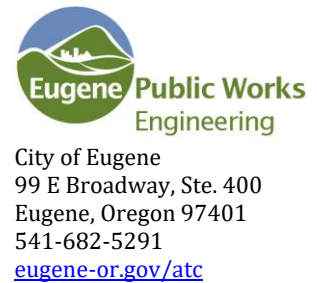


## Eugene Active Transportation Committee

Date: Thursday, October 14, 2021  
Time: 5:30 to 7:30 p.m.  
Location: Virtual



Attendees: Allen Hancock, Andrea Plesnarski, Andrew Martin, Anne Brown, Daniel Wilson, Grace Kaplowitz, Josh Kashinsky, Julie Daniel, Mary Christensen, Papa Awori, Pete Knox, Steve Abbott, Bryce Mayall (Springfield BPAC Liaison)

Absent: Hilary Mankofsky, Josh Mendez, Sue Wolling

Staff: Karen Mason, Shane Rhodes, Rob Inerfeld

Public: Branden Johnson, Cynthia Black, Duncan Rhodes

### Meeting Summary Notes

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

Presenter: Karen Mason

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

Duncan Rhodes (JWN): Conducted survey of sidewalks for walkability. Did not include factoring in walkability for someone with a walker or wheelchair. Looked for cracks and other hazards. A spreadsheet of conditions is available for anyone interested. Able to send that out. Attempting to map it all.

Response: Members of city staff and Active Transportation Committee expressed and interest in the spreadsheet.

#### 3. Approve September 9, 2021, Meeting Summary Notes (5:45-5:50)

Action Requested: Approve Meeting Notes

On page 4, Josh K. seconded Julie's comments, not Sue's. Move to approve with that change.

Approved with that condition.

#### 4. ATC Self-Reflection and Big Picture Discussion Follow-Up (5:50-6:25)

*Action Requested: Information Share and Discussion*

Presenter: All

Shane Rhodes: Lots of growth and shifting happening on transportation planning team, in community, in transportation world. Excited to have a new team that will be forming how to operate as a Transportation Options team within Transportation Planning. Important piece is ATC input into what and how staff is doing work. We value the ATC beyond advising staff... we see it as educating and growing the community of people who understand transportation in a deeper sense. We want to provide tools for knowledge and power. We also recognize that we need to include more in the ATC orientation for new members so that we can build a solid foundation, so that that people understand what their role is within and outside of the ATC, and who all the players are in transportation.

Shane delivered a presentation titled “**Active Transportation Committee – Making an Impact.**” It discussed how as an ATC member, members advise Transportation Planning staff. It then detailed who is on Transportation Planning staff, what projects each staff member works on. It then discussed how ATC members can advocate outside of the ATC, as a resident or constituent and the avenues available to deliver such advocacy, including: Local Nonprofits and Associations, the Sustainability Commission, the Planning Commission, the Human Rights Commission, and City Council.

*Discussion of Presentation: What’s useful and helpful? What do you wish you had been made aware of during orientation?*

Allen: Super useful info. For someone who is new to committee, might need more time to sit with material. Don’t speak in acronyms. Curious about Oregon22 and Zephyr project. Add to presentation: Parks and Open Space (POS) is involved with multiuse paths in parks.

Josh: Really great. Plenty of stuff didn’t know even though have been around for a while. How Transportation Planning fits in wider context of the City. Cross-section of the street and who’s in charge of what. For instance, traffic signals aren’t Transportation Planning’s jurisdiction. (Note from Karen: They’re Traffic Operations’ jurisdiction)

Pete: Excellent presentation. If new to working on a committee, acronyms are daunting. Suggest providing a list of acronyms.

Julie: Great presentation. Very useful. Would like to learn more about minimum parking standards.

Daniel: Super useful. Suggest adding a version of this (who does what) on the Transportation Planning staff page.

Mary: Reiterating what Daniel said. Good list of orgs to get involved with. Suggest putting links/info on website of those partner orgs.

Papa: Presentation was very helpful. As new a member, was overwhelmed trying to figure out what's what and how things work.

Summary of Key Themes Heard from September's Self-Reflection and Big Picture Discussion

- Connection between interest groups – hub and spoke with ATC as hub
  - BEST, GEARs, Cascadia Mobility, Bike Shops, Bike Manufacturers
- More of a role in evaluating projects – what's working, what's not, data gathering
- ATC as mediator between City Staff and City Council and/or public on projects that are 'controversial'
  - More direct work/increased role with City Council – advisory role?
  - Provide key talking points to ATC about why things are done a certain way to meet a certain need so that they are armed with those talking points when interacting with the public
- Increase public awareness and presence of ATC as a resource/conduit to amplify public voice to City staff and representatives
- Ambassadors for active transportation
- Be better at closing loops – keeping track of projects and public comment/responses
- ATC needs to work on its work plan – “What are we going to work on and where are we going?”
  - What is the importance of meeting time? What can be done in between meetings?
  - Lots of focus on people biking; Could do more around people walking
  - Increased on the ground advocacy/projects
- Look at By Laws and potentially revamp?
- Don't want to just feel like a rubber stamp
- Better identification and communication of which staff member is working on which projects

Allen: Tradition that when ATC members finish their term, they were given a few minutes to speak about what ATC has accomplished and words of advice to future ATC members. Go through meeting records for past five years and see if there are any patterns there.

Next Steps:

- Recruiting/Onboarding
- ATC Summit - Aim for Spring 2022
  - Opportunity for half day retreat to do some deeper planning.
  - Opportunity for ATC (Eugene) and BPAC (Springfield) to come together and align.
- Active Transportation Strategic Plan / Work Plan
  - Work with different interest groups to understand what are the things we need to do to reach our active transportation goals?

## 5. Shared Use Path Etiquette Campaign (6:25-6:45)

Action Requested: Information Share

Presenter: Shane Rhodes

Shane shared that the campaign began being conceived several years ago due to ongoing concerns from public about issues on the paths. To design the campaign, looked at what other communities were doing: Marin, Boulder, Atlanta, Dallas... Matched some of the ideas of simple graphics and icons with simple messages that Springfield created for their own campaign.

- Go a safe speed: Max of 20mph
  - Have had most community discussion on this one. Many comments that 20mph is too fast. Trying to be clear that 20mph is MAX. Already in park rules book. E-bikes have max legal assist of 20mph. Compliments '20 is Plenty' campaign. Trying to communicate that good etiquette means that if the path is crowded, you should only be going 10/12/15mph
- Dogs on short leash
- Stay right, pass left: Call "on your left" or ring bell
- Share the path: Don't use more than your half
- Share the path: Everyone's welcome

There is a need to figure out better way to place the campaign signs rather than using yard signs – a bunch were removed, some of which were found in the Amazon creek. One option is putting simplified posters on park kiosks.

Staff took a speed gun out and did some speed monitoring, during which staff observed some ebikes, moped, and motorcycles traveling at 35mph. Most higher speeds were observed by the Whilamut Natural Area and Knickerbocker Bridge. Additional observation was that as paths became more crowded, riders tended to slow speed down. It was also noted that people riding over 20mph were not just ebikes – there were some club riders and people in gear/lycra going up to 25mph on manual pedal bikes.

Plan to conduct more direct education and enforcement in future, including working with park ambassadors and police.

Evaluation metrics for tracking campaign success currently include speed monitoring and quizzes at tabling to see how awareness changes over time.

Steve noted that the topic of path etiquette was discussed at Springfield's recent BPAC meeting. He asked if there are Spanish language versions available? The answer was not yet, but there is grant available to do that. Emma (Springfield) and Shane (Eugene) are discussing how to partner on this communication, including a future informational video to be filmed in Springfield.

Papa asked if there are any tools available to measure and communicate in real time how fast riders are going, such as speed trailers. Shane replied that a minimum threshold of 10/15mph is needed to trigger such devices. They also need to have a max speed to trigger shutoff, otherwise people tend to actually speed up so they can test and see how fast they can physically go.

Julie asked if any discussions are being held with local ebike shops about speed limits?

Shane replied that the planned E-Bike Expo was going to be our foot in the door for that educational moment to shops.

Andrew asked if it is legal to ride ebikes more than 20mph in bike lanes. The answer was that that is currently not 100% clear and needs some legal clarification from a lawyer. Can say that on the shared-use path network, Class 3 ebikes (which can travel up to 28mph+) are not allowed.

## **6. Sharrows (6:45-7:00)**

Action Requested: Presentation and Discussion

Presenter: Staff

A discussion about sharrows, also known as shared-lane markings, was initiated by Daniel who asked the question: “To what extent are they a good use of limited recourses as opposed for other uses for that money?” The question was asked via email and initiated the agenda topic discussion.

Reed Dunbar prepared the following response:

Shared Lane Markings (aka SLMs, or “sharrows”) are used sparingly in Eugene.

1. Mostly, they are used on Neighborhood Greenways in conjunction with traffic calming or diversion to better classify the street as a bicycling street (example, Alder Street from 19<sup>th</sup> to 30<sup>th</sup>). They serve a placemaking function.
2. They have also been used where marking on-street bike lanes was not an option due to the presence of commercial districts where on-street parking is deemed valuable for customers and for freight (example, Blair Blvd, Willamette from 13<sup>th</sup> to 11<sup>th</sup>). The necessity for on-street parking is another discussion entirely.
3. SLMs have been used to indicate a change in direction for route finding. Examples include Van Buren north of 1<sup>st</sup> where there is a directional sharrow, or the SLMs through Lane County Fairgrounds south of 13<sup>th</sup> on Monroe.

Eugene is supplementing a standard shared lane marking with “BIKES MAY USE FULL LANE” signs in commercial districts. Experimentation with “super sharrows” is also present in the community.

- a. [Willamette Street](#) uses a standard shared lane marking with dashed lines on both sides to highlight the path of bicycle travel. The spacing of SLMs is also reduced to provide better awareness of bicycle users within the travel lane. Community response has been positive.
- b. The UO has used a standard SLM with a green backing on [13<sup>th</sup> Avenue](#). Ask Josh if they have gotten feedback.

Lastly, shared Lane Markings should not replace dedicated on-street bicycle facilities. I think it’s too common for communities to use them as a replacement for bike lanes and this has led to the villainization of sharrows. Eugene doesn’t do that. If community members feel otherwise, please provide a list of streets where shared lane markings have been used inappropriately, and we can audit these locations.

Topic Discussion:

Andrew agreed that generally, the function of sharrows is to communicate to people biking that the City thinks they belong there, but that that communication is less clear and obvious to people driving. He states that Eugene has done good job using them for wayfinding, and that in reality, a bike lane is no more able to provide protection than a sharrow other than perhaps people driving respect them a bit more. He then asked what is the cost difference between applying a sharrow versus bike lane striping?

Shane replied that its not about cost, its about infrastructure choices. Sharrows are thermoplastic whereas bike lanes are paint; they're different kinds of tools. He also stated that the City never uses just sharrows; they are usually done in conjunction with other traffic calming like raised crosswalks.

Josh K. commented that the infrastructure subcommittee has discussed sharrows with Reed many times, and that he can't think of a recent circumstance where sharrows were used rather than bike lanes. He also stated that on the UO campus, they are being used both for wayfinding and as a way to indicate where in the road bikes should be riding to avoid parking door zone. Student study of effectiveness would be great.

Alan asked if there is a policy about maximum street classification for using sharrows. His opinion is that they more effective on roads with a moderate level of traffic where there is no centerline striping.

Shane replied that such standards exists in the (yet to be officially adopted) Street Design Guide. [Post-meeting note: The design guide is titled "Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Access Ways – Eugene's Complete Street Design Standards" (October 2020). Pg. 102 of the Guide states that, "Shared lane markings may be used in locations with low traffic speeds and volumes (operating speeds less than 25 mph, volumes less than 1,500 vehicles per day)."]

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

### Action Requested: Information Share

Infrastructure: There has been discussion of how to better schedule and structure the infrastructure meetings to better align with main ATC meeting. There has also been workplan discussion.

Communications: Discussed how to connect with decision makers more. Continue to form plans to give testimony to City Council, especially on middle-housing code for detached parking minimums.

Programs: Debriefed PARKing Day. Discussions about what ATC can do for Oregon22. Looking into initiating a walking schoolbus.

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

Presenter: All

City of Eugene's Transportation Planning is growing to include an official Transportation Options (TO) side of the team. An Acting In Capacity Transportation Options Manager position created, for which Shane is the successful candidate. There are plans to continue to grow the TO team.

South Willamette Street is paved and striped. Pedestrian lighting, street trees, and signal at 27<sup>th</sup> and Willamette will be finalized in November.

South Bank Path is almost done with path paving. Working on electrical for the path lighting next.

Northeast Eugene Livable Streets projects – seven enhanced crossings in Cal Young, Harlow, and Northeast – is complete.

Bike map update is in the design phase and will be printed by the early spring

Springfield's BPAC Update: is sending a letter to their City Council regarding the City of Springfield's Capital Improvement Plan and what they would like to see money spent on. Shelved discussion on ebikes for future. Would like to collaborate more with Eugene about path etiquette.

IBikeEug is being updated. Is now a web-based app that can be used on any browser. Makes it easier to update, don't have to go through Apple or Android stores. Cleaner and easier to use.

Community survey for People for Bikes.

GetThere is wrapping up. Statewide TO program to track trips and win prizes.

There was discussion about work done on South Willamette. Papa mentioned that there was some confusion about the road leading to Civic Center because the path marking disappears and it's unclear if you should go to the right and cross or just continue. Shane replied that bikes should be using the crosswalk there and that it's the first time Eugene has implemented such a bike crossing. It is something that is going to be monitored for efficacy. The design intention is to prevent the right-hook collisions with cars. Staff would love to hear more feedback about how it works/feels.

**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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