

Eugene Active Transportation Committee



Date: Thursday, October 11, 2018
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)

City of Eugene
99 E Broadway Ste 400
Eugene, Oregon 97401
(541) 682-5291
(541) 682-5032 FAX
www.eugene-or.gov/atc

Attendance: Michael DeLuise, Amy Harter, Brian Johnson, Bob Blyth, Robbie Dow, Lindsey Hayward, Marina Herrera, Allen Hancock, Sam Miller, Nick Alviani, Alex Bauman, Bob Beals, Kelsey Moore, Michele O’Leary

Absent: Josh Kashinsky

Staff: Lee Shoemaker, Shane MacRhodes, Chris Henry, Therese Lang (LTD)

Members of the Public: Brad Foster, David Sonnichsen, Shelly Williams, LeAnn Pytel, Billy Pytel, Christy Rice

Agenda

1. Open Meeting

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

Shelly Williams said she was at Meadow View School with Bob Beals as part of Walk and Roll Day. She said that 146 kids walked, biked, rolled, or took the bus to school. A 6th grader was hit by a motor vehicle while crossing Avalon Street at Haviture Way. She said she is horrified by the speed of motor vehicles on Avalon Street. A highly visible crosswalk is needed at this location and something needs to be done about the speeding vehicles. Bob Beals said he is working with Eugene Police regarding the speeding vehicle issue.

LeAnn Pytel said people drive too fast on Avalon and Legacy streets and something needs to be done quickly and not a long, drawn out process.

Christy Rice said that the posted speed is 30 mph but many people drive much faster. Many more homes have been built in this area and Avalon Street is long and straight without any marked crosswalks. She said her family doesn’t feel safe crossing Avalon Street. She said that walking and biking are healthy activities but it is not safe to cross Avalon Street. There needs to be a marked crosswalk at Haviture Way with new lighting at the crosswalk.

Billy Pytel said he’s lived in the neighborhood by Avalon Street and as a father there needs to be safety improvements for our children. Alex said there are staff follow-ups to public comments and hopes to hear back regarding the testimony heard this evening.

3. Approve September 13, 2018 Meeting Summary Notes (5:40-5:45)

Action Requested: Approve Meeting Notes

Notes approved unanimously.

4. Moving Ahead Update (5:45-6:15)

Presentation and Discussion

Presenter: Chris Henry and Therese Lang (LTD)

Therese distributed the Alternatives Analysis Report Executive Summary and a comment form to the committee members. She ATC members Bob Beals and Mike DeLuise have been ATC liaisons during the public process.

Therese said the official comment period for this phase of the project had ended but additional comments are always welcomed. Chris played a video (<http://www.movingahead.org/>) that provided an overview of the project and the corridors studied for the alternatives analysis.

Chris said the project goals were to provide a safe, accessible transportation system, connecting our community, and minimizing our environmental footprint for all five corridors. He said the investment options included no-build, enhanced corridor alternative, and an EmX Alternative. He added that isn't just transit but people who walk, bike, or use mobility devices.

Corridors Evaluated

- Highway 99
- River Road
- 30th Avenue to LCC
- Coburg Road
- Martin Luther King, Jr. Blvd, Eugene

Chris said that several planning documents help guide the project including LTD Long Range Transit Plan, Eugene 2035 Transportation System Plan, and the Central Lane Regional Transportation Plan.

Chris said that people want safe transportation that improves livability and generally support increased investment in walking, biking, and transit. He said a variety of public involvement techniques were used including open houses, community presentations, listening sessions, and outreach to property owners.

Chris provide an overview of the three investment options (No-Build, Enhanced Corridor, and EmX) for the five corridors. Chris provided corridor maps and potential cost tables for all corridors.

No-Build

- No additional investments as part of MovingAhead but the City of Eugene and LTD would only make changes that are already planned as part of other projects.

Enhanced Corridor Alternative

- Typically a bus every 15 minutes
- Consolidating transit stops
- Transit signal priority
- Enhancing bus stops
- Improving or adding pedestrian crossings
- Filling in sidewalk gaps
- Adding accessible sidewalk ramps
- Improving or building new bicycle facilities
- Streetscape investments

EmX

- Typically a bus every 10 minutes
- Bus only lanes at key locations
- Higher capacity multi-door vehicles
- Off-board fare collections
- Transit signal priority
- Longer distances between bus stops
- More frequent and redesigned service to improve cross-town connectivity
- Greater investment in pedestrian, bicycle, sidewalk, and streetscape improvements than Enhanced Corridor option

Chris said that a variety of investment options will be made to the LTD Board and the Eugene City Council

Alex asked what safety metrics were being used in evaluating if the corridors are being made safer. Chris replied that staff is not using crash analysis but the alternatives include investments in safer crossings which should result in safer outcomes. Other funds can also be used to invest in safety projects and not wait until the Federal Transit Administration provides funding for MovingAhead investments. Local funds are more scalable and flexible.

Bob Beals said Maxwell Road improvements have been identified as a priority for ATC and asked if the MovingAhead project could fund those improvements. Chris said that other local funds would have to be used on Maxwell Road.

Allen asked if other technologies were being considered in MovingAhead and could these funds be used as part of these investments. Chris said that the 2035 Transportation System Plan has language to look at new technologies such as electric and autonomous vehicles use in Eugene. He said we need to do a lot of things to achieve the goals of tripling the number of people who walk, bike, or take the bus.

Brian said a lot of the give corridors are high crash corridors and we need to consider ways to reduce vehicle speeds. He added that protected bike lanes improve safety and comfort for users.

An audience member asked if EmX is a precursor to light rail. Chris said that idea is not part of the MovingAhead process.

Amy asked if these corridors go into downtown Eugene because isn't comfortable riding her bike in the downtown area and would like to see improvements in this area as part of MovingAhead. Chris said all of the corridors go into downtown Eugene.

Alex said that many people cross Franklin Blvd. at non-intersections. Chris said that Eugene will hire a consultant to help staff with improvements on that corridor. Lee added that Larisa Varela will be coming to ATC this year to talk about that project.

5. iBikeEug Maintenance App (6:15-6:30)

Discussion and Feedback

Presenter: Lee Shoemaker

Lee said staff is looking for final comments on the iBikeEug app for Android and iOS phones.

Brian said he has seen good response from maintenance after he has submitted issues using the app.

Robbie said sometimes the app map isn't at the location you are.

Michele said that on the Android phone app if you click on an icon and it kicks you out if you hit back. Works fine if you select a screen, just not "Back". A couple people reported this issue.

A couple of the members would prefer a pin rather than crosshairs.

Would like to get confirmation e-mail if that's possible.

Autofill should happen for the name/phone/email automatically! Currently you have to fill that out each time!

Optional Problem Description is auto filled and it doesn't erase them. So if you fill out a "Dead Animal" report and then later use the "Debris in Roadway" then it keeps the text you used for the dead animal.

Traffic Control requires a call- WHY?! Each one should have an option to call maybe, or on the final screen show the 682-4800 number in case people want to call it in but the App is an App for a reason. People don't want to call an issue in on their phone they want to report it with the App. Have a CALL button on the app but not require it to report an issue.

Change icons so they are different (Broken Glass and Leaves are the same as well as Dangerous Road Surface and Parked in Bike Lane). Change Broken Glass and Dangerous Road Surface.

Doesn't show bike infrastructure on the map (is the map OpenStreets or Google? Both should have a "bike infrastructure" layer that can be turned on and would be helpful for paths and connectors).

6. West Eugene Smart Trips and Sunday Streets Debrief (6:30-6:50)

Presentation and Discussion

Presenter: Shane MacRhodes

Shane reported on the 2018 Sunday Streets, West Eugene Smart Trips, and the Thank You After Party. He said staff are wrapping up the Smart Trips surveys for West Eugene. The West Eugene Smart Trips reached more people in a smaller area due to housing density. Smart Trips staff held 12 events at the Fern Ridge Path, Buck Bridge, Acorn Park, and West 11th businesses. A barbecue at Acorn Park drew 300 people. An EmX trip to a museum and bike ride to an Ems game were popular events. The three new walking and biking bridges were features of the program.

Robbie said there were a lot of booths at the West Eugene Sunday Streets event.

Michele said people loved the West Eugene Sunday Streets. The professional flaggers were letting cars into the route. Had to stop traffic for safety.

Allen suggested doing the neighborhood Sunday Streets first and encourage attendees to go to the downtown event later in the summer.

Marina said her friends like the music and event.

Bob Beals thought the amplified music was too loud and suggested acoustical music only.

Brian said people who attend riding bikes prefer a longer route.

Allen suggested neighborhood rides to events.

Shane said that the neighborhoods are selected based on Smart Trips.

Kelsey recommended a late season event from downtown to campus.

7. Difficult Intersections (6:50-7:05)

Presentation and Next Steps

Presenter: Alex Bauman

Alex told the committee that previous ATC member Seth Sadofsky led a general discussion of difficult intersections with the committee at that time. ATC members cycled difficult intersections and documented the issues. Alex said the made a google map and a google spreadsheet. Kelsey suggested adding Willamette and 24th intersection. Alex will provide the documents to

Lee and he will distribute to members. Members can add other intersections. Alex suggested prioritizing the intersections as the next step prior to delivering to staff for consideration. Dots could be placed on a map as a technique to develop the priority list.

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

Information Share

The Programs Committee reported that they are developing their work program. They are interested in downtown transportation education and getting the City of Eugene registered as a Platinum Bicycle Friendly Community. They are looking through feedback from the League of American Bicyclists to help them select what the City should be doing to get a higher ranking. They are also interested in the bike friendly businesses, either through Travel Oregon or the League of American Bicyclists, or both.

The Infrastructure Committee is a prioritized bond measure project list for a two-year period. They also discussed electric scooters.

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

Information Share

Presenter: All

Shane said there will be about a three week closure of the Owosso Bridge and transportation planning staff is working with Eugene and Springfield staff. The Active Amazon project is about to get underway and staff has mailed postcards to nearby residents and lawn signs with maps will be installed along the corridor, at schools, and other high trafficked areas. Two-way protected bike lanes will be installed on E. Amazon and buffered bike lanes will go in on W. Amazon this fall. A diagonal bike crossing signal will also be installed this year. Three bicycle/pedestrian bridges will be installed in 2019 and a fourth in 2020. In 2019, a soft path will be rebuilt.

Outreach to business along the High Street protected bike lanes is underway.

Bicycling Magazine selected Eugene as the 7th best bike city.

Lindsey said the Free Bikes 4 Kidz event on October 6th collected 200 donated bikes.

Bob Blyth thanked staff for the neon signs on Division Avenue to highlight the two way bike facility.

Sam attended his first Springfield Bicycle and Pedestrian Advisory Committee as the ATC liaison.

Mike said that he lives downtown and has observed all modes of travel not observing traffic laws. A member suggested inviting the police chief to a meeting.

Michele suggested that Rob Inerfeld come to ATC to provide a legislative update.

Marina said she attended the Springfield Bicycle and Pedestrian Advisory Committee meeting and spoke during the public comment period about a proposal to have a walking event from Springfield to Eugene and possibly an EmX ride back. She wants to do outreach to the Hispanic community to encourage their participation.

Kelsey reported that the 4th annual UO Transportation Fair was held.

Nick reported that the Jessen Path is nearly completed.

Brian reported that there are needed repairs to the Amazon Path.

10. Adjourn

Future Agenda Topics

- UO 13th Ave Axis Conceptual Design, Kincaid to Franklin – November
- Vision Zero Reporting App – November
- Chair-Vice Chair Elections – December
- Franklin Boulevard Redesign - December
- Speed Designation – to be determined
- South Willamette Street Improvement Project Update – As needed
- MovingAhead - as needed
- Pedestrian-Bicycle Pavement Bond Measure and Projects – as needed
- 13th Avenue Protected Bike Lanes – to be determined
- High Street Protected Bike Lanes – to be determined
- Bicycle Parking Code Changes

Respectful Environment – No Harassment

Members of City boards, commissions, and committees are agents of the organization and are subject to City policies related to maintaining a respectful work environment:

The City of Eugene is committed to fair and impartial treatment of all employees, applicants, contractors, volunteers, and agents of the City, and to provide a work environment free from discrimination and harassment, where people treat one another with respect. It is the responsibility of all employees to maintain a work environment free from any form of discrimination or harassment based on race, creed, sex, sexual orientation, color, national origin, age, religion, disability, marital status, familial status, source of income, or any other legally protected status. The City prohibits unlawful harassment and/or discrimination. Accordingly, derogatory racial, ethnic, religious, age, gender, sexual orientation, sexual, or other inappropriate remarks, slurs, or jokes will not be tolerated. [Administrative Policies and Procedures Manual, Section 1.4 (Revised 05/14/04)]