

City of Eugene Transportation Options Annual Report 2015-2016





The City of Eugene's annual Active Transportation Report provides a comprehensive overview of accomplishments through 2015 and 2016. This report includes a listing of the projects and programs implemented throughout 2015 and 2016, along with major projects and milestones from 2010 until present.

The Active Transportation network in Eugene is constantly growing due to efforts from the City and the community. This first annual report is a way for the community to reference what has been accomplished in an organized format using the "Five E's":

- Encouragement
- Engineering
- Education
- Enforcement
- Evaluation

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TABLE OF CONTENTS

- 5 Eugene Bicycle Network Growth Maps
- 7 Encouragement
- 11 Engineering
- 13 All Projects 2015-2016
- 15 Education
- 19 Enforcement
- 21 Evaluation
- 23 Active Transportation Strategy - Action Items

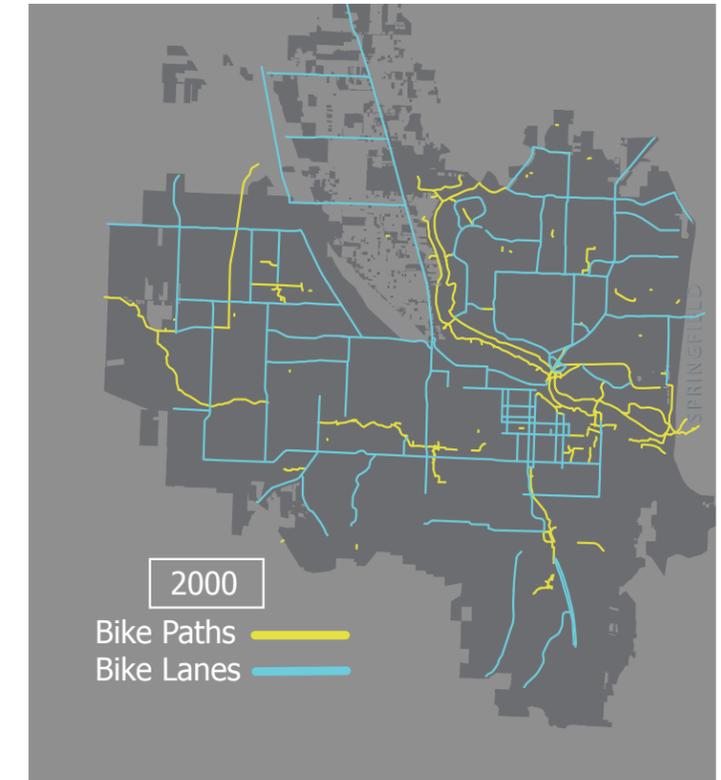
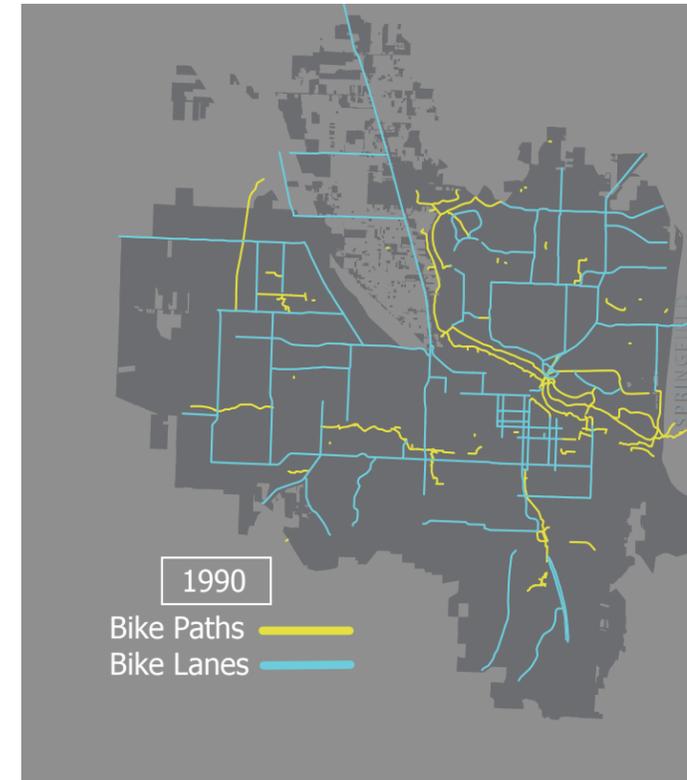
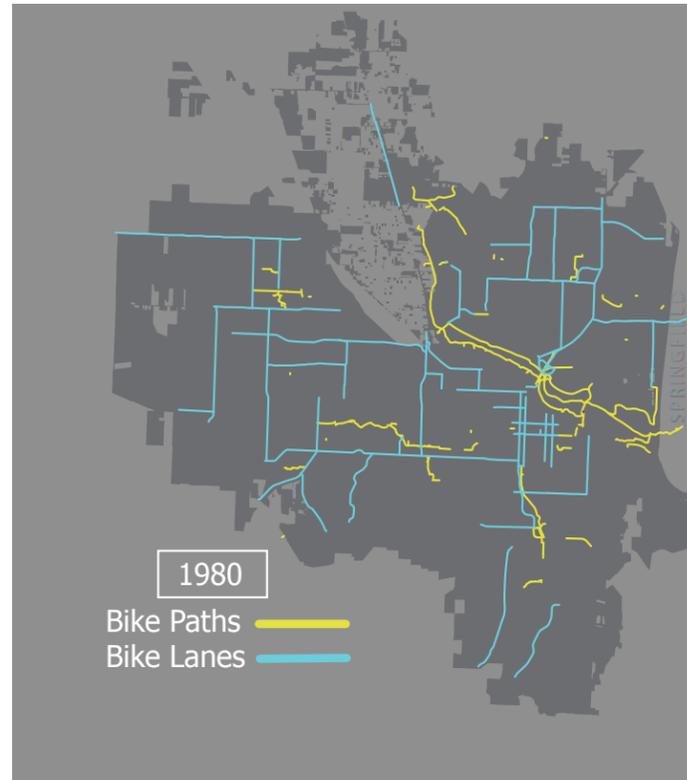
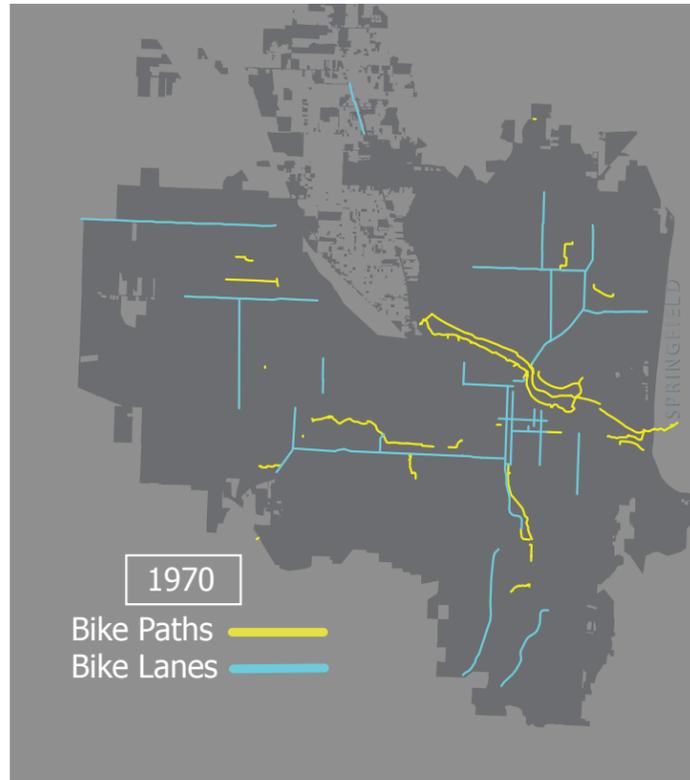
This report shows the progress made toward achieving the *Eugene 2035 Transportation System Plan* goal of tripling the percentage of trips made on foot, by bicycle and transit by 2035, from 2014 levels. As well as showing progress towards the goals from *Move EUG: Eugene's Active Transportation Strategy - 2017-2021* of becoming a Platinum Level Bicycle Friendly Community and Platinum Level Walk Friendly Community (as recognized by the [League of American Bicyclists](#) and the [Pedestrian & Bicycle Information Center](#), respectively).

VISION

"Eugene is a place where walking and biking are integral to the community's culture. Where the city's livability, independence, economic prosperity and overall quality of life are enhanced by enabling more people to walk and bike while making these modes of transportation safe, convenient and practical options for all users, including youth, the elderly, people with disabilities, and people of all races, ethnicities and incomes no matter where in the community one lives."

- Move EUG: Eugene's Active Transportation Strategy 2017 - 2021

BIKE ROUTE GROWTH MAPS



Bike Path: A bike path, or shared-use path, is a paved, off-street travel way designed to serve non-motorized travelers. These paths serve as part of a transportation circulation system and support multiple recreation opportunities, such as walking, running, bicycling, and skating. These maps also include short segments of path, called accessways which often provide connection between a shared use path and adjacent neighborhood streets. The current standard for this type of path is 12-foot wide, concrete.

Bike Lanes: A bike lane is a marked space along a length of roadway that is designated for use by people bicycling. Wheelchair users and some motorized scooters are allowed in bike lanes. Some bike lanes will feature a buffer stripe to provide space between the bike lane and the auto lane or parked cars. The current standard for a bike lane is 5-foot wide. The standard for the buffered space is 2-foot wide. Bike lanes may also use green colorant where an auto lane crosses the bike lane.

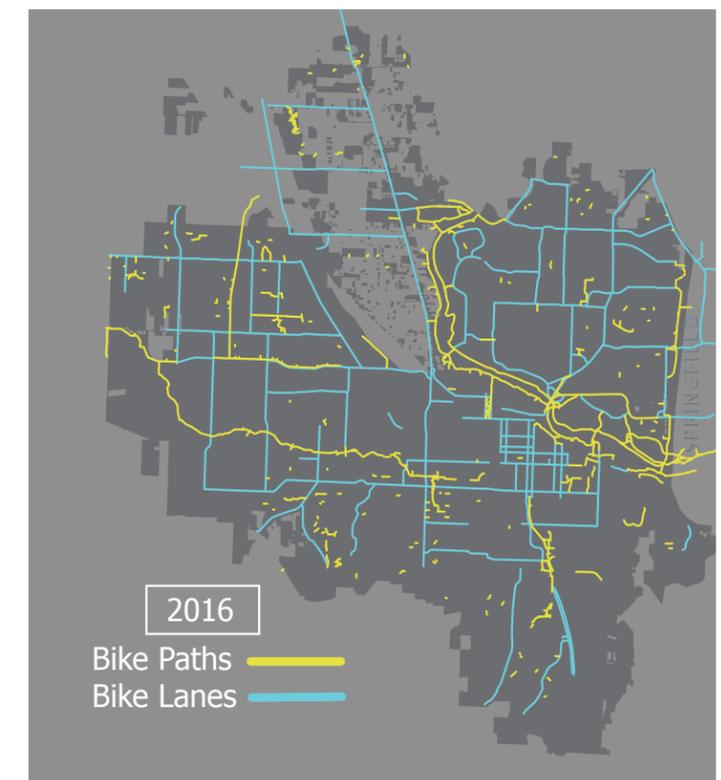
Protected Bike Lanes: A protected bike lane, or "cycle track", is an exclusive bicycle facility adjacent to, but separated from, the roadway. Separation is generally achieved using planters, parked cars, curbs, or posts to separate people biking from people driving.

Eugene 2016 Total Miles

Bike Paths: 46 Miles

Bike Lanes: 187 Miles

Protected Bike Lanes: 0.1 Miles



ENCOURAGEMENT

The City of Eugene's encouragement programs increase public awareness of transportation options and promote a sustainable, healthy lifestyle for community members. Encouragement events often partner with local advocacy organizations and businesses working toward the goal of a healthier and more sustainable community through active transportation.

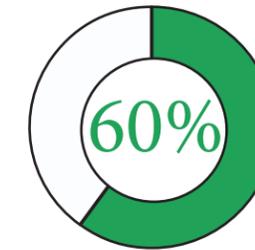
Eugene Sunday Streets is THE signature walking and bicycling event in our community. It is a free community event that promotes healthy, active transportation by opening the city's largest public space, its streets, for PEOPLE to walk, bike, and roll while discovering the joys of active transportation in a safe, CAR-FREE environment.

[Learn more about ESS.](#)



Goals of Sunday Streets

- Improve the health of Eugene residents
- Reduce dependence on motor vehicles by encouraging walking and biking
- Increase neighborhood livability & build community
- Increase awareness of sustainable transportation options
- Create new opportunities for business, recirculating money directly into our local economy.



60% of the people surveyed at the event said that they are likely to increase their walking and biking activity because of Sunday Streets.

Activity Centers along the route feature:

- Community groups, businesses and non-profits
- Live Music
- Free Fitness, Dance and Yoga Classes
- Local Food Carts
- Games

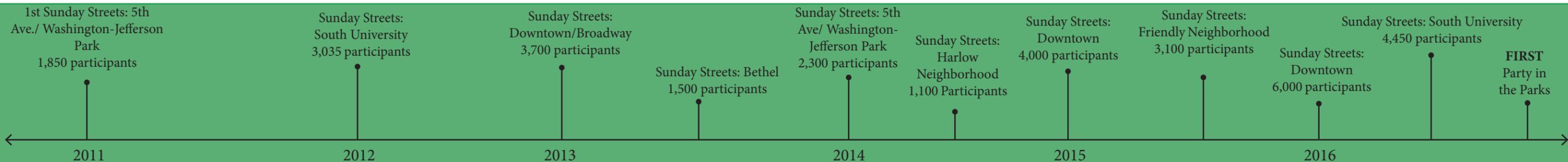


Breaking Records Year After Year!

In both 2015 and 2016 Sunday Streets broke previous attendance records, seeing a **200%** growth in 2016.



Eugene Sunday Streets - South University 2016



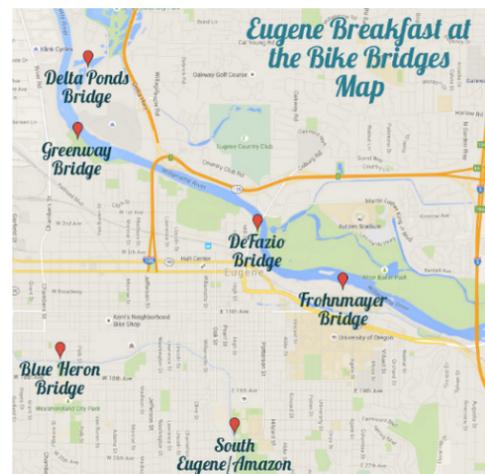


Breakfast at the Bike Bridges is a reoccurring event, happening every last Friday of the month between May and October. It is designed for path users and commuters to enjoy free food and coffee, meet City staff, and learn more about transportation options in Eugene.

Community members are able to get free bicycle safety checks, maps, bike bells and Eugene Police will also register bicycles at the events. This event series celebrates our bicycle bridges and encourages active transportation.



City of Eugene staff ready to talk about transportation options events and programs



Since its modest beginnings as People Powered Fridays in 2000, the event has grown over the last **17 YEARS** and has served nearly 10,000 people walking, biking and rolling in our community. [Learn more about BBB.](#)

Party in the Parks are new and innovative community events from the Transportation Options team in 2016. Instead of adding a third Eugene Sunday Streets event, we partnered with City of Eugene Cultural Services, Parks & Open Space and Recreation to present four “Party in the Parks”, mini Sunday Streets in neighborhood parks in parts of the community where our team doesn’t often get to do outreach. **There were nearly 1,300 participants at the 4 events.** [Learn more about PIP.](#)

- These events were a mix of fun activities and arts and important transportation education and outreach.
- Live Music and face painting, lawn games, and hula hooping
 - Food Trucks & Community Groups
 - FREE helmets and helmet safety fittings
 - Bicycle traffic safety course and learn to ride clinics
 - Bicycle Registration by Eugene Police Department
 - Bicycle Safety Checks by local mechanics
 - Transportation Options and Safety information
 - Safe Routes to School – Bike Blended Smoothies



Party in the Parks 2016 Locations

- Willakenzie Park
- Churchill Park
- Bethel Park
- Awbrey Park



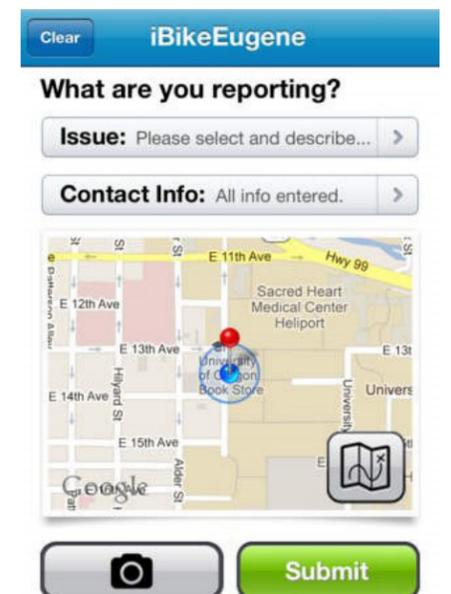
The iBike Eugene mobile application was developed in 2012 jointly by the City of Eugene Public Works Maintenance Division and the UO Geography Department’s InfoGraphics Lab. The app allows local cyclists to directly notify Public Works staff of maintenance related issues on the bicycle system.

Public Works gets over 250 reports a year through this app.

The application allows users to enter a maintenance request directly into the maintenance management system used by Public Works Maintenance to assign and track work orders. Direct routing makes it quicker and easier for users to notify Public Works of potential maintenance needs, and increases the efficiency and effectiveness for Public Works to respond to service requests.

How It Works:

- Location of requests is provided through the GPS location function of mobile devices.
- Allows user to include a name, phone number, and email, if a response or additional information is sought.
- Allows a photograph to add detail when reporting an issue.



The city of Eugene is committed to creating a safe and convenient active transportation network. This section identifies major projects related to walking, bicycling, and traffic calming completed over the past two years. [Learn more about Public Works Engineering.](#)

Eugene's Growing Bicycle Network Includes

- 46 miles of shared-use paths
- 187 lane miles of on-street bicycle lanes
- 71 miles of signed bikeways
- 5 bicycle/pedestrian bridges spanning the Willamette River
- 2 bicycle/pedestrian bridges spanning major roads or highways

Project Types

Crossing Improvements: Projects that improve street crossings for people riding bikes or walking.

Project types include:

- Yellow Stutter Flash Crosswalk
- Pedestrian-Activated Red Light
- Pedestrian Crossing Island
- Leading Pedestrian Interval
- Accessible Pedestrian Signals
- Curb Extensions



Pedestrian-Activated Red Light at 30th Ave.



Acorn Park St.: Before



After: Added Sidewalk

Walking: Projects that fill in gaps in the walking network and increase barrier-free access to walking destinations.

Project types include:

- Curb ramps
- Sidewalk infill
- Sidewalk widening

Bicycling: These projects aim to help people who ride bikes to ride more comfortably and confidently.

Project types include:

- Shared lane markings (“sharrows”)
- Bike lanes
- Buffered bike lanes
- Super sharrows
- Protected bike lanes
- Uphill bike lanes (“climbing lanes”)



13th Ave. Buffered Bike Lane

Traffic Calming Improvements: Projects that slow people driving cars to improve safety for all street users.

Project types include:

- School speed zone
- Speed cushion
- Speed humps
- Radar feedback signs
- Reduced speed limits



Minda Dr.: Before



After: Added Speed Cushions and Shared Lane Markings

Sharrows vs. Super Sharrows

Sharrows identify where people biking should position themselves within the travel lane. They remind people driving that they should expect to see and share the road with people biking.



A Super Sharrow provides additional pavement marking such as skipdash striping or green colorant.

ENGINEERING

Walking Projects

Location	Type of Improvement	Year
Acorn Park St.	Sidewalk Infill	2015
Donald St.	Curb ramp/extensions, sidewalk	2015
Goodpasture Island Rd.	Sidewalk Infill	2016
Fairfield Ave.	Sidewalk Infill	2016
Willamette St. 11th-13th	Widen sidewalk by bus shelter and multifamily housing building	2016

Bicycling Projects

Location	Type of Improvement	Year
15th Ave.	Shared Lane Markings	2015
22nd, Filmore St., Friendly St.	Shared Lane Markings	2015
Garden Way	Buffered bike lane - door zone	2015
Timberline Dr.	Uphill bike lane	2015
Division Ave.	Wide Shoulder	2015
29th at Amazon Pkwy.	Widen sidewalk & repair shared use path	2015
Lincoln St.	Buffered Bike lanes	2016
Willamette St. - 11th-13th	Super Sharrows	2016

Crossing Projects

Location	Type of Improvement	Year
Barger Dr. at Devos St.	Yellow Stutter Flash Crosswalk	2015
Bailey Hill Rd. at Fern Ridge Path	Yellow Stutter Flash Crosswalk	2015
Oakway Rd. at Westwood St.	Yellow Stutter Flash Crosswalk	2015
E. Broadway at Patterson St.	Pedestrian-Activated Red Light	2015
Division Ave. at Lone Oak Way	Yellow Stutter Flash Crosswalk	2016
River Rd. at Fir Ln.	Yellow Stutter Flash Crosswalk	2016

Traffic Calming Projects

Location	Type of Improvement	Year
Arcadia Dr.	8 speed cushions between Harlow Rd. and Regency Dr.	2015
Best Ln.	6 speed cushions between Willakenzie St. and Elysium Ave.	2015
N. Danebo Ave.	9 speed cushions between Barger Dr. and Avalon St.	2015
Taney St.	11 speed cushions between Barger Dr. and Marshal Ave.	2015
30th Ave.	School Speed Zone Flashers	2016



Large Projects 2007-2016

Location	Type of Improvement	Year
E. 18th Ave. (Agate St. - Hilyard St.)	Pedestrian and Bike Enhancements	2007
Bailey Hill Rd.	Lane Reduction & Pedestrian Crossing	2009
Delta Ponds Bridge	Pedestrian and Bicycle bridge over Delta Hwy	2010
E. 13th Ave. (Alder St. - Kincaid St.)	Widen sidewalks & added bike parking	2011
Alder St. Bikeway (Franklin Blvd. - E. 19th Ave.)	Two-way buffered bike lanes	2011
30th Ave.	Pedestrian-activated red light	2014



Delta Ponds Bridge

Before



After



Bailey Hill Rd.



13th St. Between Kincaid St. and Alder St.



Alder St. Bikeway

Giving people of all ages and abilities the skills and knowledge to ride and walk with confidence. Giving people who drive the knowledge to help provide safe and secure spaces for people to walk and bike.

Campaigns and Programs

SmartTrips Eugene is a unique program that provides a comprehensive and highly individualized approach to reducing drive-alone trips and increasing walk, bike, bus, carpool/share trips in a targeted geographic area of Eugene. This includes bike-deliveries of packets to residents with customized information to help them learn more about their transportation options and fun weekly events that help people explore their neighborhoods, travel to their destinations and discover how many trips they can easily, conveniently and safely make without driving alone. [Learn more about ST.](#)



An example Bethel SmartKit

Since 2010, SmartTrips has reached eight neighborhoods and nearly **24,000 households**

SmartTrips Program Goals:

- Reduce drive-alone car trips, leading to a reduction in vehicle miles traveled
- Increase bike, walk, carpool and transit trips
- Increase awareness of important traffic laws
- Increase awareness of safety information for people who walk and bike



SmartTrips delivery staff plan their route

Program benefits to the residents of SmartTrips target neighborhoods

- Higher levels of physical activity
- Higher level of awareness and acceptance of climate-friendly transportation options
- Increased travel mode choices leading to fewer cars on neighborhood streets
- Awareness of community organizations, services and resources
- Increased community interaction and neighborhood pride



SmartTrips participants in a bike ride event to an Emeralds Baseball game

2015 Highlights

- Record breaking 16.5% participation, 1,042 homes
- Increased bicycling trips by 2.3%
- Increased walking trips by 0.7%
- 88% surveyed believed that it is a good idea for the City of Eugene to promote transportation options
- 74% households stated they would like to drive less
- Hosted 13 events
- The SmartTrips final event Eugene Sunday Streets - Friendly had a record 3,100 participants

SmartTrips Locations

- 2010 Harlow: 5,200 households
- 2011 Central: 6,300 households
- 2013 Bethel: 5,355 households
- 2015 South-Central: 6,300 households

Future Locations

- 2017 River Road
- 2018 West Eugene EmX Corridor

“[This program] motivated [me] to take personal action on climate change and my health.”

-2015 South-Central participant

InMotion Newsletter

Nearly 3,000 subscribers receive a monthly [newsletter](#) produced to help communicate with Eugene’s biking and walking community. Each month has information about upcoming local events and advocacy opportunities that pertain to all forms of active transportation.



Safe Routes to School

The Eugene-Springfield Safe Routes to School mission is to serve a diverse community of parents, students, and organizations: advocating for and promoting the practice of safe bicycling and walking to and from schools throughout the Eugene-Springfield area. [Learn more about SRTS.](#)



City of Eugene staff support Safe Routes to School Through:

- Supporting Regional funding of the coordinators and infrastructure design and implementation.
- Guidance and technical support for infrastructure planning
- Design and construction of SRTS infrastructure projects
- Program and education assistance and support
- Administration and implementation of Bicycle + Pedestrian Safety Education (River House - Recreation Division)

Safe Routes To School Highlights

- Retained full-time coordinator in Eugene 4J & half-time coordinator in the Bethel District in Eugene. Added a half-time regional coordinator who supports the district coordinators.
- Completed the SRTS School Bike Parking Assessment in June 2015
- Added another bicycle fleet for use in the Eugene 4J District in 2015
- Completed School Walking Maps for all Elementary and Middle Schools in Eugene 4J and Bethel districts
- Held October Walk + Bike to School Day and May is Bike Month Challenge events
- Kidical Mass events - Legal, safe and FUN bike ride for kids, kids at heart, and their families



Bike (5th Grade) & Ped (2nd Grade) Education provided to kids in schools

	Spring 2015	Fall/Winter 2015 - Spring 2016	Totals
Bethel	231	756	987
Eugene 4J	233	697	930
Totals	775	2416	3191

School Action Plans Completed

	2014-2015	2015-2016	Totals
Bethel	4	0	4
Eugene 4J	12	4	16
Totals	25	7	32

Every Corner is a Crosswalk Campaign

In 2015 the City of Eugene received a grant from the Safe States Alliance and Oregon Health Authority to create a Pedestrian Safety Campaign in Eugene. The grant was used to create a branded campaign with graphics, video, radio and print advertising and outreach to educate our community that 'Every Corner Is A Crosswalk'. Targeted outreach as part of our SmartTrips: Eugene program in the summer of 2015 showed that we increased awareness of both Crosswalk Law ("what is a crosswalk?") and Stop Law ("when is a driver required to stop for a person walking?"). We collaborated with our regional partners on this campaign.

Products Created:

- Advertisements on the outside of LTD buses
- 30-second, TV-Ready Public Service Announcement
- Graphics package and design guide
- New website pages created
- 30-second Radio Ad
- Lawn signs for schools
- Social media advertising



Ensuring a safe travel environment for all users.

A greater collaboration between Transportation Planning and the Eugene Police Department (EPD) has developed over the last few years in regards to crosswalk safety enforcement events and a common understanding on how these events can help to improve roadway safety. Transportation Planning, EPD officers and crime prevention specialists have collaborated to reduce bike theft through education, bike registration, and arresting bike thieves.

Training

All EPD traffic enforcement officers and one transportation planning staff attended a crosswalk enforcement training in 2015. EPD Traffic Enforcement and Transportation Planning staff met several times in 2015 and 2016 to discuss traffic safety education and enforcement with a goal to conduct crosswalk safety events and a common understanding of safety issues for people walking.

Crosswalk Enforcement Events

2015

- Polk St. at the Fern Ridge Path

2016

- Polk St. at the Fern Ridge Path
- High St. at 5th Ave.

Special Enforcement Blitzes

In 2015 and 2016 EPD held '3-day - 3-Flag' Traffic Safety Enforcement events focused on:

- Seatbelts
- Speed
- Distracted Driving

3 out of the 6 transportation fatalities in Eugene from 2003 to 2012 were people biking or walking



Eugene Police Officers helping with bike registration.



Bicycle Registration

Crime Prevention staff registered bicycles at all of our Breakfast at the Bike Bridges events in 2015 and 2016 (7 per year).

Online bike registration added and greatly increased registration numbers.

[Register your bike today.](#)

Theft Prevention When Locking Your Bike

SECURE YOUR BIKE BY PARKING RIGHT

Park parallel to the bike rack to keep your bike upright.

Use U-lock style bike locks. Cable locks are too easily cut.

Cable locks optional to secure the rear wheel.

We have a dedicated staff who are focused on monitoring and evaluating our programs and data analysis in order to aid future improvements in our community. Using our bike count hardware we are able to track the number of bicycle users through out the years and during each season focusing on target areas throughout Eugene.

Vision Zero

In November of 2015, the Eugene City Council adopted a Vision Zero Resolution that set as official policy the goal that *no loss of life or serious injury on Eugene's transportation system is acceptable.*



Vision Zero Information booth at a Sunday Streets event

The Vision Zero Task Force formed in 2016, members will work together to guide the development of an Action Plan including goals, policies, actions and performance measures. Individuals serving on the Task Force act as liaisons to the communities, organizations, and agencies they represent. [Learn more about VZ.](#)

Vision Zero Task Force Members

Chirs Ellison	Kelsey Moore	Kurt Corey
Carmel Snyder	Joe Zaludek	Brian Johnson
Marina Hajek	Aria Seligmann	David Reesor
Pat McGillivray	Greg Gill	Eugene Organ
Rob Zako	Pete Kerns	Carl Yeh
Bill Johnston	Rick Hamilton	
Matt Roberts	Steve Wildish	

Transportation System Plan The TSP was drafted and went to the Planning Commission September 2016. This document establishes a system of transportation facilities and services that will serve the needs of Eugene residents over the next 20 years. The *2035 TSP* is the transportation element of Eugene's comprehensive land use plan and was designed to support the *Envision Eugene* project, the community's evolving plan for how Eugene will grow for the next 20 years. The *2035 TSP's* planned transportation infrastructure, goals, and policies support an economically vital, healthy, and equitable community [Read the full TSP.](#)

Count Program

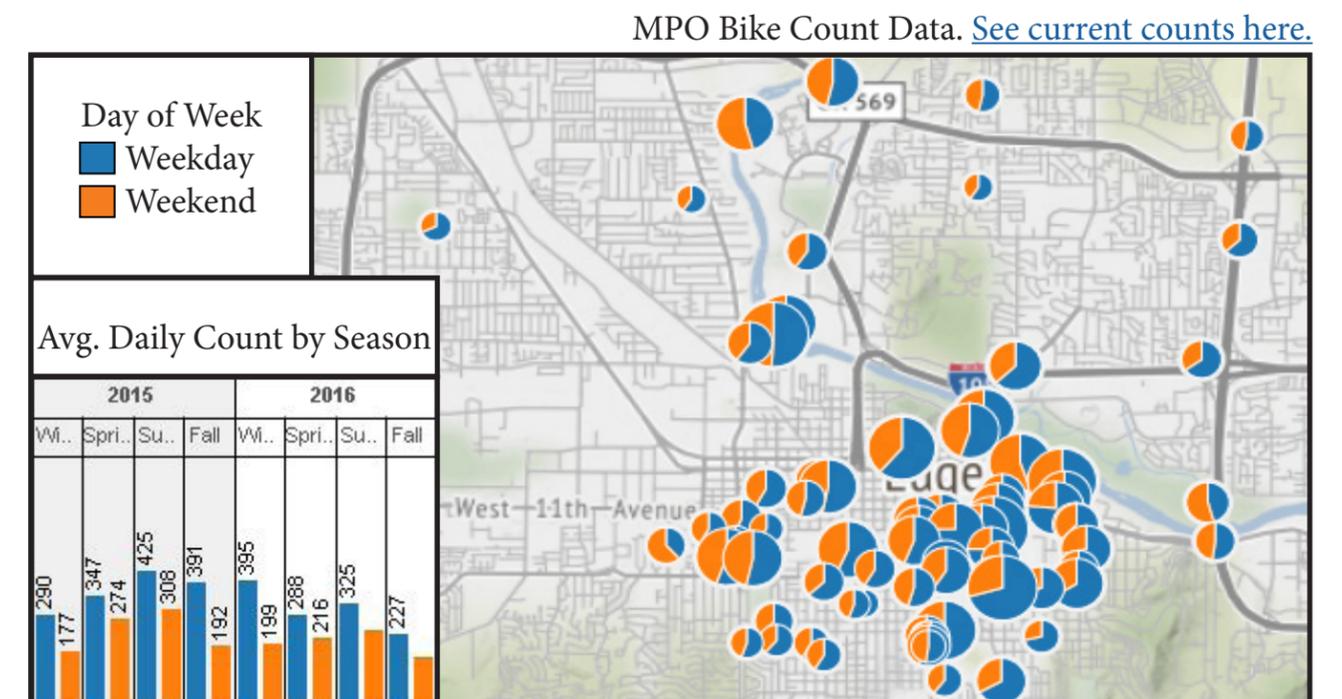
Bicycle count data collection efforts look to gauge progress on investments in active transportation infrastructure and programs, to better understand health benefits from bicycling, and also for use in safety analysis.

Pedestrian Counts: In 2015 the Central Lane Metropolitan Planning Organization (MPO) and City of Eugene purchased 8 infrared pedestrian counters (Eugene purchased the 2 that are on Willamette St.). Infrared counters are paired with a bike tube counter to derive the pedestrian count. Infrared devices are used as a beam technology that provides an invisible line that counts when it is broken.

Bicycle Counts: The Central Lane MPO has 6 bicycle tube counters and 1 permanent counter. They rotate them every 10 days in the late summer/fall and spring.

Regional Data Portal: Containing bicycle, pedestrian, traffic, safety and other counts and data in an easily accessible manner was launched by the Central Lane MPO in 2015.

The map below shows data from 2015-2016 daily count. In 2016 there was a range of 230-400 bicycle commuters on the weekdays and 170-300 on weekends. These counts are important to understand what areas have a high volume of commuters and where to focus bike and pedestrian safety efforts.



ENCOURAGEMENT STRATEGIC PLAN ACTIONS

	Action	Lead	Partners	Completed	Notes 2015-2016												
2.1	Examine and improve general, ongoing off-street path, and on-street bicycle facility maintenance, including during and after winter storm events.	PWM	COE-TP, LaneCo., COE-TO, PWA														
2.2	Implement bike share to increase access and appreciation of the bicycle network.	COE-TP, LTD, UO	P2P, SoBi		Acquired ConnectOregon grant to purchase equipment. Contracted Social Bicycles to provide 300 bikes and 35 docks.												
2.3	Explore options that would allow skateboarders to legally use the streets and bike lanes in Eugene similar to Portland, Corvallis, Ashland and Salem.	COE-TP	EPD		No action												
2.4	Update the Transportation Impact Analysis process and Transportation Demand Management (TDM) Agreement including creating a TDM program that works with developers to encourage their tenants to walk and bike.	COE-TP, PWE	Epark, PDD														
2.5	Work with community partners to develop a media campaign to encourage people to walk and bike	COE-TP	P2P, COS, LCOG														
2.6	Become a Platinum Level Bicycle & Walk Friendly Community and continue to seek recognition and promote Eugene as a great city for walking and biking.	COE-TP	COE-CMO, TLC, ATC														
2.7	Support the ongoing implementation of the Regional Safe Routes to School (SRTS) programming, including maintaining a SRTS coordinator for each school district. *Regional SRTS Plan HERE	SRTS Coordinators	COE-TP, COS, P2P, LTD, LCOG, 4J, Bethel	Yes Continuous	COE supports regional funding and provides assistance as needed to coordinators and program. COE began designing infrastructure projects for walking and bicycling to school using the 4j school bond.												
2.8	Continue and expand the Eugene Sunday Streets program.	COE-TP	COE-CE, DEM	Yes Continuous	2014: 3,400 participants. 2015: 7,100 participants, 2016: 10,450 participants												
2.9	Provide free and low-cost safety equipment (helmets, lights, bells) and bicycle repair to people in need.	COE-TP	BikeShops, PH, EPD	Yes Continuous	<table border="1"> <thead> <tr> <th></th> <th>Helmets</th> <th>Bells</th> <th>Bike Repaire Events</th> </tr> </thead> <tbody> <tr> <td>2015:</td> <td>450</td> <td>50</td> <td>9</td> </tr> <tr> <td>2016:</td> <td>700</td> <td>50</td> <td>11</td> </tr> </tbody> </table>		Helmets	Bells	Bike Repaire Events	2015:	450	50	9	2016:	700	50	11
	Helmets	Bells	Bike Repaire Events														
2015:	450	50	9														
2016:	700	50	11														
2.10	Continue the SmartTrips: Eugene program, including creating customized neighborhood walk and bike maps and look to expand programming to new residents, women and older adults specifically.	COE-TP	P2P, NAS	Yes Continuous	2015 South-Central Eugene program. Record breaking 16.5% participation rate (1,042 household requested travel tool-kits). We reached over 15,120 residents through this program.												
2.11	Support creative active transportation events, particularly family friendly events.	COE-TP	COE-CE, SRTS, P2P		2016 started the Party in the Parks events - 4 events in North and West Eugene. 2016 we also started a Fall and Winter Bike Fashion Show.												
2.12	Encourage walking and biking to community events, especially by having valet bicycle parking at all large community events	COE-TP	COE-CE, UO, CAT, ATC		Bike Valet parking is a staple at Cuthbert Summer Concert Series and UO Football games.												
2.13	Continue to support & improve the regional Business Commute Challenge.	P2P	COE-TP	Yes Continuous	COE sponsors the program and helps with outreach. COE also has numerous teams participating with the Library winning their size category in 2015 and 2016.												
2.14	Support the implementation of the Regional & Statewide Transportation Options Plans.	P2P, ODOT	COE-TP, LCOG		Collaboration with state and regional partners regularly												
2.15	Continue to provide and enhance applications and new technology that support walking and biking like 'iBikeEugene' and the leaf and pothole reporting application.	PWM	COE-TP, LCOG														

ENGINEERING STRATEGIC PLAN ACTIONS

	Action	Lead	Partners	Completed	Notes 2015-2016
4.1	Promote active transportation by reducing traffic speeds. Explore lowering the speed limit to 20 mph on neighborhood greenways, areas near schools and parks, and explore reducing speeds on arterials (anything over 35mph in the Urban Growth Boundary).	COE-TP	COE-TO, EPD	Yes Continuous	Worked with CLMPO to procure a grant for portable radar speed signs to be deployed in school speed zones.
4.2	Create an easy to use process and guide for businesses wishing to install bicycle parking in the public right-of-way in downtown and other pedestrian-scale business districts, including on-street bicycle corrals.	COE-TP	Epark, PDD, DEM, DEI	Continuous	COE worked with interested businesses to install on-street bike corrals. Installation of corral at 19th/Agate.
4.3	Complete the Multi-Modal Street Design Standard review and revision process.	PWM/PWE	COE-TP	Phase 1 Yes	Applied for MPO funding to hire a consultant
4.4	Create and maintain a sidewalk infill and improvement program that considers new funding sources, credits and loans, and expanded development requirements to complete missing sidewalk segments, to avoid creating gaps in sidewalk networks in new development areas and to upgrade existing sidewalks in high traffic areas to provide needed width, landscaping, and removal of barriers, and to implement the City's Americans with Disability Act Program.	COE-TP/PWM	COE-TO, PWE, LCOG	Continuous	COE continues to enforce sidewalk standards on a complaint basis. A few sidewalks related to SRTS were installed using Pavement Bond Money.
4.5	Complete a downtown pedestrian wayfinding signage system.	COE	COE-TP, LTD	Phase 1 Yes	PWA hired a consultant to develop a vision plan and design portfolio.
4.6	Install additional lighting where needed at conflict points, at crosswalks, on sidewalks, and along shared use paths. Develop criteria for prioritizing lighting investments.	COE-TO/COE-TP	ATC, PWM	Continuous	Updated city lighting from HPS to LED to improve clarity, lower costs, and reduce light pollution.
4.7	Implement bicycle parking code changes recommended in the Regional Bike Parking Study and Pedestrian Bicycle Master Plan. Once the code has been updated develop a guide for staff and developers and train both adequately on how to use and apply the guide.	COE-TP	PDD	No	Work with citizen committee and city departments to update code language.
4.8	Examine and improve the interface of transit with the needs of people who walk and bike. This includes bicycle parking facilities, at transit stations, on-board bicycle storage, transit stop design and compatibility with surrounding streetscapes.	LTD	COE-TP, COS, PDD	No	No Action
4.9	Assess and ensure adequate bike parking at all City facilities including parks and recreation facilities.	COE-Facilities	COE-TP, POS, COE-Rec	No	No Action
4.10	Support implementation of the Regional Bike Parking Study, particularly long term publicly accessible bike parking.	P2P	COE-TP, LCOG, LTD	No	Ongoing conversations with Parking Services about retrofitting parkign garages for long-term secure bicycle parking.
4.11	Continue to work with the Active Transportation Committee to prioritize the Pavement Bond Measure and other available monies for bike and pedestrian infrastructure improvements.	COE-TP	ATC	Ongoing	Developed and prioritized capital improvement lists for design and construction.
4.12	Expand the "low-stress" family-friendly bikeway system through the elimination of barriers (or gaps in the network) and constructing <i>protected</i> facilities where appropriate.	COE-TP	SRTS, ATC, COE-TO	Ongoing	Prepare grant applications for development of protected bikeway network.
4.13	Develop additional tools for enhancing pedestrian and bicycle street crossings - both mid-block and at intersections.	COE-TP		Yes Continuous	Developed an analysis tool to determine the type of facility necessary to enable safer crossings.
4.14	Continue to support the maintenance and expansion of our soft surface path, hiking and mountain biking system.	PWM, POS	COE-TP	Yes Continuous	Advise on development of the City of Eugene Trails Plan.
4.15	Continue to implement the bicycle wayfinding signage program; add wayfinding signs to the list of signs that Public Works maintains.	COE-TP	PWM	Yes Continuous	Add wayfinding signs to capital projects occurring along bicycle routes and shared use paths.
4.16	Continue to retrofit curb ramps and install new curb ramps at intersections.	PWE, PWM		Yes Continuous	Continue to install ADA sidewalk access ramps with pavement projects.
4.17	Continue to add audible pedestrian signals to existing traffic signals throughout Eugene.	COE-TO		Yes Continuous	Continue to install APS with pavement projects as funding allows.
4.18	Find and secure funding for the maintenance of new walking and biking infrastructure.	COE-TO	COE-TP, PWM, PWE	Ongoing	Prepare grant applications and lobby for increased local funding.

EDUCATION STRATEGIC PLAN ACTIONS

	Action	Lead	Partners	Completed	Notes 2015-2016
1.1	Work with the University of Oregon to better educate students on transportation safety (all modes) and transportation options. Create a working group that meets regularly to aide in this action item.	UO-Transp.	COE-TP, Epark, P2P, ODOT		Had a few meetings and worked on finding the right people. Have a good liason in the Transportation and Parking Office that works on TO 20% of their time. Next steps include forming the group and meeting regularly.
1.2	Create a guide and educate anyone working or issuing permits to work in the right-of-way (public and private) how to properly place traffic control signs and devices to minimize impacts to people who walk and bike, including ensuring clear pedestrian and bicycle detour routes.	COE-TP	ATC, PWE, PWM, PDD		
1.3	Create and Implement a Crosswalk Safety Campaign to educate the community on crosswalk law and appropriate behavior both as people that walk and people that drive.	COE-TP	ATC, COS, ODOT, LaneCo, P2P, LPH, BEST, LTD	Phase 1 Yes	Received a grant and created a video and graphics for our Every Corner is a Crosswalk Campaign. Social Media Campaign and Education as part of the SmartTrips: South Central program. Created a website for campaign and lawn signs for schools. Can show awareness was raised through survey data in ST:SC. See that report for findings.
1.4	Educate community members who bicycle and skateboard about the downtown “no riding on sidewalks” zone. *See Enforcement #3.11 for related action item	COE-TP	EPD, DEM, DEI, PDD	On-going	Continue to disbrute information including tear off Walk Zone maps. ATC member walked the downtown zone and talked to businesses about the no sidewalk riding zone and handed out flyers for employees and customers to learn about the zone. Provided graphic to Eugene Hotel who made their own sign that they take out each morning and bring it back in each evening. Provided Walk Zone information to people that contact city staff.
1.5	Support continuation of adult bicycle and transportation options education and expand programming specifically for women and Spanish speaking community members.	GEARs	COE-TP, P2P, SRTS, Centro, LCI, BEST		Do ongoing education online, through social media and through our SmartTrips program (South-Central Program 2015)
1.6	Educate community members, business owners, property managers and landscape companies about sidewalk maintenance responsibilities including vegetation, snow removal and sandwich board/promotional signage. *See Enforcement #3.3 for related action item	COE-TP	ATC, PWM, PDD, DEM, DEI		COE does outreach and education for our fall leaf collection program and sends out postcards to properties along curbside bike lanes and letters to all landscaping companies. COE-PWA purchases ads for education on leaf collection in the fall online, on buses and social media. They produced a video in 2014, https://vimeo.com/108840176 .
1.7	Educate people who bike and walk about how to safely use shared use paths, sidewalks and hiking trails including “path etiquette”, leash laws and safe passing. *See Enforcement #3.6 for related action item	POS, COE-TP	EPD, GEARs, POS Found., POS, P2P		General outreach and education through our InMotion Newsletter and events, specifically our Breakfast at the Bike Bridges events on the shared-use paths during the summer. We giveaway and install bike bells at our events. The Park Ambassadors program was created
1.8	Educate businesses about why it is important to be bike-friendly and provide recognition of those that are.	COE-TP, ATC	GEARs, P2P, PDD		Met with library staff who installed stickers on bike racks with bike theft and bike registration information. Library staff installed security cameras that look down on the bike parking area.
1.9	Provide information on the most effective bicycle lock, security techniques, and online bicycle registration to community members and bike shops, particularly college students and new residents to prevent bicycle theft. *See Enforcement #3.4 for related action item	COE-TP, EPD	ATC, UO, LCC, NCU, BikeShops, EPL GEARs, 4J, Bethel		Created and worked with the library and crime prevention officers to put out XX proper bike locking decals on high theft area bike parking. Crime prevention promotes and attends events to register bikes.
1.10	Support continuation and expansion of bike and pedestrian safety education programs in elementary and middle schools. *Regional Safe Routes to School Plan HERE (when complete)	SRTS Coordinators	COE-TP, COE-Rec COS, P2P, LTD, 4J, Bethel	Yes Continuous	COE supports regional funding and the Recreation Division-Riverhouse teaches the in-school education.

ENFORCEMENT STRATEGIC PLAN ACTIONS

	Action	Lead	Partners	Completed	Notes 2015-2016								
3.1	Work with EPD to develop a crosswalk enforcement program including an education campaign about crosswalk laws for people who walk, bike and drive (e.g. Walk Friendly Community Recommends “more failure to yield tickets”). *See Education #1.3 for related action item	COE-TP	EPD		Crosswalk enforcement events held in 2015 and 2016. Transportation Planning staff assisted as the pedestrian decoy. EPD distributed news releases which resulted in media coverage for each event. Tickets and warning to stopped drivers and officers educated individuals about the crosswalk law and secondary offenses. EPD and Transportation Planning met several to discuss strategies for crosswalk enforcement and potential locations. Staff also met when new officers were assigned to traffic enforcement unit. Traffic Enforcement officers and transportation planning staff attended ODOT crosswalk enforcement training. EPD received grant funds in 2015 and 2016 to conducting crosswalk enforcement events.								
3.2	Work with Police Department to develop shared understanding of safety issues and laws that pertain to people who walk or bike and identify and target most dangerous behaviors.	EPD, COE-TP											
3.3	Enforce sidewalk maintenance, snow removal, and vegetation issues around sidewalks. *See Education #1.6 for related action item	PWM	COE-TP										
3.4	Enforce work-zone detours and accommodations when work in the right-of-way (public and private) is happening/permitted. *See Education #1.2 for related action item												
3.5	Work to prevent bike theft including, explore automatic bike registration at the point of sale on new bicycles, bait bike program, etc. *See Education #1.9 for related action item	COE-TP	EPD		EPD develop on-line registration which greatly increased the number of people who register their bikes. On-site registration at many transportation options events.								
3.6	Enforce rules on shared use path, sidewalks and hiking trails including “path etiquette”, leash laws and safe passing. *See Education #1.7 for related action item	POS, EPD											
3.7	Develop a bike light enforcement program that offers either a free or low cost light at your first offense and/or the option to get out of the ticket if you show the receipt for a light set.	COE-TP	EPD										
3.8	Expand the Bicyclist Diversion program to include people who drive as well as well as people who bicycle.	Court	COE-TP, EPD										
3.9	Enhance enforcement of offences that are particularly dangerous to vulnerable users including cellphone use & other distracted driving offences and speeding, especially around schools and parks.	EPD	VZTF		EPD held special enforcement activities in 2015 and 2016 focusing on seatbelts, speed and distracted driving								
3.10	Enforce “no parking of automobiles” in bike lanes and sidewalks.	Epark	COE-TP, COE-TO, EPD		<table border="1"> <thead> <tr> <th colspan="2">Eugene Parking Citations</th> </tr> <tr> <th>Bike Lane</th> <th>Sidewalk</th> </tr> </thead> <tbody> <tr> <td>2015: 170</td> <td>379</td> </tr> <tr> <td>2016: 139</td> <td>492</td> </tr> </tbody> </table>	Eugene Parking Citations		Bike Lane	Sidewalk	2015: 170	379	2016: 139	492
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Bike Lane	Sidewalk												
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3.11	Enforce the Walk Zone in Downtown. *See Education #1.4 for related action item	EPD	COE-TP, DEM, PDD, DEI	On-going	EPD focuses on education but do cite for repeat violaters who have been warned.								

EVALUATION STRATEGIC PLAN ACTIONS

	Action	Lead	Partners	Completed	Notes
5.1	Develop benchmarks and collect associated data to determine the impact of plan implementation.	COE-TP	LCOG, ODOT	Ongoing	Work with CLMPO to collect bicycle counts.
5.2	Publish and disseminate an annual report to share plan progress with the community.	COE-TP	ATC		
5.3	Produce Vision Zero Action Plan and begin to implement.	COE-TP	LTD, EPD, PWE	Ongoing	Developed Vision Zero Resolution adopted by council. Procured funding to develop action plan.
5.4	Conduct a Travel Barriers & Benefits survey every 3 years to track progress.	COE-TP	LCOG, COS, LaneCo		Initial Survey Completed in 2014
5.5	Develop a way to measure and map the comfort of our system for walking and biking.	LCOG	COE-TP		No Action
5.6	Work to improve the quality/quantity of data collection around bike/pedestrian/vehicle crashes.	LCOG	ODOT, COE-TP		
5.7	Develop a program to count people who walk and implement an intercept survey.	LCOG	COE-TP	Ongoing	Work with Central Lane County MPO to procure infrared pedestrian counters.
5.8	Work with community groups and agencies to assess the bike/pedestrian environment (barrier identification).	COE-TP	SRTS, P2P	Ongoing	Attended community events and neighborhood meetings. Help special meetings to assess the need for infrastructure changes.
5.9	Continue to implement the Regional Bike Counting program including the intercept surveys and expand the amount of permanent counters in our system.	LCOG	COE-TP	Ongoing	Continue to work with Central Lane County MPO to collection regional counts.
5.10	Continue to provide and enhance applications and new technology that support the evaluation of walking and biking like ORCycle, ibikeeugene, etc.	PWM, LCOG	COE-TP	Ongoing	Work with regional entities to select one platform for use within CLMPO. Conduct meetings with RideReport.



City of Eugene
Transportation Options

