

Eugene Active Transportation Committee

Date: Thursday, February 14, 2019
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: Brian Johnson, Bob Blyth, Lindsey Hayward, Marina Herrera, Allen Hancock, Josh Kashinsky, Michael DeLuise

Absent: Nick Alviani, Michele O’Leary, Robbie Dow, Sam Miller, Bob Beals, Kelsey Moore, Amy Harter

Staff: Lee Shoemaker, Larisa Varela, Shane MacRhodes

Members of the Public: Brad Foster, David Sonnichsen, Connie Berglund , Vicky Mello, Branden Johnson, Mary Christensen, Betzi Hitz

Summary Notes

1. Open Meeting

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

Brad Foster: describing bike paths as “freeways for bikes” means it needs to be kept clear. Whiteaker Neighborhood calls police frequently to keep nuisance folks in check. But, need other people to call in too, can’t just be one neighborhood making the calls.

Betzi from 350 Eugene: will attend the ATC meetings from now on. Organization advocates for climate action that reduces greenhouse gas emissions.

Connie: wants to thank all the volunteers who participate in ATC. Everyone’s safety depends on participation and investment of time.

3. Approve January 10, 2019 Meeting Summary Notes (5:40-5:45)

Action Requested: Approve Meeting Notes

ATC did not have enough members present for a vote.

4. UO 13th Avenue Conceptual Design (5:45-6:05)

Presentation and Feedback

Presenter: Aaron Olson, UO Landscape Planning Associate

<https://cpfm.uoregon.edu/13th-avenue-axis-conceptual-design>

The project is a conceptual design exercise of 13th Avenue through the University of Oregon campus from Franklin Blvd to Kincaid Street. It looks at ways to promote safety and access for all modes of transportation.

Current status: the design team has two conceptual designs to share. Final report is expected in June 2019.

1. Concept 1: Promenade. This concept turns the center of the street into a shared street, bordered on each side by wide planting areas, social spaces, and amenity zones. Space not reserved for transportation is available for “outdoor rooms” that are flexible spaces.
2. Concept 2: dedicate two lanes on 13th Avenue for bicycling, driving, and personal mobility devices (20’). This concept preserves more space in the pedestrian zone for gathering and plazas.
3. Both concepts promote one-way vehicle traffic from east to west. Traffic allowed includes authorized vehicles including delivery vehicles, shuttles, service, and emergency services.
4. These are conceptual – meant to get people talking about their preferences.

Comments

- General impression – prefer separation of space; currently it is very much shared space. As a person who travels it routinely, might be nice to have dedicated spaces for different users.
- Aaron – feedback at the open house was mixed. A lot of people prefer separation but people move in a wide variety of directions and paths through the space.
- Do people tend to cross at certain points in the block or at corners? Currently, people cross everywhere, all the time. Campus has strategically placed bike racks to prevent unpredictable crossing behavior, but it’s still very organic in where people move.
- Community comments – are there additional covered bike parking spaces or sitting spaces being considered? Yes. Looking at a variety of spaces for people to stay dry, sunny, and shady.

Contact Aaron with more questions. aaolsen@uoregon.edu

5. LTD Transit Tomorrow (6:05-6:50)

Action Requested: Presentation and Feedback

Presenter: Hart Migdal, LTD Development Planner

<https://www.ltd.org/transit-tomorrow/>

LTD’s Comprehensive Operations Analysis Plan is called “Transit Tomorrow”. Looks at ways to improve transit performance.

Phase 1 looks at metro areas – rural routes. No changes to rural routes are anticipated at this point. Survey open now: <https://www.ltd.org/transit-tomorrow/> General comments from Phase 1

- Most people like High frequency
- 1/3 of folks prefer expanded coverage
- Want more weekend and evening service
- Prefer minor adjustments over network redesign

Methods of providing transit

1. Ridership – fewer routes, longer walks, more frequent buses
2. Coverage – more routes, shorter walks, less frequent buses
3. Most transit operators attempt to balance Ridership and Coverage somehow

Key questions for Phase 2: Service versus affordability.

- Should LTD use new funding resources to increase service or to reduce the cost of getting on the bus? Options:
 - Add service
 - Lower fares
 - Add coverage
 - Add ridership

Hart showed a conceptual map of what a High Ridership route network would look like. It requires the reduction of transit lines to focus on lines that carry more passengers. Outcomes:

- Fewer people will be located near any service
- A lot more people will be near frequent service (different network analysis – people willing to walk a longer distance to get to a frequent bus.)
- Access to jobs increases based on current distribution of jobs in Eugene-Springfield (approx. 45 minutes)

The map of High Coverage looks very similar to what LTD provides today.

Outcomes:

- A few more people near any fixed route service
- Reduced frequency in some areas
- Access to jobs is lower than High Ridership network.

Next steps

- Review Alternatives - NOW
- LTD Board Direction – Early Spring 2019
- Draft Plan – Spring 2019
- LTD Board Decision – Late Spring 2019

Comments

- It seems that travel time is important. Travel time on the bus is one thing, but you have to add the waiting time at the bus stop. “Frequency” is only at a fixed point, not the entire trip.
- How does high frequency network help with transfers? Buses come more often – if you can get to EmX, then your travel time decreases. Low frequency to low frequency transfer takes a lot of time. It’s helpful to have some form of frequent service as part of a transfer trip.
- Is there an app showing best routes/transfers? Google does this best right now. There are apps in other communities currently, but not yet in LTD (Though ODOT contracted with RideAmigos, so something is coming this fall.)
- How is West EmX performing? Steadily increasing. It’s 10% of the system ridership. Overall, EmX accounts for 35% of all LTD ridership.

- Tradeoff between reducing fares or increasing service? Corvallis has free service – what does data show? Can't speak to Corvallis. LTD didn't make assumptions based on behavior, so can't say how enticing lower fares would be (with exceptions – if people under 18 got free passes, ridership would increase, for example.)
- Equity. Do you have the ability to evaluate alternatives on low-income, people of color, or disabled? At conceptual level, there are many types of customers. Do evaluate underserved communities as part of annual review, most neighborhoods with high rates of underserved folks are already in service areas that are being considered for frequent service. Also, provide paratransit service where needed.
- Connectivity. We might want more emphasis on networks that add multimodal connections. Hart, that's why LTD did a Pedestrian Network Analysis (PNA). Hart introduced the PNA; it was a pilot project that can be updated with new information.

6. Subcommittee Reports (6:50-6:55)

Information Share

Programs: discussed Bicycle Friendly Businesses (BFB). Wanted to answer, “does Travel Oregon count toward the League’s BFB program?” Yes, it does.

Infrastructure: this subcommittee did not meet. Instead, members were encouraged to attend the placemaking presentation by Gehl Studios at the University of Oregon. Gehl is one of the consultants charged with designing 13th Avenue through campus. Draft 13th Avenue Concepts were unveiled during the lecture. See agenda item #4 above for more information on 13th Avenue.

Other (Allen Hancock)

- Street Repair Review Panel – evaluates annual expenditures of the Pavement Bond Measure. Report indicates that city is over performing – can get more projects done than anticipated.
- River Road Triple Bottom Line Sounding Board – will evaluate recommendations from the RR/SC Neighborhood Planning Process.

7. Project Updates (6:55-7:10)

Information Share

Riverfront Park: Opportunity to build separate walking and bicycling facilities on the South Bank path requires an investment from the Pavement Bond Measure – Bike/Ped fund. Reed discussed using \$500k from this fund to help build the facility. South Bank Path was the second highest-rated path segment selected for rehabilitation by the Infrastructure Subcommittee. (West Bank Path was #1 – it's current in design.) ATC members agreed that this is a good use of money.

Barger Pavement Project: with leftover money from the previous Pavement Bond Measure, as well as money from the stormwater fund, city is planning to develop a few segments of sidepath on the north side of Barger Drive. Reed

explained the proposal. Most committee members thought that this would be an improvement over the existing configuration.

8. Information Share (7:10-7:25)

Information Share

Reed: had a conversation with PW-Maintenance and switching underpass lights to “always on” can be done. It’s low on their priority list. Should it be higher? ATC responded, “Yes”.

Lindsey: bike share gave out some free annual passes today, and roses! Systemwide, looking at expanding stations based on ridership. Will report out to the committee at a regular meeting soon.

Allen: been attending UO Campus Planning Committee meetings. Allen has seen the proposed alignment for the South Bank Path. Alignment would move the new path south, away from the river.

Michael: there was nobody riding bicycles in Cuba. Lots of buses and cars (supplied by Russia and China). Thinks that Eugene has a driving problem and isn’t willing to do the work to make driving more difficult. Excited about upcoming SmartTrips program downtown. Also, in Cuba, the rum was good.

Lee: a marked crosswalk will be added across Avalon at Haviture Way in spring. Speed cushions will be added later in the year to slow traffic.

Larisa: Franklin Blvd design workshops went very well. Will have a survey out soon where you can evaluate the design alternatives. Franklin project may be on Council agenda on February 25th.

Marina: trying to put together a group of Latin-American leaders to promote active transportation within the community. There are opportunities to present to this group. (Josh thought this was a good topic for the Programs Subcommittee)

Brian: Nick reported that the Jessen Path lights work on one side but not the other. Reed confirmed that they received a complaint.

Blyth: fatality on Hunsaker led to speed trailer, but was only there for a week. We should advocate for better active transportation in this corridor (even though it’s controlled by Lane County and not the City of Eugene).

Josh: to Michael’s point about downtown parking, the city will be preparing a TDM update to encourage active transportation soon. Also, LTD is looking into electronic ticketing for fare management.

9. Adjourn 7:30

Future Agenda Topics

- Franklin Boulevard Redesign – March

- Vision Zero – March
- Police Chief – Traffic Enforcement and Bicycle Theft
- Difficult Intersections – March
- Bicycle Parking Code Adoption - April
- Scooters/Micromobility – May
- Eugene Sunday Streets/Party in the Parks/Other Activities – June/September
- EUG 2021 and Active Transportation Coordination - August
- Walking and Biking System Gaps - August
- Shared Use Path Safety
- Speed Designation
- Citywide Priorities for Walking and Biking Projects
- MovingAhead Updates
- Pedestrian-Bicycle Pavement Bond Measure and Projects
- Temporary Pedestrian Access Routes
- Central Area Transportation Study
- City Street Lighting Standards
- Transportation Demand Management Requirements

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)]