

1



Move EUG

shaping our sustainable
transportation future



MOVE EUG

WALKING, BICYCLING, SAFETY PROJECTS

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City Council Work Session September 25, 2023

1

Overview

2

- Project Requirements
- Project Description
 - ▣ Objective
 - ▣ Results
- Project Methodology
- Recommended Project List
- Q&A



2

Project Requirements

3

- Council Resolution No. 5364
 - ▣ Walking Projects: \$5M
 - ▣ Biking Projects: \$3M
 - ▣ Safety Projects: \$3M
 - ▣ Street Tree Projects: \$2M
 - ▣ Unprogrammed: \$2M, used to leverage grant funding or achieve economies of scale
- } **\$11M**



3

Project Requirements

4

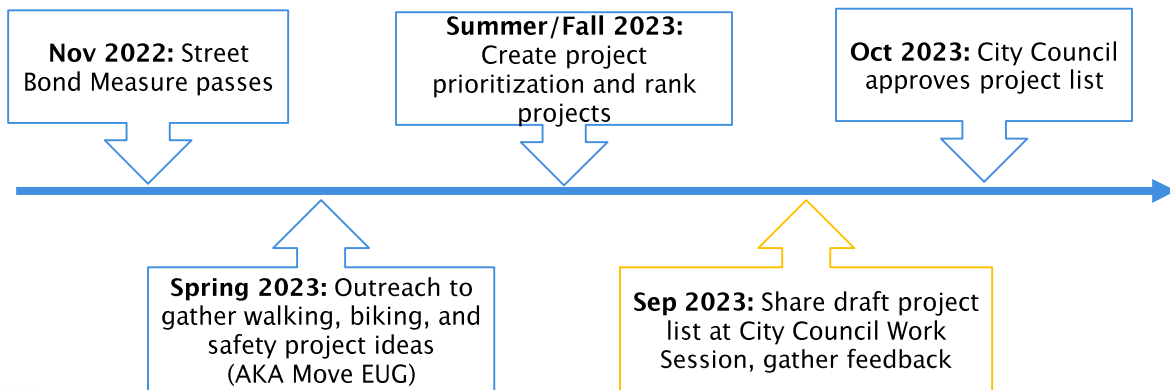
- Council Resolution No. 5364
 - ▣ Address critical needs in the transportation system including:
 - a. Geographic distribution throughout the community balanced with projects selected to increase the equity of infrastructure across the city
 - b. Citizen input on walking, biking and safety obtained through robust public outreach
 - c. Condition of shared use paths and other pedestrian and bicycle facilities
 - d. Triple bottom line considerations
 - e. TSP, Vision Zero Action Plan, Climate Action Plan 2.0



4

Timeline

5



5

Project Description – Move EUG

6

- Objectives
 - ▣ Create a priority list for walking, bicycling, safety projects
 - ▣ Engage the public in a conversation about how they get around
 - ▣ Include equity and geographic distribution considerations
- Results
 - ▣ Prioritized project list (and recommended list)



6

Project Methodology

7

- Public Outreach
 - ▣ 32 in-person events
 - 13 targeted events
 - 2 Open Houses
 - ▣ 23,000 postcards
 - ▣ Online Programs Survey
 - 300 responses

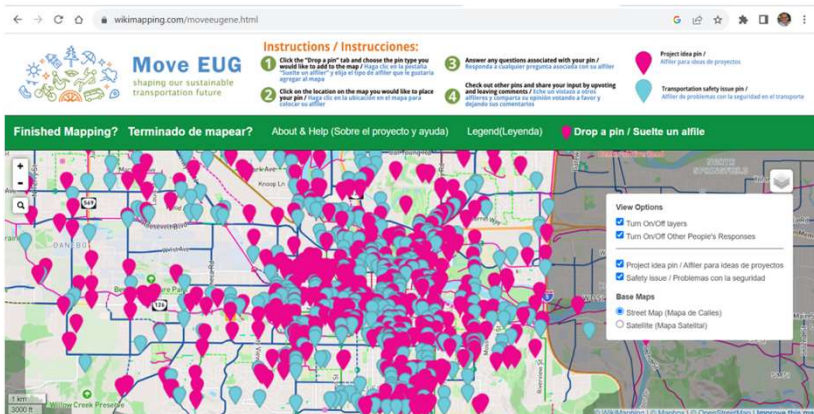


7

Project Methodology

8

- Public Outreach
 - ▣ Wikimap
 - 1,300 pins



8

Project Methodology

9

Project Types

- Sidewalk infill
- Pedestrian and bicycle crossings of busy streets
- Bike lanes and protected bike lanes
- Neighborhood greenways
- Street lighting
- Traffic calming
- Shared use path enhancements including lighting, ramp improvements and separation from traffic
- Shared use path rehabilitation
- Speed feedback and flashing school zone signs
- Accessways



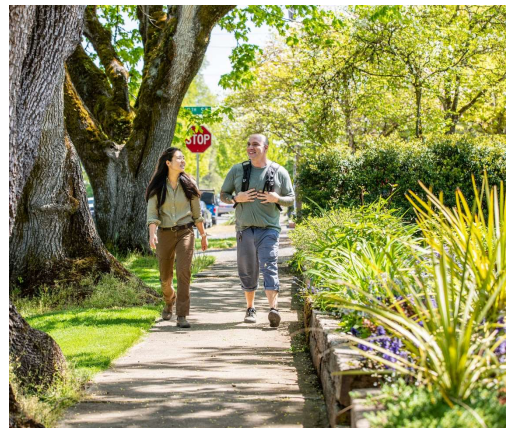
9

Project Methodology

10

Prioritization Criteria

- ▣ Safety
- ▣ Travel Demand
- ▣ Equity



10

Project Methodology

11

□ Prioritization Criteria

▣ Safety

- Crash data including Vision Zero network evaluation
- Posted speed limits
- Presence of existing facilities such as sidewalks



11

Project Methodology

12

□ Prioritization Criteria

▣ Travel Demand

- Street functional classification
- Proximity to transit stops, public buildings, employment centers
- Proximity to schools and parks



12

Project Methodology

13

□ Prioritization Criteria

▣ Equity

- Proximity to affordable housing or social service provider
- EPA environmental justice tool
- % of minors/seniors (<18, 65+)
- % of residents who are people of color or Hispanic/Latino origin
- Low-income status



13

Project Methodology

14

□ Additional Considerations

- Constructability
- Readiness
- Diversity of project types
- Value to network



14

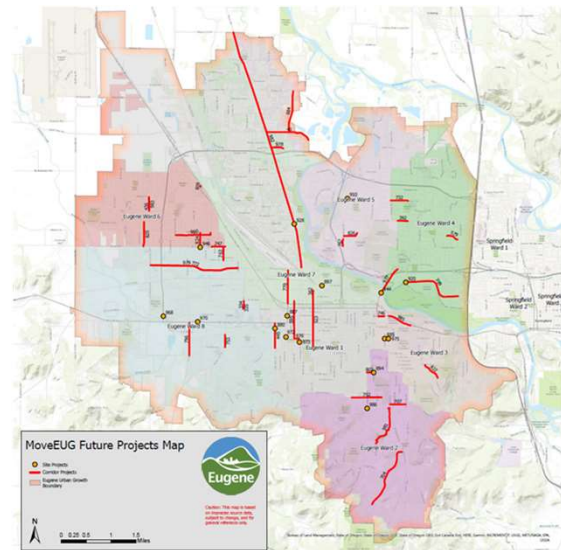
Recommended Project List

15

Summary Table 1. Estimated Bond Funds by Ward

Wards	# of Projects	Estimated Bond Funds
1	8	\$ 948,300
2	7	\$ 1,183,000
3	4	\$ 1,000,000
4	6	\$ 1,096,000
5	5	\$ 942,000
6	7	\$ 1,332,500
7	12	\$ 1,592,700
8	13	\$ 2,905,500

\$ 11,000,000



15

Recommended Project List

16

Summary Table 2. Amount Spent by Fund Category

Fund Type	Estimated Bond Funds Programmed	Target Amounts
Ped	\$ 5,000,000	\$ 5,000,000
Bike	\$ 3,000,000	\$ 3,000,000
Safety	\$ 3,000,000	\$ 3,000,000
Flexible*	\$ 2,000,000	\$ 2,000,000
Total	\$ 13,000,000	\$ 13,000,000

* Flexible funds are considered discretionary and are not itemized in subsequent pages.

Staff currently plan to dedicate flexible funds to enhance bond paving projects

and/or for grant match requirements as needed



16



THANK YOU!

DO YOU HAVE ANY
QUESTIONS?



19

Proposed Walking, Biking, and Safety Project List: Ward 1

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
445	City View Street	W 11th Ave to W 18th Ave	Bike	Neighborhood Greenway	\$ 75,000
973	Fern Ridge Path and Chambers St	N/A	Safety	Undercrossing Improvement	\$ 15,000
972	Fern Ridge Path and Garfield St	N/A	Ped	Undercrossing Improvement	\$ 15,000
887	Garfield St and W Broadway	N/A	Ped	Ped Crossing - PHB	\$ 455,000
595	Grant Street	W 5th Ave to W 15th Ave	Bike	Urban Neighborhood Greenways	\$ 176,000
523	Polk Street	2nd to 18th	Bike	Bike Lane	\$ 230,000
SP1	W 15th St	Chambers to Grant	Ped	Sidewalk	\$ 112,000
752	W 29th Ave	Lincoln St to Amazon Pkwy	Safety	Traffic Calming - speed feedback	\$ 24,000.00

* Project 445 is shared between Wards 1 and 8. Approximately 50% of listed project funds would serve design and construction in Ward 1.

* Project 523 is shared between Wards 1 and 7. Approximately 70% of listed project funds would serve design and construction in Ward 1.

* Project 595 is shared between Wards 1 and 7. Approximately 80% of listed project funds would serve design and construction in Ward 1.

* Project 752 is shared between Wards 1 and 2. Approximately 50% of listed project funds would serve design and construction in Ward 1.

Proposed Walking, Biking, and Safety Project List: Ward 2

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
802	E 24th Ave	Willamette St to Amazon Pkwy	Ped	Sidewalk	\$ 87,000
894	E 24th Ave and Amazon Path	N/A	Bike	Ped Crossing - Raised Crossing	\$ 300,000
707	E 30th Ave	Hilyard St to University St	Safety	Traffic Calming - speed feedback	\$ 24,000
704	Fox Hollow Rd	W Amazon Dr to Donald St	Safety	Traffic Calming - speed feedback	\$ 24,000
SP6/7	Path Rehabilitation Amazon/Tugman Paths		Bike	Shared Use Path	\$ 600,000
752	W 29th Ave	Lincoln St to Amazon Pkwy	Safety	Traffic Calming - speed feedback	\$ 24,000
SP10	Willamette and 31st	N/A	Safety	Ped Crossing	\$ 136,000.00

* Project 752 is shared between Wards 2 and 1. Approximately 50% of listed project funds would serve design and construction in Ward 2.

Proposed Walking, Biking, and Safety Project List: Ward 3

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds
746	Broadway	Mill St to Patterson St	Ped	Sidewalk	\$ 500,000
885	E 15th Ave and Patterson St + E 15th and Hilyard	N/A	Ped	Ped Crossing - BRFB	\$ 240,000
SP12	Franklin/Broadway	Onyx to Hilyard	Ped	Shared Use Path Enhancements	\$ 158,000
822	Spring Blvd	Fairmount Blvd to Capital Dr	Safety	Traffic Calming	\$ 102,000.00

Proposed Walking, Biking, and Safety Project List: Ward 4

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds
992	Cal Young Rd	Willakenzie Rd to Oakway Rd	Bike	Protected Bike Lane	\$ 291,000
SP2	Coburg Rd	Ferry Street Bridge to Oakway	Ped	Island Redesign	\$ 150,000
732	Jeppesen Acres Rd	Gilham Rd to Providence St	Ped	Sidewalk	\$ 200,000
709	Martin Luther King Jr Blvd	Harris to S Garden Way	Ped	Shared Use Path Enhancements	\$ 200,000
920	Martin Luther King Jr Blvd and Leo Harris Pkwy	N/A	Ped	Ped Crossing - BRFB	\$ 200,000
579	Western Drive	Van Duyn St/Satre St to Calvin St	Bike	Urban Neighborhood Greenways	\$ 55,000.00

20

20

Proposed Walking, Biking, and Safety Project List: Ward 5

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
826	Clinton Dr	Willagillespie Rd to Crenshaw Rd	Safety	Traffic Calming	\$ 83,000
SP11	Enhancements to West Bank Path Extension		Ped	Shared Use Path Enhancements	\$ 428,000
910	Goodpasture Island Rd and Ridgeway Dr and Happy Ln	N/A	Ped	Ped Crossing - RRFB	\$ 207,000
43	Hunsaker Lane	River Rd to Lone Oak	Safety	Sidewalk	\$ 400,000
767	Willagillespie Rd	Willagillespie Community School	Safety	Traffic Calming - speed feedback	\$ 24,000.00

* Project 43 is shared between Wards 5 and 7. Approximately 50% of listed project funds will serve design and construction in Ward 5 and adjacent County ROW.

Proposed Walking, Biking, and Safety Project List: Ward 6

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
824	Berntzen Rd	Marshall Ave to Royal Ave	Safety	Traffic Calming	\$ 65,000
825	Candlelight Dr	Royal Ave to Avalon St	Safety	Traffic Calming	\$ 133,000
809	Empire Park Dr/Hwy 99	N/A	Ped	Accessway	\$ 154,000
SP5	Marshall Path Rehabilitation		Bike	Shared Use Path	\$ 400,000
436	N Danebo Avenue	Barger to Souza (West Side)	Ped	Sidewalks	\$ 450,000
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000
946	Royal Ave and Berntzen Rd	N/A	Ped	Ped Crossing - RRFB	\$ 120,000.00

* Project 747 is shared between Wards 6, 7, and 8. Approximately 42% of listed project funds would serve design and construction in Ward 6.

Proposed Walking, Biking, and Safety Project List: Ward 7

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
SP3	Division Avenue	Lone Oak way to River Rd	Safety	Match for Safety Grant	\$ 310,000
944	E 3rd Ave and Coburg Rd	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000
928	Elkay Dr and River Rd	N/A	Ped	Ped Crossing - RRFB	\$ 200,000
763	Fairfield Ave	Royal Ave to Elmira Rd	Safety	Sidewalk	\$ 229,000
770	Garfield St	RR tracks to driveway	Ped	Sidewalk	\$ 98,000
595	Grant Street	W 5th Ave to W 15th Ave	Bike	Urban Neighborhood Greenways	\$ 176,000
43	Hunsaker Lane	River Rd to Lone Oak	Safety	Sidewalk	\$ 400,000
897	Jackson St and W 1st Ave	N/A	Ped	Ped Crossing - Raised Crossing	\$ 125,000
523	Polk Street	2nd to 18th	Bike	Bike Lane	\$ 230,000
362	Polk Street	South of W 2nd Avenue	Ped	Sidewalks	\$ 13,000
SP8	River Road		Safety	Street Lighting	\$ 300,000
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000.00

* Project 43 is shared between Wards 7 and 5. Approximately 50% of listed project funds would serve design and construction in Ward 7 and adjacent County ROW.

* Project 523 is shared between Wards 7 and 1. Approximately 30% of listed project funds would serve design and construction in Ward 7.

* Project 595 is shared between Wards 7 and 1. Approximately 20% of listed project funds would serve design and construction in Ward 7.

* Project 747 is shared between Wards 7, 6, and 8. Approximately 12% of listed project funds would serve design and construction in Ward 7.

* Project 763 is shared between Wards 7 and 8. Approximately 50% of listed project funds would serve design and construction in Ward 7.

21

21

Proposed Walking, Biking, and Safety Project List: Ward 8

ID #	Location	Extents	Fund Type	Project Type	Estimated Bond Funds*
753	Bailey Hill Rd	W 13th Ave to W 18th Ave	Safety	Street Lighting	\$ 157,000
796	Bertelsen Rd	11th to 18th	Ped	Sidewalk	\$ 552,000
445	City View Street	W 11th Ave to W 18th Ave	Bike	Neighborhood Greenway	\$ 75,000
763	Fairfield Ave	Royal Ave to Elmira Rd	Safety	Sidewalk	\$ 229,000
968	Fern Ridge Path and Beltline	N/A	Ped	Undercrossing Improvement	\$ 15,000
880	Fern Ridge Path and City View St	N/A	Bike	Ped Crossing - Raised Crossing + 2-way Bike Facility	\$ 320,000
970	Fern Ridge Path and W 11th Ave	N/A	Ped	Undercrossing Improvement	\$ 15,000
SP9	N Danebo Avenue		Safety	Street Lighting	\$ 200,000
772	Roosevelt Path	N Danebo Ave to Maple St	Safety	Shared Use Path Lighting	\$ 750,000
SP4	Roosevelt Path Rehabilitation		Bike	Shared Use Path	\$ 553,000
747	Royal Ave	Fairfield Elementary School	Safety	Traffic Calming - speed feedback	\$ 24,000
334	Seneca Road	gap south of 5th Avenue	Ped	Sidewalks	\$ 137,000
335	Seneca Road	North of W 7th Place	Ped	Sidewalks	\$ 44,000

* Project 445 is shared between Wards 8 and 1. Approximately 50% of listed project funds would serve design and construction in Ward 8.

* Project 763 is shared between Wards 8 and 7. Approximately 50% of listed project funds would serve design and construction in Ward 8.

* Project 747 is shared between Wards 8, 6, and 7. Approximately 42% of listed project funds would serve design and construction in Ward 8.

22

22

Sidewalks



Sidewalks are paved walkways adjacent to roadways. Sidewalks are particularly important for basic mobility of people with disabilities. Setback sidewalks (featuring a planted barrier between the sidewalk and travel way) can create more comfort and safety for people walking.

Accessways



An accessway is a connector that provides a direct route between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, and neighborhood activity centers. An accessway will often provide connection between a shared use path and adjacent neighborhood streets.

23

23

Neighborhood Greenway



A neighborhood greenway is a bike route on a low-volume, low-speed street that has been optimized for bicycle travel. Neighborhood greenways contain different features depending on adjacent land uses, however all neighborhood greenways in Eugene will contain wayfinding signs, pavement markings, and intersection treatments. Neighborhood greenways may also feature diversion to reduce automobile volumes and traffic calming to slow motor vehicle speeds.

Shared Use Paths



Shared-use paths are paved paths separate from the roadway network that are designed for both walking and bicycling. Where space allows, high use corridors may be developed with redundant paths to separate people walking from people biking. The paths for people walking or running may be unpaved depending on intended use.

24

24

Sidewalk Paths



A sidewalk path, sometimes called a "sidepath", is a separated facility for walking and bicycling adjacent to a roadway. Sidewalk paths most closely resemble a wide sidewalk. Due to user conflicts at intersections this type of facility is used sparingly in locations with few driveway entrances. Sidewalk paths are primarily used to connect segments of the bicycle network.

Bike Lane



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 strip to provide space between the bike lane and the auto lane or parked cars.

Bike lanes may also use green colorant where an auto lane crosses the bike lane.

25

25

Protected Bike Lane



A protected bike lane, sometimes called a "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. They are best on roads with few cross streets and driveways, particularly on roadways with high auto volumes and speeds. A protected bike lane provides a logical extension of a shared use path because it provides the sensation of riding on a path due to the separation from motorized traffic.

Grade Separated Crossings



A grade separated crossing occurs where an at-grade crossing is unsafe, such as crossing an interstate highway, or not practical. Grade separation in an urban context generally means that a facility for walking or bicycling is constructed below or above an existing roadway. Bridges across waterways are also considered grade separated crossings in Eugene.

26

26