

## Eugene Active Transportation Committee

Date: Thursday, September 12, 2019  
Time: 5:30 to 7:30 p.m.  
Location: Sloat Conference Room  
Atrium Building, 99 W. 10<sup>th</sup> Ave  
Eugene, OR 97401 (Enter from the back alley off 10<sup>th</sup> Ave)



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[www.eugene-or.gov/atc](http://www.eugene-or.gov/atc)

**Attendance:** Brian Johnson, Allen Hancock, Marina Herrera, Josh Kashinsky, Robbie Dow, Michael DeLuise, Michele O’Leary, Bob Blyth, Sam Miller, Bob Beals, Nick Alviani

**Absent:** Lindsey Hayward

**Staff:** Lee Shoemaker, Reed Dunbar, Karen Mason, Shane Rhodes

**Members of the Public:** Connie Berglund, Vicky Mello, Holly Rockwell (Springfield BPAC), Robert Patterson, Claire Ribaud

Notes

### 1. Open Meeting

- Announcement – this meeting is only scheduled until 7pm so that folks can attend the Eugene Town Square meeting currently underway at the Park Blocks
- Announcement – Amy Harter has resigned from the ATC effective immediately. We thank Amy for her service.
- Announcement – Eugene Sunday Streets is THIS Sunday, September 22<sup>nd</sup>. Please sign up!

### 2. Public Comment

- Brad Foster: just got back from a trip where Bikes May Use Full Lane signs have been installed. Says it changes behavior (Davis, CA). Says detours were not working along the shared use path system in Eugene. Also, city seems to be allowing people to privatize shared use path system; son got knife pulled on him recently.
- Claire from 350 Eugene. Wants things on the “future agenda topics” list to make it to a meeting agenda. Specifically, would like to talk about sidewalks.

### 3. Approve August 8, 2019 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Notes were approved unanimously.

### 4. Central Eugene in Motion

Action Requested: Presentation and Discussion

Presenter: Reed Dunbar

<https://engage.eugene-or.gov/CentralEugeneInMotion>

Reed shared the progress of Central Eugene in Motion. To date, the following public involvement activities have taken place:

- Open House #1
- Door-to-Door canvassing in project areas
- One-on-one meetings with stakeholders and agencies
- Focus Groups for each project area

The next step is to develop alternatives for each project area. Alternatives will be discussed at Open House #2 scheduled for 5pm on October 22<sup>nd</sup> at the downtown public library.

Prior to October 22<sup>nd</sup>, there will be a series of short videos posted on Engage.Eugene page to explain:

1. The purpose of the Central Eugene in Motion study
2. Tradeoffs being examined as part of each alternative
3. Network and connectivity goals for each project area

#### Comments

- Understand the paving limits for these projects but recommend focusing on some of the bike network streets too.
  - Reed responded that these pavement projects were approved by voters in the Pavement Bond Measure (2017) based on pavement condition.
  - Allen responded that he is on the Street Review Panel for the Pavement Bond Measure and mentioned that when funds are left over they can be used on other streets.
- Network – please look at these projects from the system perspective. Each subarea will impact the connectivity in another subarea.
- Josh said that he was at one of the Focus Group Meetings and noticed that a lot of the conversation was auto-centric.
- What's the traffic analysis?
  - Reed responded that the city hired DKS to develop a traffic model and when there are alternatives recommended that create traffic impacts (such as removing a travel lane) we will have data available from the analysis to estimate what the delay would be, and where traffic would go if a street becomes too congested. These data will be shared at the next open house.

## 5. Scooters/Micromobility Devices

Action Requested: Presentation and Discussion

Presenter: Josh Kashinsky

Josh wanted to discuss what sorts of personal mobility devices are likely to be part of our future and learn more about options.

Karen Mason mentioned that City of Eugene code needs to change to include micromobility devices like scooters, but be more general so that not just scooters could be included because the micromobility space is ever changing.

Updates:

- There is an opportunity to “geofence” locations where devices like e-scooters can be governed to operate at lower speeds
- City is writing evaluation criteria so vendors know what the values of the city are when looking at micromobility options.
  - Safety
  - Environment
  - Equity
- City code needs to change to operate e-scooters on the shared use path system.

Questions:

- Would decisions based on size and shape of devices introduce skateboards to bike lanes?
  - Yes, it could.
- Remember that e-assist is not just about going fast, but about making bikes and other vehicles available to folks who have mobility limitations or other barriers to using a traditional bicycle.
  - Seeing a lot of new people on bikes because there is e-assist; it can be a critical piece of the mode shift puzzle
- Speed differential is probably the primary issue. Building in policies to regulate seems wise.
- The environmental impact is important to consider. They don’t currently last too long (e-scooters).
- Driver’s of LTD buses currently don’t allow e-assist devices like scooters on the bus. LTD needs to update policies too.
- It’s important to have audible warnings on these devices – consider requirements for bells, etc.
  - Needs to be a marketing program too so that folks know to use them
- Consider areas where there are a lot of elderly folks using the path. Can’t have high speed vehicles in these locations.
  - Seattle posted speed limits of 15mph, how did that work out?
- Today, rode near an electric assist bike. He said his top speed was 40mph. That’s not a legal device. City has the authority to limit third-party vendor speeds. Concern about operating such a fast-moving vehicle in the bike lane with human powered machines - that seems like an area where there will be some conflict.
  - There are classes of e-assist bikes and there are regulations for them.

## 6. Project Updates

### Information Share

Presenter: Staff

Alder Street Neighborhood Greenway: contractor finally started to install the speed humps between 24<sup>th</sup> Ave and 30<sup>th</sup> Avenue. They’ve been milled but open for over 2 weeks.

Barger Drive paving is coming together. Temporary pedestrian crossings in place and construction of protected bikeways on north side of Barger Drive in progress.

19<sup>th</sup> Avenue from Hilyard to Agate is underway. Project will include diversion at 19<sup>th</sup>/Alder which will require all automobile traffic to turn right onto 19<sup>th</sup> from Alder.

West Bank path delayed until next year due to floodplain permitting.

UO and City of Eugene working on developing a new agreement for realigning the South Bank Path between EWEB and the Frohnmayer Bridge.

Active Amazon bridges installed and decks poured. The approaches are under construction now. Hopefully open in next week or two.

Please volunteer for Eugene Sunday Streets. Shifts are 2-hours, you get a t-shirt, and can still attend the event.

- Route includes a full loop of Broadway and 8<sup>th</sup>
- WOW Hall is participating and will have a third stage
- There are events along the entire route, not just the activity centers (Kesey Square, Monroe Park)
- 52 parade entries this year (40 last year); starts at 11am
- Kudos to Kelsey Moore for putting together such a robust schedule.

Avalon crosswalk and speed humps were installed.

Question about pedestrian detour process.

- Reed responded that staff is compiling best practices from this year and last year and will meet this fall to select preferred traffic control practices. Ideally, these standards will become required for all entities working in the public rights-of-way.

## **7. Subcommittee Reports**

### **Information Share**

Infrastructure Subcommittee: went through the high crash intersections list with Andy Kading from City of Eugene Traffic Operations. City has added those comments to the list of requests. Subcommittee thinks there is an urgency to mitigate the conflicts at Coburg at 3rd Avenue. Subcommittee recommended to focus on corridors instead of hotspots. Shared use paths are the “highways” for active transportation so there should also be focus on those connection issues.

Programs Subcommittee: did not meet in August.

Several members of the ACT, and staff, attended APBP Conference in Portland. There is a focus on designing for vulnerable users, identifying equity strategies, and scooters (what to do with scooters...). Also, message was that if you make small changes you get small outcomes, you need to make a lot of rapid changes in a variety of areas to change behavior.

## **8. Information Share**

Beals: wants to solve the dark undercrossing problem and people living in those spaces. Saw Park Ambassadors today, might be nice to have them give us an update. Beals made a contact with an EPD officer - might also be a good presentation (Officer is managing the linear park system). Thinks that Parks and Open Space should attend our meetings.

Michael: get over to the Town Square meeting! Was there earlier, it's worth seeing.

Allen: was helping coordinate the interface between the ATC and the Town Square event. Ellen Tenny is there to help explain the project to ATC members who attend.

Karen: on October 1st, there's a Vision Zero Celebration of Life, held at 2nd/Chambers Fire Department. Celebrates VZ and the work that agencies are focusing on around traffic safety.

Holly: just found out about Google Maps bike layer, but it's lousy.

Michele: RR/SC Neighborhood Plan, members met with Lane County about pavement projects. They did some chip sealing but didn't let folks know about it. Also, there have been more conversations about adding sidewalks on local streets.

Marina: the Gazpacho Ride was well attended and very enjoyable. Would like to have a better turnout next year.

Nick: appreciate that we're talking about electric vehicles - there are positive aspects. Also, had to escort two children around Barger because pedestrian signals weren't working (Beltline Onramp at Barger). Also, says Taney at Barger loop detector does not work.

Brian: iBikeEUG app not working.

## **9. Adjourn 7:00**

### **Future Agenda Topics**

- Franklin Boulevard Transformation
- Vision Zero
- Bicycle Parking Code Adoption
- Scooters/Micromobility
- Eugene Sunday Streets/Party in the Parks/Other Activities – October
- EUG 2021 and Active Transportation Coordination
- Walking and Biking System Gaps
- Shared Use Path Safety
- MovingAhead Updates
- Pedestrian-Bicycle Pavement Bond Measure and Projects
- Temporary Pedestrian Access Routes
- Transportation Demand Management Requirements
- Sidewalk Needs

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[Administrative Policies and Procedures Manual, Section 1.4 (Revised 05/14/04)]