

## Eugene Active Transportation Committee

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



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

Attendees: Allen Hancock, Josh Kashinsky, Julie Daniel, Pete Knox, Steve Abbott, Daniel Wilson, Andrew Martin, Josh Mendez, Papa Awori, Mary Christensen, Sue Wolling, Grace Kaplowitz,

Absent: Hilary Mankofsky, Anne Brown, Andrea Plesnarski

Staff: Lee Shoemaker, Cas Casados, Rob Inerfeld, Kelsey Moore

Public: John Cougill, Claire Roth, Vicky Mello, Cynthia Black, Branden Johnson

### Summary Notes

#### 1. Open Meeting - Meeting Coordination (5:30-5:35)

Lee Shoemaker

#### 2. Public Comment (5:35-5:45)

Vicky Mello said she is concerned about the speed of people biking including electric bikes. She has experienced people riding too fast on weekend mornings around Skinner Butte Park. She hopes there will be education to path users besides signs along the paths. She said that people biking need to know that these are shared use paths and they need to be respectful of all users.

Cas said that there is a diversity of speeds on our paths now. Staff is embarking on a path etiquette community campaign. There will be signs along the path reminding people to slow down and share the path. Staff will set up tables along the paths to educate people on how to share the path.

#### 3. Approve June 10, 2021 Meeting Summary Notes (5:45-5:50)

Action Requested: Approve Meeting Notes

Meeting notes approved.

#### 4. MovingAhead (5:50-6:30)

Action Requested: Presentation and Discussion

Presenter: Andrew Martin and Rob Inerfeld

<http://www.movingahead.org/>

Andrew Martin said that he and Rob Inerfeld are comanaging the MovingAhead project. Andrew said they want to give an overview of MovingAhead, provide an update on the recent LTD Board and Eugene City Council work session, and describe future decision making process.

MovingAhead is a joint LTD-City of Eugene project looking at how we can make investments for people walking, biking, using mobility devices, and using transit on five major corridors:

- River Road
- Highway 99
- 30<sup>th</sup> Avenue to LCC via downtown
- Coburg Road
- Martin Luther King, Jr. Boulevard

Rob Inerfeld said goal is to make list of projects that could be built over the next ten years as well as implementing our land use and Vision Zero goals. MovingAhead focuses on capital projects while LTD's Transit Tomorrow focuses on providing bus services on key routes. LTD can come to ATC to talk about Transit Tomorrow when that process resumes.

Rob said MovingAhead is a system level approach which will result in better investment decisions for these five corridors. The public process will look at individual streets and the system network. Previous EmX corridor reviews took about 10 years from the start of planning to the opening of service. Rob said MovingAhead will allow for quicker implementation to make these streets safer, more efficient, and more livable.

Rob said the five corridors being studied are streets that experience heavy traffic and bus travel times are longer and longer. Investing in these corridors will allow bus travel to remain more consistent and lessen the operational costs to LTD.

Andrew said that MovingAhead looks at a spectrum of investments i.e no-build, EmX corridors, and enhanced transportation. No-build would be no coordinated effort of investments on the corridor. EmX investments would be the highest level of investment with high quality stations, frequent service, articulated buses, and dedicated bus lanes. Enhanced corridors will have a moderate level of investment with regular buses, about 15 minute service, and enhanced bus stops but not to the same level as EmX stations. There is a lot of flexibility in the investments in the enhanced service corridors. Investments in the enhanced or EmX corridors would include for people walking or biking. Examples are protected bike lanes and improved pedestrian crossings.

Andrew said each of the five corridors are different and level of investments for the enhanced or EmX alternatives will be different for each corridor.

Andrew provided conceptual investment options for each corridor:

- Highway 99  
Andrew said a lot of the investments for Highway 99 would be safety improvements in either the enhanced or EmX alternatives. Examples of improvements are enhanced crossings due to the long distance between signals and a bicycle and pedestrian bridge to connect the Trainsong Neighborhood and Highway 99,
- River Road  
Andrew said there would be a lot of improved pedestrian crossings with the enhanced alternative. With EmX, the outside lanes would be Business Access and Transit (BAT) lanes. This would help with the weaving and swerving that currently takes place with automobile traffic and improve transit travel time. Protected bike lanes are also proposed.
- Coburg Road  
Rob said Coburg Road is probably the most congested of the five corridors for buses and motor vehicle traffic. Coburg Road is narrow and has limited right of way to work with and this limits the options of improving walking and biking. There are more frequently signals which makes for more crossing opportunities. Many of the improvements will be designed to improve transit time along the corridor. There may be a few opportunities to add dedicated bus lanes but not throughout the corridor. Most of the enhanced pedestrian crossings will be on Chad Drive and Crescent Avenue.
- 30<sup>th</sup> Avenue to LCC-EmX  
Rob said this alternative is not a good option to bring forward. The MovingAhead alternative recommended Oak and Pearl streets to get to LCC but Transit Tomorrow recommended increased bus service on Patterson and Hilyard streets. Rob said there were not a lot of walking and biking improvements with this option. Andrew said there should be more improved crossings of 30<sup>th</sup> Avenue. He said Lane County is currently studying active transportation improvements on 30<sup>th</sup> Avenue. Rob said Eugene wants to look at 30<sup>th</sup> Avenue to better connect the Southeast and Amazon neighborhoods.
- Martin Luther King, Jr. Boulevard  
Rob said Martin Luther King, Jr. Boulevard only had the Enhanced Corridor alternative and not EmX. This alternative would take a lane in either direction east of the commercial area and turn them into Business Access and Transit Lanes. Rob said Eugene received a grant from ODOT to build that part of the corridor and put in a few crossing enhancements. Eugene and LTD are working together to build this project in the next few years. Rob said there

are a lot of safety issues on this corridor due to speeding and weaving motor vehicles.

Andrew said the planning process has included large open houses, canvassing of businesses along each of the corridors, direct mail, and on-line open houses over the last five years. He said a joint Eugene-LTD public hearing was held in October 2019. The project was on pause due to the pandemic but now is a good time to engage the community again. On May 26<sup>th</sup> a joint work session was held by the Eugene City Council and the LTD Board. Staff shared the results of the October 2019 public hearing and looked for support from decision makers to continue the process and to make investment decisions later this year. There may be funding available in the federal infrastructure bill.

Next steps:

- Council/Board Decisions
- Seek Funding
- Refine Design
- Complete Environmental Review
- Construction
- Safer, Accessible Streets

Andrew said it is unlikely that there will be funding available to complete all five corridors at once so the corridors or sections of the corridor will need to be prioritized. He said that funding for the BAT lanes and enhanced crossings on Martin Luther King, Jr. is a good example of getting funds for a portion of a corridor.

In response from a question from Daniel Wilson, Andrew said staff will ask the Eugene City Council and the LTD Board to approve a conceptual vision for each corridor i.e. no-build, Enhance Corridor, or EmX and staff will then design based on the characteristics of each alternatives. Rob said staff will seek the appropriate funding based on the vision for each corridor. Andrew said no decision has been made on which design option to select on any of these corridors. Only the Martin Luther King, Jr. corridor will not have the EmX alternative to consideration. Rob said staff will ask the decision makers to prioritize the design options for each corridor as well as the priority for the give corridors.

Pete Knox said he's looking forward to seeing more discrete and realistic packages of funding for active transportation on River Road, Highway, and Coburg as these corridors desperately need walking and biking improvements.

Papa Awori said there is no bike lane on Amazon Parkway from Hilyard Street and 30<sup>th</sup> Avenue over to 29<sup>th</sup> Avenue but there is a bike lane on Amazon Parking from 29<sup>th</sup> Avenue up to 19<sup>th</sup> Avenue. Papa said sometimes he prefers to ride on Amazon Parkway instead of the Amazon

Path but the section without bike lanes is too dangerous to ride with motor vehicles and he's seen other bicyclists in an unsafe situations in this section of roadway. He asked if this section of Amazon Parkway could be added to the 30<sup>th</sup> Avenue corridor under review. Rob said that Eugene will be updating the Transportation System Plan, possibly later this year. The list of bicycle projects will be update and this will be a good time to look at this gap in the bikeway network.

Allen asked if any of the transit options included in these corridors will preclude making walking and biking improvements and are there tradeoffs ATC should know about. Rob said there was a community workshop where participants were able to look at the available right of way to see what design options could fit in and what the tradeoffs may be. He said it varies with each of the corridors. Rob said that the initial look at the biking facilities on each side of Martin Luther King, Jr, Boulevard were adequate and BAT lanes were a good option. However, protected bike lanes could be considered as we look at design details. Rob said that there should be enough room to add protected bike lanes and a BAT lane on River Road. There are no dedicated bus lanes in the Highway 99 corridor may also have room to restripe and provide protected bike lanes. Rob said the right of way on Coburg Road is more restricted and protected bike lanes and wider sidewalks are not included in the conceptual design. Rob said Eugene received grant funding to build a protected bikeway on Oakway Street as a parallel facility. Cal Young and Willakenzie Street are other streets west of Coburg Road that could get protected bikeways. On the east side of Coburg Road, Eugene just built a path east of Coburg Road from I-105 to Oakmont Road that ties into the path that ODOT built along I-5, There are very limited options to widen sidewalks along Coburg Road. Rob added that during the during the update of the Transportation System Plan, we could consider buying private property along Coburg Road to add walking, biking, and transit improvements.

Allen asked if studies show that widening roads for dedicated bus lanes reduce travel time increases bus ridership. Andrew said evidence shows that more bus service and faster bus service increases ridership.

Steve said the Martin Luther King, Jr. corridor will become even more important for e-bike use as complaints are being made about their use on the paths and East Alton Baker Park. Steve said while he understands to not enhancing 30<sup>th</sup> Avenue as part of MovingAhead the roadway is not safe for people walking, biking, or driving and he hopes the City of Eugene and LTD can partner to make improvements to serve active transportation. Rob said transportation planning is interested in looking at design changes on the Eugene's portion of 30<sup>th</sup> Avenue

Daniel asked for more information about impacts to businesses with dedicated bus lanes along Coburg Road. Andrew said that LTD has built three EmX corridors and staff have learned that projects get more difficult when large amounts of private property must be purchased, especially with community relations and project costs. One of the goals of

MovingAhead was to improve community relations. Removing a travel lane on Coburg Road isn't feasible given the current and future traffic demands. Andrew said widening Coburg Road would also make it more difficult to cross the street.

Rob said one other area where there are design challenges to serve active transportation and transit is River Road under Beltline. The corridor design includes a dedicated transit lane under Beltline Highway which presents challenges for people walking and biking. He said carefully looking at the road design will be important.

## **5. Communications & Community Engagement (6:30-7:00)**

Action Requested: Presentation and Discussion

Presenter: Kelsey Moore

Kelsey Moore, Community Engagement Coordinator, gave an overview of Transportation Planning's community engagement and communications program.

What we are communicating about?

- Engineering and Transportation Projects
- City Plans
- Transportation Options
- Programs and Events
- Safety Laws and Resources

Who are we trying to reach?

- Everyone
- All users of the transportation system

How are we communicating?

- Online  
News releases; Facebook/Instagram/Twitter; YouTube; InMotion, City of Eugene website; City of Eugene calendar; Engage Eugene; TripCheck
- InPerson  
Tabling; Open Houses; Presentations; Active Transportation Committee; Project Advisory Committees; City of Eugene Equity Panel; Signage; Stakeholder Outreach
- Partners  
Active Transportation Committee; City Departments; Lane Transit District, Lane Council of Governments; University of Oregon; Safe Routes to School; Better Eugene Springfield Transportation; AARP; Oregon Department of Transportation; Greater Eugene Area Riders; Local bike shops
- Sustainability Equity Panel
  - Made up of eight organizations
  - Sustainability Equity Panel
  - Will convene from June 3032 to May 2022

- Purpose – Ensure new sustainability focused projects – including transportation, climate action and housing – are sensitive to the needs of marginalized communities
- What's next?  
Photo shoots to diversity representation; partnerships with organizations that serve marginalized communities; videos and visuals to tell stories; website upgrade; path etiquette tabling and outreach; Be Safe – Be Seen campaign; Electric Bike Expo

Kelsey asked the committee for their outreach ideas and names of other groups for city staff to reach out to.

Sue Wolling suggested better communication between Eugene staff and 4J School District and Kidsports because they are generators of an enormous amount of trips. Rob said that KidSports does have a transportation demand management plan because they provided a lower amount of auto parking than required at their Civic Park. He added that Transportation Planning will have a larger transportation options program in the future and the ability to engage more with these types of organizations. The Transportation System Plan update is another opportunity to engage in this issue. Rob said Sarah Mazze, 4J Safe Routes to School Coordinator, made an amazing presentation to the Metropolitan Policy Committee at their last meeting and he encouraged committee members to watch that presentation.

Mary Christensen agreed with Sue's comments. She suggested being a sounding board before to review campaign messaging and materials prior to launching the programs. Mary said there used to be a program for staff to go into businesses to talk with them about active transportation and she hopes that program can be restarted. Cas said that city staff are looking to reach out to employers with at least 100 employees or more or possibly 50 employees or more as part of the transportation options program. She said the state is working on statewide guidelines. The goal would be to have transportation options programs contained inside businesses or organizations. Cas said city staff would reach out to transportation options coordinators at the businesses to provide them information and materials to administer the program.

Julie Daniel said it would be helpful to learn about transportation issues in the community so people can advocate for active transportation needs. Julie followed up on Vicky's comment about egregious bicycling behavior on the path system by stating that some users aren't going to stop at a transportation table to get safety tips but may be influenced by enforcement or punitive measures. Kelsey said there will be signage to educate people about good travel behavior on the path system.

Allen said that he noticed during the communications presentation information flowed outward to the community but he didn't see communication upward to the Eugene City Council. Rob said that there isn't a mechanism to speak directly to the City Council but there is the City

Council newsletter that goes out to the public and is a tool to communicate about transportation projects and programs. He said the path etiquette is a good program to include in the City Council newsletter. Rob said the City Council sets policies and it is staff responsibility to implement them. An example is the MoveEUG document which is adopted administratively but implements policies contained in the Transportation System Plan. Cas said other avenues to reach out to city councilors are public forums, emails to councilors, and elections.

Josh Mendez said he participated in events during May is Bike Month and he said it was difficult to reach out to the Spanish speaking community. He suggested improving communication to get more participation in Spanish language events and to provide more Spanish materials into the community.

## **6. Subcommittee Reports (7:00-7:15)**

### *Action Requested: Information Share*

Sue said the Programs Subcommittee met and got updates from Shane about path etiquette campaign. They talked about coordination with Safe Routes to School and a Kidical Mass ride. They focused on things that they can do like a Walking School Bus, Sue said Safe Routes to School was putting together a pilot program, Programs subcommittee members will reach 4J and Bethel school districts to see how they can help. Programs members also identified some tree limbs on 13<sup>th</sup> Avenue that blocked the vision of the signal. They also plan to contact Josh Kashinsky at the University of Oregon to discuss educating students about the 13<sup>th</sup> Avenue bikeway to students when they return in the fall. Sue said the Programs subcommittee will reach out to parks staff about organizing a ride to Riverfront Park when it opens to the public. Cas said the 20-30 Club did staff the bike valet for the Olympic Trials and transportation planning will be talking with them about future events.

Josh Mendez said the Communications Subcommittee also talked about the Walking School Bus proposal discussed the logistics of planning the route, who manages the route, communication about the route, and who on ATC wants to be involved. They also discussed the success of getting the number of auto parking spaces reduced at Camas Ridge. Josh said they also discussed the next pavement bond measure and increasing funds for active transportation. Josh said the Communications Subcommittee also discussed ways to communicate with each other that was more organized than emails.

## **7. Information Share/Project Updates (7:15-7:30)**

Presenter: All

Mary said there will be a Climate Revolutions by Bike ride this Sunday at 2 p.m. It will be a bike and hike from the Amazon Recreation Center starting with a bike ride down to the Martin Street trailhead and then hike the trail.



Cas said there will be an E-Bike Expo on August 27<sup>th</sup> which is a Friday night at the Campbell Community Center. E-bike sellers and renters will be present and there will be a tent for show and tell.

Grace said she would like a discussion at ATC about meeting again in person.

Sue asked when the wide path down to the river path from the Campbell Center will open. Staff will investigate and get back to her.

### **Chat**

Claire Roth: Path etiquette is so important, good comment.

Allen Hancock: Can I be brought in as a panelist?

Sue Wolling: Thanks, Vicky. GEARS has worked hard to remind people on their group rides to control their speed on the paths, and give friendly warning to pedestrians when passing—and it has largely been successful. So, peer pressure can work, if we can figure out a way to apply that to the general population.

Sue Wolling: Thanks, Vicky. GEARS has worked hard to remind people on their group rides to control their speed on the paths, and give friendly warning to pedestrians when passing—and it has largely been successful. So, peer pressure can work, if we can figure out a way to apply that to the general population.

Daniel Wilson: Education and culture shift can take a long time to fix things, and it will never entirely fix the problem. I wonder how we could use strategic design to make sure that the needs of people on foot and on wheels can all be met.

Branden Johnson: This may not be in MovingAhead's remit, but I'm wondering how breaks/absence of cycling transitions will be covered. E.g., 99 transition to 7th going south, with no easy/legal transition for bikes through that Garfield area; bikes forced to travel on sidewalks from I-5 west on MLK all the way to Coburg)

Allen Hancock: Andrew, can you provide a link to the options for each corridor.

Andrew Martin: <http://www.movingahead.org/wp-content/uploads/2018/09/LTD-Moving-Ahead-Exec-Summary-FINAL-2018-09-05.pdf>

Sue Wolling: Personally, I HATE the wide sidewalk/bike lane on MLK—mostly because of the driveway crossings.

Kelsey Moore- City of Eugene (she/her): Lane County 30th project: [https://lanecounty.org/government/county\\_departments/public\\_works/engineering\\_and\\_construction\\_services/transportation\\_engineering\\_services/transportation\\_planning/current\\_projects\\_\\_\\_plans\\_under\\_development/30th\\_avenue](https://lanecounty.org/government/county_departments/public_works/engineering_and_construction_services/transportation_engineering_services/transportation_planning/current_projects___plans_under_development/30th_avenue)

Andrew Martin: Sorry I have to restart my computer really quickly. I'll be right back

Cas Casados (she/her) - City of Eugene: Kelsey Moore, Community Engagement Coordinator (kmoore@eugene-or.gov)

Andrew Martin:

<https://govhub.ompnetwork.org/sessions/189036/metropolitan-policy-committee-meeting-july-1-2021>

Andrew Martin: That's a link to the MPC meeting Rob was talking about

Daniel Wilson: Looks like it starts at around 1:45:00

01:51:50 Branden Johnson: I sympathize tremendously with the complaints about boors on bike paths/lanes (which in my mind include most pedestrians, skateboarder, scooters, as well as cyclists). But do want to note that OR's motor vehicle code does allow 2-way bike traffic when a one-way road has just one bike lane. I would prefer that cyclists would just move over one block and use the bike lane there, but in any event they are behaving legally if boorishly.

Julie Daniel: Thanks for the clarification Brandon.

Kelsey Moore- City of Eugene (she/her): Thank you so much everyone!

Kelsey Moore- City of Eugene (she/her): Please connect with me about ideas and questions. Also... shameless plug to send me any active transportation photos you have and want to share for our photo bank!

Kelsey Moore- City of Eugene (she/her): Equity Panel:

<https://www.eugene-or.gov/4719/Eugenes-2021-Equity-Panel>

Daniel Wilson: Branden, I have never heard of that and I'm having trouble looking it up. Can you give me a link or some place to go look?

Kelsey Moore- City of Eugene (she/her): SmartTrips program:

<https://www.eugene-or.gov/656/SmartTrips>

Kelsey Moore- City of Eugene (she/her): Current construction projects:

<https://www.eugene-or.gov/2558/Current-Projects>

Kelsey Moore- City of Eugene (she/her): Facebook:

<https://www.facebook.com/eugenetransportation/>

Kelsey Moore- City of Eugene (she/her): Instagram:

<https://www.instagram.com/eugenetransportation/>

Kelsey Moore- City of Eugene (she/her): InMotion e-newsletter:

<https://www.eugene-or.gov/3839/InMotion-Newsletter>

Kelsey Moore- City of Eugene (she/her): Vision Zero e-newsletter:

[https://eugene-or.us14.list-](https://eugene-or.us14.list-manage.com/subscribe?u=b0fe6c4eda5f68f34c6ec921a&id=8d131d927e)

[manage.com/subscribe?u=b0fe6c4eda5f68f34c6ec921a&id=8d131d927e](https://eugene-or.us14.list-manage.com/subscribe?u=b0fe6c4eda5f68f34c6ec921a&id=8d131d927e)

Kelsey Moore- City of Eugene (she/her): Aqui en la ciudad:

<https://www.eugene-or.gov/4056/Servicios-de-tu-ciudad>

Julie Daniel: As far as the Google group, we would be acting and communicating as interested individuals, not as members of ATC. Others not on the ATC would be members too.

Mary Christensen: Climate Revolutions by Bike ride on Sunday - meet 2:00 at Amazon Park parking lot on Hilyard for a Bike and Hike! Pass the word, please.

Branden Johnson: Daniel: I can't find the reference immediately, and perhaps the law has changed since I moved here (OR) in 2013, but I remember being surprised by this. It's not in the latest Oregon Biking Manual that I can see

## **8. Adjourn 7:30**

### **Future Agenda Topics**

- ATC 2021 EUG Strategic Plan Work Items
- Bicycle Parking Code Adoption
- EUG 2022 and Active Transportation Coordination
- Shared Use Path Etiquette Campaign
- Safe Lane Tactical Urbanization
- Driver Education; Oregon Friendly Drivers; Safe Lane Coalition

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