notes

1. Open Meeting

2. Public Comment (5:30-5:40)

Alan Hancock, monthly speaker Alan Hancock, has asked to be part of the SRRP (Street Repair Review Panel). He is now on the committee.

Steve Piercy, from FAN Transportation Team, recently moved here from Santa Cruz, CA. Worked with local bicycling groups in CA. Thinks that Eugene is a good place to bike. Comment on Vision Zero Plan – on behalf of Friendly Area Neighbors: 1) Force Drivers of Motor Vehicles to Slow Down; 2) increase Equity through Transportation Options; 3) Use Data Objectively to Set and Measure the Achievement of Goals. Aware that gathering data is tough. Saying “Hello” and excited to volunteer.

3. Approve November 9, 2017 Meeting Summary Notes (5:40-5:45)

Action Requested: Approve Meeting Notes

Motion to approve passed unanimously.

4. Traffic Impact Analysis (5:45-6:15)

Action Requested: Presentation and Discussion

- Presenter: Scott Gillespie, City of Eugene Development Review Manager

The city recently adopted a TSP that recommended redoing the Traffic Impact Analysis process. Scott presented on the TIA process and asked a few questions.

There have been changes in policy – land use and transportation. These changes require staff to make changes.

TIA Approval Test: are there transportation facilities necessary to accommodate the traffic impact of the proposed development? (Note – “traffic” is not defined.) City of Eugene receives about 6-8 TIAs per year.

Challenges:

- Under-developed lands
- Process and cost
- Traffic studies are highly technical in nature
- Auto-oriented vs. bike/ped focus
- Does not evaluate every impact
- Urban vs. Suburban (data for trip generation is not place-specific)
- Need Housing (as defined by State of Oregon)

Questions and Comments

- How much flexibility do developers have in the TIA result? Do you reject TIAs? Yes, city can reject. TIAs need to be assessed by engineers, but there is a lot of “judgment” involved, so results may be favorable to developer. City has a suite of options that TIAs must contain, but there is discretion involved.
- Schools – because TIAs use peak hour traffic, the impact of school arrival and dismissal may not be included. (Churches too.) Can require study to include this.
- How do you scope a TIA? What issues need to be included? A scope is required to be submitted before the study begins.
- Sometimes a study will show a lot of walking trips. Example is Hilyard at 32nd, so city conditioned a pedestrian crossing because of high trip counts for people walking.
- Off-site improvements are hard. Three tests: 1) has to be in a plan; 2) rational nexus; 3) proportionality test – improvement being required is reasonable
- Envision Eugene says we are supposed to densify along our transit corridors. How does this impact development along these corridors? Usually, you apply a reduction to auto trip generation that assumes people are using transit. Data from ITE may not reflect conditions.
- Can we encourage developers to densify and choose active modes based on our policies? Sort of. TIA is not an encouragement tool. Instead, we want to focus on access to the active transportation network.
- Experience walking and biking demonstrates that new development assumes that everyone (regardless of mode) will use the same entrance (like a driveway). Can this change? No. City code doesn’t require separate accesses.
- Litigation – can developers “buy their way out of a decision”? No. You have to navigate the process. But, TIA is easy to appeal because the criteria is general and costs are low. It’s a common delay tactic.

- What are some examples of TIA projects? Addison Creek (Santa Clara); Capstone downtown; Yogi Tea off Willow Creek; drive-through cafes and restaurants require a TIA. Civic Stadium requires one...
- Ideas: get rid of TIA. Different standards based on development size. Fee-in-lieu of analyses – a standard rate. There are other ways to require improvements or money to build needed transportation infrastructure. Can also develop multimodal metrics unique to Eugene.
- Found traffic studies to be valuable data; they are published with development plans. Can be useful, don't want to see them disappear altogether. Consider basing fees on the actual development – ITE estimates don't always work.
- TIA seems most appropriate for commercial. Maybe less so for housing.
- Prevent developers from "gaming" the system (to avoid TIA analysis). Idea that "last one in" a corridor will have to pay to improve the entire corridor. Some developers have concerns about fairness of fees.
- Seems like geography should make a difference. Things would be different downtown. Incentivize elimination of studies if they build in critical development areas.
- Transportation Demand Management could be an effective tool. Current TDM standard needs to be updated to be more effective.

5. 2015-16 Active Transportation Annual Report (6:15-6:45)

Action Requested: Information Share

- Presenter: Lindsay Selser, Transportation Options Coordinator. Lindsay is transitioning into a new role with the city. She accepted a 12-month Acting In Capacity position with the Planning Department. Lindsay's replacement will be announced soon.

There was an Annual Report generated for years 2015-16. It will be annual starting in 2017. This was an exercise in telling our story and recording the projects and programs that get implemented each year.

Follows 5 Es format: (Education, Encouragement, Enforcement, Evaluation, Engineering). Projects and programs are listed for each "E". Starting in 2017, there will be more data available on each project in the report (Engineering).

Based on the MoveEUG strategic plan, there are tables in the Annual Report that identify the work that was accomplished. The table will be updated each year.

Comments:

- Using the spreadsheet seems like a useful way to inform the subcommittees efforts. Can you put one on a GoogleDrive for ATC to edit? Yes.

- ODOT Transportation Safety does an annual plan. One thing they added was a statement about challenges, or how implementation was impacted that year (like funding ended, etc.). Challenges and Opportunities Page...
- Is there a place that says, "Next Steps"? Not really, it's a record of accomplishments.
- Strategies table – where is this? Should be online, but is currently being administratively adopted. Will be on Transportation Options page soon.
- Does seem helpful.
- Planning on making this one public when the 2017 report is finalized (likely February).
- ATC should have a section. Report on subcommittees and visioning.
- Call outs to national events like May is Bike Month could also be added (Business Commute Challenge, Walk/Bike to School Day).

6. Chair-Vice Chair Elections (6:45-6:55)

Action Requested: Elect Chair/Vice-Chair

- Presenter: Seth Sadofsky, Outgoing ATC Co-Chair
Candidates were not identified. Leaders help Lee with the agenda, facilitate meetings.

Shane happy to Co-Chair.

Nomination for Alex. Declined

Nomination for Brian. Not Present

No one replied to Lee about nominating themselves.

Shane was elected Chair (unanimous). Shane will reach out to Brian about co-chair.

Steering Committee Membership – to be discussed in January.

Recommend adding rotating positions for SRTS, UO, Bike Share, others.
Will need a change in bylaws – discuss in January.

7. Acknowledge Outgoing ATC Chair (6:55-7:05)

Action Requested: Thanks from staff and committee

- Presenter: Staff and Committee Members
Seth was presented with a certificate of appreciation.

Seth's Words of Wisdom:

- Started due to complaints about 30th/Hilyard. Told to stop complaining and get involved.
- Can be easy to be intimidated – there are people on the ATC who know more than you about transportation or local streets. Get over it. You have your own experience to share.
- As an advisory committee, don't really accomplish things, mostly advise. But there have been some positive improvements (like West EmX, bike lanes on Willamette, buffered bike lanes on W 13th,

slower speeds on River Road, expansion of Eugene Sunday Streets, Vision Zero, bike share is coming, downtown protected bike lane network is budgeted and coming soon).

- Wisdom 1: the best work we do is not at this table. Volunteer, work in subcommittees.
- Wisdom 2: we want to be able to walk and bike comfortably and safely on every street. This is the goal.

Thanks to Seth

- Shane, thanks for coordinating rides
- Thanks for your efforts
- Mike, thanks for your support

8. Subcommittee Reports (7:05-7:15)

Action Requested: Information Share

Pavement Bond Measure

- Started developing criteria.
- Want to talk more about it before submitting to the entire ATC
- Metrics: Connectivity, Comfort, Equity, Destinations
- Generally, will subcommittee decide and bring to the committee?
Yes, this makes the most sense.

Storm/Detours

- There's work to be done here
- Will meet in January and try to develop some priorities

Path Etiquette

- Shared letter with Lindsay
- Update on iBikeEugene – staff is updating, there is an almost-ready Beta available. We'd like you to test it – will let you know when it's available.

9. Project Updates and Information Share (7:15-7:30)

Action Requested: Information Share

Franklin Corridor Study: selected consultants, will start process in January.

Autonomous Vehicles: got funding to start looking into policy development and public participation plan. Will be added to TSP.

Vision Zero: draft plan comment period just closed. Will compile comments and have available as part of the adopted plan in January. Administratively adopted by City Manger, accepted by City Council.

Info Share:

- Lee – there were postcards about bike parking security available in 4j schools. Regional SRTS used UO images and copy and they distributed to local schools.

- Reed – eLockers are coming. Vendor was selected. Will let you know when a roost of sites is drafted.
- Alex – one of the Springfield BPAC objectives is to light the D Street Connector. Sending a letter to Springfield City Council to encourage Willamalane to install lighting. There are ways to light it while respecting local habitat.
- Shane – Kidical Mass Holiday Lights Ride leaving from Holt Elementary at 5pm. Will lead an LCI Seminar in Portland this Spring (March 16-18th).
- Kelsey – at the UO over Winter Break, will be looking at infrastructure leading into campus to see if improvements can be made. 13th/Kincaid (whole Kincaid corridor) can be challenging for people.

10. Adjourn

Future Agenda Topics

- 2017 Active Transportation Annual Report – February 2018
- Subcommittee Reorganization – January 2018
- Safe Routes to School – January 2018
- Difficult Intersections – to be determined
- Speed Designation – to be determined
- South Willamette Street Pilot Study Update – As needed
- Bike Theft – to be determined
- MovingAhead - as needed
- Pedestrian-Bicycle Pavement Bond Measure and Projects – as needed
- Traffic Enforcement/Citations – to be determined
- Improved Crash Data/Traffic Enforcement – to be determined
- 13th Avenue Bikeway – to be determined
- Jefferson Avenue Reconstruction – to be determined
- Incorporating bicycle/pedestrian projects in roadway projects
- Parking services – to be determined

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