

Eugene Active Transportation Committee

Date: Thursday, June 11, 2020
Time: 5:30 to 7:30 p.m.
Location:
Attendance: Josh Kashinsky, Grace Kaplowitz, Steve Abbot,
Kevin Campbell, Pete Knox, Allen Hancock,
Sam Miller, Daniel Wilson, Julie Daniel, Andrea
Plesnarski.



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

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

The June 11, 2020 Active Transportation Committee meeting will be held as a Webinar and live-streamed on [YouTube](#).

Please click [here](#) to join the ATC meeting remotely.

Webinar ID: 928 9080 2415

Password: 455679

Or join by phone:

Dial (for higher quality, dial a number based on your current location):

US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or +1 301 715
8592 or +1 312 626 6799 or +1 929 205 6099

Agenda

1. Open Meeting - Meeting Coordination

Shane Rhodes and Lee Shoemaker welcomed participants.
Same setup as in May. Set this one up all alone, so may have some difficulties. Please be patient with our technology.

2. Public Comment

None. Other topics were explored:

Kevin Campbell from Springfield BPAC joined the meeting. Says that there will be some new route signage on 5th Street corridor, route to 4th Avenue. Sam Miller also said that D Street is a capital improvement project; also, the Virginia-Daisy project will begin this week (it's a neighborhood greenway that bypasses Main Street.)

Sam Miller – this is his last meeting. Parting thoughts -- the public process takes a long time. This committee is necessary to provide opportunities for community feedback. Thank you, Sam.

Steve Abbot will be the new Springfield liaison (replacing Sam). They have a detailed workplan. We should have one too!

3. Approve May 14, 2020 Meeting Summary Notes

Action Requested: Approve Meeting Notes

Motion to accept as circulated. Notes approved unanimously.

4. Open Streets Update

Action Requested: Presentation and Discussion

Presenter: Cas Casados and Shane Rhodes

City is working on an Open Streets program similar to “Slow Streets” in Portland. Vision is a program that sets aside a small percentage of Eugene streets to promote physical, mental, and economic health. Focus on active transportation. Staff are excited about the program, but there are some internal conversations about safety that still need to occur before launching the program. There are also some liability concerns that need to be addressed. Hope to launch this month (June). Focus on neighborhoods less well served by parks and shared use paths.

Comments

- Would love for the ATC Infrastructure Subcommittee to participate in selection of streets.
- Josh says the UO was apprehensive but he thinks city staff should ask again because opinions have changed.
- Will there be outreach to business districts? City is also working on a “Steeteries” campaign to allow restaurants to use public rights-of-way for commerce. Most Open Streets are in neighborhood areas. Open Streets will include wayfinding to link to parks and commercial areas.
- Is this a trial for something permanent? First, let’s see how this functions. City will evaluate and monitor levels of support, whether seasonal or year-round.
- How will you let people in cars travel to their homes? Streets will feature “soft” closure. Closed to thru traffic, but deliveries, services, and local residents will be allowed to operate in a shared environment. There will be a campaign to educate people on expectations for using designated streets.
- Will these be in underserved areas? It can be challenging in some neighborhoods due to a lack of connections, but there is an effort to find streets in Bethel, and Santa Clara, and neighborhoods that are less connected. Concentrate on places with few parks, also want to connect people to services; routes are evolving.
- Not all open space is safe for all people. Want more discussion on actions that overcome inequities. That’s an important issue, staff are looking at spaces in neighborhoods that are not necessarily policed. Infrastructure includes soft closures and messaging, not increased enforcement. Routes focused on neighborhoods that may be underserved (selection of routes is driven by location). Let us know your thoughts.
- Have worked at the barricade locations during Eugene Sunday Streets. Have noticed that few people actually know that these things are happening. Seems like there is something to learn from that experience. City will notify neighborhood associations, and will mail postcards. Also, lots of signage. And, maps.

- What's the timeline? Working through some internal discussions. Hopeful there will be Open Streets in June. Run through summer, evaluate in mid-September.
- Not much communication has gone out. What are you anticipating in terms of negative reactions? City won't advertise until the program is agreed upon. Graphics are currently in production. Will start outreach very soon. There is likely to be some pushback, but there will be a dedicated phone line and email address so that folks can submit their concerns, make changes, and interact.

5. Bike Share/Scooter Share Update

Action Requested: Presentation and Discussion

Presenter: Reed Dunbar/Shane Rhodes

It has been announced that City of Eugene is temporarily taking over the operations of PeaceHealth Rides due to the former operator ceasing service. City is looking at new models to provide service such as contracting with a non-profit, or going out for bid.

Some housekeeping is necessary before we move on to the next step of selecting a new operator. There are some contracting issues, privacy concerns, and liabilities to work through. But we feel confident that this change will improve the service in the long run.

Always interested in hearing your concerns about bike share and what the system could become in the future.

Comments

- Allen, want to thank the city for working through this. Seems like a fortunate decision that the city owns the bikes because otherwise they'd be gone.
- Pete, if there is a non-profit, would scooters have a similar model? Would a separate company run that? Unknown. There are many possibilities.
- Kevin, BPAC and City of Springfield are interested in having sites in Springfield. Hope future plans can integrate with whatever system results. Yes, all partners interested in expansion – just need a vendor to be available to get more bikes. That is underway in the private sector, so we may have the ability to grow the system soon. There are some branded bikes from another system that are on their way to us – up to 40. More growth as warranted.
- Dan, scooter share doesn't seem like it's profitable yet. A lot of value created by shared vehicles is for the community, might not need to be profitable. So, having a non-profit seems wise.
- Grace, supportive of a single mobility-focused operator. Also, it would be great if all micromobility worked together instead of against each other. Any way to bring in transit partners? Yes, LTD will be involved.
- Julie, wearing my non-profit hat, you don't want to start a new one. Need a board of directors – there's a lot of competition in Eugene

for those candidates. Having a larger vision about how bike share can fit into the community is key – maybe this could become a focus area of an existing organization. Donors like to see that there is money being generated – helps to partner with existing non-profits to achieve this.

- Josh, has strong opinions on this. Thinks Julie’s opinion is on-point. But, we do need a new non-profit. LTD just shut down P2P, but still have these programs in their budget with no way to deliver them. Maybe take on part of this role? (Bend does this.) Could also run scooters, or whatever new device becomes available. Huge risks, but concerned about existing organizations and their own missions not meshing with bike share success or growth. Membership in bike share has been flat, could be because could not expand. In terms of equity, not many people participated in the system, might be better now that out from under the umbrella of Uber.
- Where’s the money coming from to operate the system now? Currently, everything paid by Uber through June 30th. PeaceHealth is working to recover their sponsorship from Uber, and allow the city to use those funds. There is also some income that comes into the system through subscriptions and use. City also has some money, used for employee passes, that was returned to us by Uber – we can use some of those funds.
- Steve, strong support for Josh and Julie. Scared that if a non-profit fails, the system is all over. There is room for scooters and transit integration, but bike share is more sustainable.
- Allen, there’s no threat of service being interrupted, right? City is trying to ensure no interruption. There could be some sort of a blip if membership information doesn’t integrate as expected, but the hope is that transition will be seamless.
- Is there a timeframe for a new operator? City would like to transfer this ASAP.
- Sam, expressed some hesitancy in expanding the system. Concerned about longevity. Consider how expansion might impact level of service. Any expansion might come at the expense of reliability. As-is, the system works well.
- Grace, it would be great to get the community involved in this conversation. Thinks there is lots of support.

6. Metropolitan Planning Organization Grants Update

Action Requested: Information Share

Presenter: Reed Dunbar

The City of Eugene applied for 8 grants through the Central Lane Metropolitan Planning Organization. These include:

- SmartTrips – new movers program for people new to the community, and for folks moving within the community.
- Vision Zero Intersections – preliminary design to expedite future construction.
- 8th Avenue Protected Bike Lanes (supplemental funding)

- Coburg Road Roundabout (at Oakway)
- Oakway Protected Bike Lanes (Coburg to Cal Young)
- Division Avenue Safety Improvements (near Fred Meyer)
- Hunsaker Complete Streets Project (in coordination with Lane County)
- West Bank Path Extension

Reed Shared a Google Map identifying the locations of each project (save for SmartTrips and Vision Zero, which are plans/programs).

The ATC does not need to take any action. MPC will vote on the projects for the region at their next meeting (either July or August).

Comments:

- Allen, MPO grants – is there any prioritization that the city does in case it doesn't get all of these? Reed, we expect to get all of them. Allen, is an Ambassador project part of the SmartTrips model? Shane, it could be. Allen volunteers for his neighborhood.

7. Project Updates

Action Requested: Information Share

Presenter: Staff

13th PBL: construction is ahead of schedule. Was originally set to open in October.

SRTS: has been bid. Construction to start soon.

NE Livable Streets: is almost ready to bid.

West Bank: lighting the West Bank Path has been appealed. An appeals hearing is scheduled for July 1st.

South Bank: working with the University on design and lighting elements.

Roosevelt Path: extension to HWY 99. Almost complete!

Garden Avenue: has been bid. Will include shared lane markings, raised intersections, and traffic calming.

Willamette (23rd to 32nd): will start soon.

Willamette (20th to 18th): still in design.

Comments

- Will COVID reduce funding? It could. Too early to tell. But, most of the projects we work on come through bond measures or grants.

8. Information Share

- Reed: we submitted a few Letters of Interest for SRTS projects. 1 in Bethel, 1 in 4j. Lane County also submitted 2.
 - Do we want to have an ATC meeting in July? Slight majority for "yes".
- Josh: UO is filling out the Bicycle Friendly University application. Currently, Gold level. Want to get to Platinum. Josh would like to restart the ATC subcommittees.
- Marina: want to comment that on South Willamette between 19th and 22nd, if you are going south, the blackberries are in the bike

lane. (Please call 682-4800 to report. You can also report using the iBikeEUG app.)

- Shane: People for Bikes ranked Eugene #5 last year, this year we're #38. We think something's wrong with their ranking system.
- Thanks Sam! Safe Journeys!

9. Adjourn 7:30

Future Agenda Topics

- ATC 2020 EUG Strategic Plan Work Items
- Transit Tomorrow
- Transportation Options 2020 Events
- Bicycle Parking Code Adoption
- Difficult Intersections
- Biking-Walking System Gaps
- Scooters/Micromobility
- EUG 2021 and Active Transportation Coordination
- Shared Use Path Safety
- Tactical Urbanization
- Driver Education; Oregon Friendly Drivers; Safe Lane Coalition
- Temporary Pedestrian Access Routes
- Roundabout Strategy
- Transportation Demand Management Requirements
- Periodic Updates – Vision Zero; Moving Ahead; Bond Measure Projects;
- Central Eugene In Motion; 13th Avenue Protected Bikeway; Legislative

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)]