

Eugene Active Transportation Committee

Date: Thursday, April 8, 2021
Time: 5:30 to 7:30 p.m.
Location: Virtual



City of Eugene
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Attendees: Allen Hancock, Andrea Plesnarski, Josh Kashinsky, Julie Daniel, Pete Knox, Steve Abbott, Daniel Wilson, Andrew Martin, Anne Brown, Josh Mendez, Papa Awori, Hilary Mankofsky, Mary Christensen, Sue Wolling, Grace Kaplowitz,

Absent: None

Staff: Shane Rhodes, Lee Shoemaker, Cas Casados, Reed Dunbar, Andy Kading

Public: Vicky Mello, Branden Johnson, Peter Bolander, Harry Sanger, Cythia Black, Claire Roth, Aliza Whalen, John Larson, Bob Blyth

Meeting Notes

1. Open Meeting - Meeting Coordination

Lee Shoemaker opened the meeting with the meeting purpose and reminded participants that the meeting is public record.

2. Public Comment

None

3. Approve March 11, 2021 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Approved unanimously.

4. 13th Avenue Bikeway Report

Action Requested: Presentation and Discussion

Presenter: Anne Brown/Andy Kading

Anne presented some UO student work on the 13th Avenue Bikeway. The purpose was to evaluate how different users (modes) acted on the 13th Avenue Bikeway corridor. Every signalized intersection was evaluated including signal compliance, turning patterns, and counts.

Data collected February 1-12 (M-R) at peak AM and peak PM.

- Observed that 88% of people riding bikes did not turn at intersections.
- Saw 39% signal compliance (bike riders)
- Directionality seems to matter depending on the intersection.

- Noncompliance with signals is highest where automobile traffic is southbound only (like at Pearl and Patterson).

Students had recommendations

- Add “green wave” technology so that signals are green when people on bikes arrive at an intersection.
- Reconsider protective signal phasing. (Most appropriate where turns are 150+ turns per hour.)
- Students think signal scheme should be changed to allow through movements with autos/pedestrians.
- Look into leading bike intervals.
- Add more green time for bike signals.

Andy Kading’s (City Signal Engineer) comments.

- Thanks for the analysis.
- Guidance from NACTO is excellent. But, they do not cover the interim approval of signal devices. We need to follow a federal document (MUTCD) that does not include bike signals. For example, if you use a bike signal, they must have “exclusive rights to the intersection”. So, we cannot change that right now. New MUTCD standards are coming (currently under review) but not approved yet.
- We asked, “who are we building this for” as our guidance. As a result, the existing MUTCD standards work because they separate movements of all users to prevent conflicts. So, this seems to work best for children, or inexperienced cyclists, though experienced cyclists who are comfortable operating in mixed traffic do not like it.
- Signals rest on red. Detection of an approaching vehicle triggers a green light.
- Andy says that the red phase is very short and the overall impact of the current signal scheme is that the green light is triggered quickly and overall flow is better.
- If there are more users of the bikeway, the bikeway will get more green signals.
- City plans to address signal timing again when Fall UO classes resume.

Comments

- Was compliance for peds with signals measured? No.
- Thanks for the explanations, Andy! But the corridor is still not functioning the way that most people expected it to. People on bikes really don’t want to stop. Green wave would improve signal compliance.
 - Green waves don’t work in this situation. Most examples are one way bike lanes. We have a contraflow bike lane. That messes up the timing.
 - There is an internal commitment to balance transportation modes. So, lessening green time for cars can only occur up to a point.

- Equity – let’s think about it this way. Cars are the biggest chunk of mobility right now. Makes sense to prioritize other modes where it makes sense – like on 13th Avenue. UO study showed that there isn’t a high rate of turns.
- Was the analysis only for 13th Avenue? No, looked at N/S movements as well. Can bikes treat the red light like a stop sign? No.
- Do we know how many users are turning, not just turning movements per intersection? No, that was not recorded. Keep in mind that it may be difficult for people to turn across 13th if bike phase and auto phase run concurrently.
- Wants to see more of these, but 13th has to be done well for people to support that.
- Can we do flashing red for bike signal? No, it would have to be for all signals, not just the bike signal.
- Traffic signals are in a permanent state of change. What we have now isn’t what we’re “stuck” with.
- Heard that 13th Avenue was built for students and for people who don’t ride often. Does what we have limit ridership instead?
- Haven’t used the bikeway yet, but do cross it frequently. Like the idea of the protected turns for bikes.
- Observed people on cross streets not using the signals. Are there signs? There are already signs, can add more.
- Hardest part of cycling is starting from a stop. Stopping is a problem then, for people riding bikes.
- Some bike signal faces are hard to see still. (That can be adjusted). Mentioned Hilyard.
- Eugene has plans for getting more people to ride bikes. Perhaps this means that we need to prioritize biking over driving when designing signal schemes.
- Equity seems to mean that everyone is waiting now. Let’s privilege the mode we want people to use - bikes.
- Does city have a policy for bike/ped priority? The only policy regarding signal timing is that intersections outside of the downtown must meet a Level of Service Standard (which is required by State of Oregon).
- Safety should be the first priority here. Yesterday, watched a cyclist run the signal at Pearl. A bad crash would be a black eye for the program.
- Great report! This is preliminary right now. The city seems to be saying that changes will be made in the fall. (Yes)

5. Lincoln Street Greenway Funding

Action Requested: Presentation and Recommendation to use Pavement Bond Funds for the Proposed Lincoln St. Greenway Project

Presenter: Reed Dunbar

The neighborhood greenway for this area is shown on Lawrence Street in the TSP. I’d like to move it to Lincoln Street which will include bike lanes,

protected bike lanes, and neighborhood greenways. Along with the move, comes the availability of money – System Development Charges which we need to complete the Lincoln Street repaving project.

Comments:

- Let's use Lincoln – use it now.
- Can I still use Lawrence? Yes.
- How do you make the TSP change to enable SDCs. We'll figure that out.
- TSP needs updating because it's been 5 years in action.
- You'll need Lincoln to get to the 13th Avenue bikeway anyway – make the change to Lincoln.
- ***Motion to support staff to change the NGW from Lawrence to Lincoln and make funding available for Lincoln. Seconded. Passes unanimously.***

6. Letter of support for the River Road-Santa Clara Pedestrian and Bicycle Bridge over the Beltline

Action Requested: Approve Letter of Support

Presenter: Shane Rhodes

There is a potential to apply for federal funding for walking/biking. A project in the TSP (PB-12) shows a bridge across Beltline so that folks don't need to ride on River Road under beltline which most people don't like doing. The bridge would connect to North Eugene High School which is currently being rebuilt. A lot of students (about 50%) have to use the River Road underpass currently. This is 4j School Districts #1 rated project for the district in terms of Safe Routes to School.

Comments:

- Support!
- How do we pay for it? Can ODOT help us fund this since it goes over an ODOT highway? Yes, that's what Eugene wants to have happen.
- Letter is to DeFazio – is this federal? Yes.
- Let's make this happen.
- Is there an exact location? We are hiring a consultant to do a feasibility study.
- ***Motion to send the letter as proposed in support of this project. Seconded. Approved unanimously.***

7. Construction Detours

Action Requested: Presentation and Discussion

Presenter: Reed Dunbar

Reed gave a presentation on the internal City of Eugene process for accommodating all modes of transportation during construction projects. The city has assembled some standards, based on best practice, and has been testing them over the past 3 construction seasons. Currently, the standards

are being reviewed by internal staff in hopes of finalizing them. Once this occurs, the city will be able to require all entities performing work in the public rights-of-way to follow the same standards.

Comments:

- Guidelines are very helpful.
- Do we want people to go through construction zones? What about crossing the street? Yes, this should be available.
- 24th Avenue at Willamette is hard right now. There's no accommodation. City should fix that.
- Happy to hear that this is happening.
- Failures can change people's behavior.
- Enforcement? Difficult.
- Need phone numbers in work site. Can the Go Bonds signage have a phone number?
- Northwest Natural seems to be the worst. Suggest you call them and ask how they are complying with ADA.

8. Oregon Senate Bill 395

Action Requested: Discussion

Presenter: Chair

<https://olis.oregonlegislature.gov/liz/2021R1/Measures/Overview/SB395>

Individuals can support this legislation independently. The Bike Bill was great, but it was only 1%. The new legislation is 3% to bike/ped funds from highway monies. Please support.

Comments

- Does the City of Eugene support this increase? Not aware of the city making an official position yet. City Council may decide to take this up. Still early in staff review process.
- Communications Subcommittee should bring this up at Council.

9. Bike Map Update

Action Requested: Information Share

Presenter: Lee Shoemaker

<https://engage.eugene-or.gov/eugene-springfield-bike-map-survey>

Lee said we're updating the bike map. We have an online survey available now, please give us your opinions. We are looking at different sizes for the printing, and potentially adding safety messaging.

10. Programs Subcommittee May is Bike Month Report

Action Requested: Information Share

There will be a bike ride in Bethel starting at Petersen Barn. It will be May 8th – look for additional details soon. Sue is going to lead a scavenger hunt in Golden Gardens Park. We'd like as many ATC members to attend

as possible. Want a lot of participation, let's think about ways to get folks together. Email Sue if you will definitely attend.

Infrastructure Subcommittee has not come together yet. Josh Mendez is interested in getting it started. Work with Lee for help setting it up.

11. Mobility Justice Listening Session as part of May is Bike Month

Action Requested: Discussion

Presenter: Grace Kaplowitz

Grace sent out an email a week ago. Working with BEST and NAACP to host a listening session on equity priorities. Listening session will bring together diverse groups to hear from guest speakers.

Planned for May 23rd at the Mims House.

Motion to support, as a partner, the Mobility Justice Listening Sessions as part of May is Bike Month. Seconded. Approved unanimously.

11a. Announcements

- May is Bike Month is happening this year. There is a calendar of events you can find online (WeBikeLane.org). Includes rides for beginners, open streets program in Harlow Neighborhood, family events, rock and roll to school week, Spanish-language events, eBike expo, and more.
- Use the Get There app (getthereoregon.org). You can use it to track your trips, and you can earn prizes in May.
- Tapas bike ride with PeaceHealth Rides happening in May!
- Bikez 4 Kidz happening now – need volunteers.
- LTD now has 11 electric buses, will be in service soon.

Questions and Answers

What was the pedestrian data show for compliance to signals?

I have heard in the past that 13th Ave was built for students, but also that it is built for people who are interested in riding, but find it unsafe. Where does this overlap of ridership get addressed in changes to 13th Ave, where more ridership is needed to get improvements, but with no improvements, we won't see more ridership?

When cars have been the mode most served historically, at what point do other historically non-served modes get just a bit more focus?

Why do you have to sign in to do city surveys?

Chat

Andrew Martin: Are there permanent counters along the corridor? I'm curious how much higher the bike share would be if UO was fully on campus? Similar question for nicer weather than we get in February.

Josh Kashinsky: UO has worked with LCOG to do bicycle/person counts on campus in fall and winter which is 'off-season' for their counts. We could talk to LCOG about doing 'off-season' counts on 13th instead this next year.

Claire Roth: Well said, Josh.

Claire Roth: Yes, Josh M. 100%

Claire Roth: Is 13th a commuter route for college students or is it for people who are interested in riding but feel unsafe? They feel like different populations who cycle differently.

Andrew Martin: Good point Claire - there's probably a lot of overlap in that venn diagram. I use the corridor and I'm neither. I think that area links a lot of commercial spots that the broader community would want to go to

Claire Roth: That's true, thanks Andrew.

Josh Kashinsky: To Papa's point, I am very eager to engage in more education on this corridor and teaching all users how it works. Especially as the university will be in-person this Fall.

Josh Kashinsky: 13th is also an important bus route between downtown and UO. It's not just cars on 13th, so I do appreciate a certain amount of balance.

Andrew Martin: Could we add the MUTCD update to some future agenda item? It was out for comment recently and I'm curious about the timeline and changes happening. For instance, we may be out of luck for a year or two, but we will be designing High Street and others before too long and it would be great to think about those changes might inform future designs. For instance, we might want more turn pockets on High if we do leading intervals.

Daniel Wilson: Sue, I love that prioritization. I would love to see decisions rooted in that; and if they are not, then we should point out how we actually do prioritize things.

Andrew Martin: It sounds like the legislative efforts might be on the 13th Ave Bikeway....

Shane Rhodes: Sue- Our DRAFT Design Standards and Guidelines for Eugene Streets,

Sidewalks, Bikeways and Access Ways has that in it (hierarchy)

Andrew Martin: Thanks to Anne and staff. That was a great discussion.

Josh Kashinsky: I think for many of us, it's difficult to understand the regulatory barriers to making progress. We've heard some good ones from Andy and some from Reed. It would be great to assemble a list of regulations that we can contact our representatives about.

Daniel Wilson: TODO: Take pictures of yourself struggling

Claire Roth: <https://www.thestreettrust.org/SB395>

Claire Roth: More info here on how to get involved :)

Claire Roth: According to the US DOT, the statistical value of saving just one life is roughly \$10 million. Failing to invest in safety results in greater costs in lost life. US DOT recommends using their figure when conducting economic analyses of different investments.

Allen Hancock: Claire, is BEST working to get council to consider supporting SB 395?

Daniel Wilson: Andrea, would you be willing to send us the contact info/action items for 395 that we can forward to our contacts?

Daniel Wilson: Sounds like we can also include info from BEST

Daniel Wilson: May 8th

Daniel Wilson: Time TBD, I think

Claire Roth: @Allen I've been spending a lot of my staff time on behind the scenes organizing with Sarah I. of The Street Trust, but I will check back in with our team on that, thank you!

J

osh Kashinsky: May is bike month web page:
<https://webikelane.org/calendar/>

Claire Roth: @Allen and I will get back to you.

Hilary Mankofsky (she/her): I'm happy to help get out the word with Active Bethel Citizens as well, I do a lot of communication with them.

Andrea Plesnarski: Info for HB 395 advocacy -- for donation, volunteering, suggestions for advocacy. <https://www.thestreettrust.org/SB395>

Grace Kaplowitz (she/her): Thanks, all!

Claire Roth: So excited to have ATC as a partner on this important effort; thanks, all! We are hoping to have more info nailed down soon and I'm sure Grace will relay that info to y'all as it comes along. :)

Andrew Martin: Don't forget to invite LTD staff as well!

Claire Roth: Oh good call, thanks!

Claire Roth: There's a new tapas place that just opened on Blair, if you need more stops for the tapas ride!

Cas Casados (she/her): <https://getthereoregon.org/>

Cas Casados (she/her): <https://webikelane.org/>

Andrea Plesnarski: <https://www.peacehealth.org/news/strides-social-justice-launches-app-now-available-downloadCC>

12. Adjourn 7:30

Future Agenda Topics

- ATC 2021 EUG Strategic Plan Work Items
- Transportation Options 2021 Events
- Bicycle Parking Code Adoption
- Moving Ahead
- EUG 2021 and Active Transportation Coordination
- Shared Use Path Safety
- Safe Lane Tactical Urbanization
- Driver Education; Oregon Friendly Drivers; Safe Lane Coalition

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