

Eugene Active Transportation Committee

Date: Wednesday, November 10, 2021
Time: 5:30 to 7:30 p.m.
Location: Virtual



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

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

Absent: Josh Kashinsky, Hilary Mankofsky, Josh Mendez, Andrea Plesnarski

Staff: Karen Mason, Shane Rhodes, Reed Dunbar

Public: Brad Foster, Vicky Mello

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

Presenter: Karen Mason

2. Public Comment (5:35-5:50)

Brad Foster: Trash cans in bikeways. Need interdepartmental cooperation. Code enforcement from Planning. Parking.

Response from Daniel (ATC): Have also noticed confusion about where on sidewalk to leave trash cans, and for how long.

Response from Reed Dunbar (Staff): COE Recycling and Waste Management talks to garbage vendors. Placement of cans is up to the individual vendors. COE is currently down a lot of staff, not enough staff to go around enforcing. Instead, focus on clearing leaves from bike lanes. Trashcan placement is something that will be considered in design phase of High Street.

3. Approve October 14, 2021, Meeting Summary Notes (5:50-5:55)

Action Requested: Approve Meeting Notes

Approved with no changes.

4. 2022 Street Repair Bond Measure (5:55-6:15)

Action Requested: Information Share/Presentation and Discussion

Presenter: Allen Hancock

Allen gave a presentation titled “Eugene Street Repair Bonds.” Looked at:

- The history of the Street Repair Bond measure
- How each bond measure (2008, 2012, 2017, and 2022) allocates funding for road repair and bike/ped projects
- The role the Street Repair Review Panel plays in making funding allocation decisions

Reed Dunbar offered a correction and additional feedback for Slide 3 regarding the amount of money allocated each year for bike-ped projects. In 2008 \$333k/yr for bike/ped to be used on shared use paths. The 2012 bond allocated \$516k/yr for bike/ped to be used as decided by staff and in coordination with the ATC. The 2017 bond worked the same as 2012, but with \$1M/yr for bike/ped.

Discussion included brainstorming ways to increase funding for active transportation via the Street Repair Bond.

Sue mentioned that when the 2008 bond was passed, roads were in such a state that simply smoothing them benefited all modes of transportation. She also asked if there would be a future bond since some projects have been postponed.

Reed mentioned that there will be another bond and there is some ability to slide some projects forward, such as done with South Willamette. He also mentioned that the shortage of construction vendors causes a piling of projects, which is not ideal for multiple reasons, including that if you catch a street when it first starts to experience maintenance issues, its much cheaper than waiting and deferring the maintenance. If wait long enough, the road needs to be completely reconstructed, which is more costly.

Another discussion focused on repair versus improvement. Reed mentioned that because a limitation of the Street Repair Bond is that it is primarily a pavement bond measure that focuses on pavement and potholes. This leaves some things behind, such as that street repair projects do not include signal upgrades, stormwater treatment, adding bike/ped (ADA ramps as exception), tree replacement, sidewalks... anything back of curb. If everything could be done at once, then it would mean fewer future road closures. On the other hand, that would mean more funding focused on fewer streets. Would voters be interested in complete streets versus just pothole fills?

It was also highlighted that a way for affecting change and advocating for improvement versus mere repair would be to become involved with the Street Repair Review Panel. Additional interest was voiced concerning efforts from the ATC to engage with the public on the topic. Sue Wolling proposed that one of the ATC subcommittees should work on coming up with a set of recommendations for the use of gas tax money and for the next Street Repair Bond Measure to be brought back to the full committee in the December 2021 meeting.

5. Pavement Bond Measure Bike/Ped Projects (6:15-6:40)

Action Requested: Information Share and Discussion

Presenter: Reed Dunbar

Reed Dunbar continued the conversation about bond measure funding for active transportation projects by discussing the Pavement Bond Measure (PBM), which is usually around \$1M per year. He shared a spreadsheet of 2020 through 2022 PBM projects and noted that as a committee, the ATC has usually advised that half of that funding should be used for shared-use path reconstruction due to lack of additional funding sources for such projects.

He noted that the construction timeline for some pavement projects that include walking/biking as part have been delayed, including several walking/biking projects. An example is the 4th Ave repaving project from Pearl St to Coburg Rd, which is to have a protected bikeway included from the DeFazio bridge to Mill St.

Using the spreadsheet as a visual resource, Reed explained each of the projects – work planned for each project, work done to date, construction timelines, and project budgets.

Reed then asked the committee to provide a formal endorsement of the PBM project list, stating that they have seen the list, understand it, and support it. A motion was made to do so, which was approved unanimously.

Follow-up discussion centered on curiosity around incoming project requests from the public, and which projects don't make it to the PBM list. There is concern about equity and ensuring that projects are being done with geographic distribution and are benefitting communities of greatest need. There was acknowledgement that it is hard to fit everything into one list. It was noted that having an idea of the number of projects the public have brought to staff could help inform an argument to City Council.

Reed mentioned that there are hundreds of potential projects that are received from the community. When trying to prioritize projects, one method is to look for overlap with existing funding sources, such as the PBM, LTD bus stops, and SRTS projects. He said he would think about how to format and present that original list. He also mentioned that the pavement evaluation system is agnostic, only looking at pavement condition. It does not look for opportunities to connect places, to improve multimodal movement, for equity, for climate recovery, etc. He noted that if members of the ATC (other anyone else) wish to advocate for those metrics to be considered when pavement projects are selected each year, a good place to start would be engaging with the Street Repair Review Panel.

6. Active Transportation Summit/Strategic Plan (6:40-7:05)

Action Requested: Presentation and Discussion

Presenter: Shane Rhodes

Shane gave a presentation titled Move Eug: Eugene's Active Transportation Strategy, 2022 – 2027. It presented the history of active transportation summits in Eugene, beginning in 2007. Mentioned how some early summits led to early active transportation strategic plans. Pivoted to looking forward to a future similar events in 2022: a Professional & Advocates Summit, and an Active Transportation Festival as part of Oregon22.

The vision for the summit is that it would be place to draft to work with active transportation advocates, non-profits, and community partners to draft a future Strategic Plan.

The Festival would be a place to celebrate our active transportation achievements to date while also encouraging use engagement with active transportation. It would be a place to establish space for active transportation within the larger City of Eugene Festival footprint, such as using a staff and volunteer team as walking and biking guides, bike trains, walking buses and more. Would advertise accomplishments and encourage not only Oregon22 visitors, but also local residents who may not be as aware, or may be wary and have concerns about using active transportation. This is the time to try our active transportation infrastructure (like 13th avenue) and options (Like PeaceHealth Rides)! Chance to get people excited about our infrastructure and the programs we're doing.

Next Steps include planning the summit (Nov 21 – March 22), creating an Active Transportation Strategic Plan (Nov 21 – March 22), holding the Summit (April 22), Planning 2022 Festival events)Nov 21 – June 22), and then participating in the Oregon 22 Festival (July 15-24, 2022).

Shane also highlighted that the Active Transportation Strategic Plan 5-Yr report is done and available for review at: <https://www.eugene-or.gov/DocumentCenter/View/63805/Move-EUG-Five-Year-Report-2015-2020> It reports on measures achieved from the MoveEug Active Transportation Strategy: <https://www.eugene-or.gov/2594/MoveEug-Active-Transportation-Strategy>

Discussion of the Summit and Festival proposal presentation focused on funding and capacity.

It was asked if there is there any funding that comes with Oregon22 that helps with programmatic development? Does this take away from anything we're already doing? Shane responded that although there is not necessarily funding that comes directly from Oregon22, it is an opportunity to work with our partners to leverage work already being done and planned.

Regarding capacity, multiple committee members expressed support for the plans but hesitation about the ability to achieve it all with the amount of time available. The need for an ATC Work Plan to be developed *fast* was highlighted.

7. Subcommittee Reports (7:05-7:15)

Action Requested: Information Share

Infrastructure: Talked about strategies. Want more direction from full group about what role the subcommittee plays and how it fits into larger ATC efforts.

Programs: Discussed bike parking and the need for momentum with for small businesses. Looked at 2013 report from Alta that identified gaps between public and

private bike parking. Hope that gaps can be filled more completely as standards for bike parking are updated in code. Discussed value of doing audit of quantity and quality of bike parking at businesses.

Also discussed multi-family housing and the issues of bike parking there – developers provide the spaces, but not always secure or in desired locations. Opportunity to document practices to share with land use planners for MFH design review process. Volunteer assistance for SRTS Ruby Bridges walk to school day on November 17th. Starting place is 1717 City View St. No formal committee support, but individuals encouraged to join.

Communications: Focused on UO bean bag chat about infrastructure projects – why things change, or seem to happen slowly, and how to mitigate that. Some members attended the most recent Metropolitan Planning Commission meeting to testify about the draft Regional Transportation Plan – don't believe it does enough to address climate change and active transportation goals.

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

Presenter: All

- Code Updates for parking minimums for middle housing: Public testimony through Nov 16th for next planning commission meeting.
- Howard Ave Project: 2 Open Houses in November and an Online Survey.
- Looking for ideas for transportation Qs for City Council and County Commission
- Pete Knox has gotten Governor's support to serve on LTD Board.
- ATC Chair Elections next month
- Possible ATC recruiting effort. 2-3 confirmed openings, with 3 more potential openings
 - BPAC liaison opening
- South bank path soft opens November 12th
- South Willamette street: repaving 23rd through 24th aves right now, full project completes by the end of this month
- Bollards installed to delineate on street parking from travel lanes on Willamette Two-Way Project
- Jefferson St traffic calming happening this month (weather allowing): A series of speed cushions on Jefferson between 13th and 28th aves..
- Leaf season: promoting keeping bike lanes clear and new iBikeEUG web based app
- Transportation Planning is delivering safety lights and reflective vests to local service orgs (such as Saint Vinnie's, Cornerstone Community Housing, and LILA) as part of a Be Seen Be Safe collaboration with LCOG, LTD, and Springfield
- A draft of the Regional Transportation Plan for the Central Lane MPO (which represents Eugene, Springfield, and Coburg) is available for review. There is a public comment opportunity open until November 30th.

Adjourn 7:30

Future Agenda Topics

- ATC 2022 EUG Strategic Plan Work Items
- EUG 2022 and Active Transportation Coordination
- City-Owned Bike Corrals (Funding stream for micromobility parking)
- City efforts to improve access for people walking/biking at construction sites
- Bicycle Parking Code Adoption
- Safe Lane Tactical Urbanization
- Driver Education; Oregon Friendly Drivers; Safe Lane Coalition

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