

Hello all,

My name is Dean Wysocki and this is Hannah Norris and we are here representing LiveMove, the University of Oregon student advocacy group for active transportation. You might know us best for our redesign of 13th avenue into a **two-way protected bikeway** that became a reality as a result many years ago. Each year a new group of students gets involved in various projects that advance our own learning while hoping to help the local community make **walking, biking, and using transit safer and more accessible for all.**

Many of our projects don't take the form of large-scale street redesign like the 13th Avenue project, such as when we **documented every public bike rack in Eugene** or tracked over 12,000 instances of **poor sidewalk conditions**. This year, we released a **survey** that asks community members who walk or bike to show where they have had a bike crash or a significant near miss, data that is important for the safety of our streets, but data that doesn't often get reported and thus is not considered by decision-makers.

LiveMove is always striving to **inspire change** in Eugene which is why over the past few months we have decided to respond to the **lack of immediate change** in response to the tragedies on our streets. It has been four months since the the passing of a student, friend, and leader, Erick Njue (N-Joo-eh), and Patterson Street still remains the same.

LiveMove began a serious process to find a practical, low-cost, evidence-based redesign of this five block corridor from 19th Avenue to 24th Avenue and we are happy to share that work with you today.

For context, in this stretch, **Patterson connects** to a high school, a middle school, two YMCA facilities, and university family and student housing. It is clear that the street is **not right sized for its context** and the amount of car volume further supports this. The speeding as a result of the design and block-by-block danger for any pedestrian – especially kids – is **unacceptable** for a street that supports so much life.

Our design includes several **key principles**.

1. Be **temporary and affordable** - through a quick-build or tactical urbanism style design which prioritizes low-cost materials.
2. Be **adaptable** – as the new design gets used, adjust and adapt it as needed
3. Give **protected access** to community members of all ages (from youth to elderly) on bike
4. **Reduce crossing distances** that we know increases safety for all road users
5. **Enhance the transit stops** to increase transit reliability and driving comfort equally
6. **Right-size** Patterson’s driving infrastructure to the actual driving volume by **re-allocating** one of the driving lanes for biking, transit infrastructure, and even a mural opportunity in conjunction with local businesses or in memory of Erick
7. Connect to **City of Eugene policy goals**:
 - a. reduce death and serious injury on the roadways to zero, and
 - b. triple the number of non-car trips residents take on a daily basis

With that being said, design itself is all around us on these easels. We have a more thorough and detailed, block-by-block description, in a 38-page book we finalized yesterday. We have a few copies in print with us today and the entire document is available on our web site at LiveMove.org. We are **open to hearing your feedback** on the design and want to note that none of this is final.

We are grateful to all the LiveMove members who put time into trying to improve our local infrastructure. We do not get paid and we do not receive course credit. And yet, we were able to bring our growing knowledge and passion to improve our community to present the community with our proposed redesign.

- We offer this project – the Erick Njue Connector – in memory of our fellow UO student, member of our larger community, and person who was just trying to live his life while using a bike in Eugene.
- Thank you also to ASUO and GTFF for really stepping up in this time of tragedy to advocate for something better.
- We know this community can do better and we call on city leadership to implement our design or something better before students of any age return to their classes in the Fall.
- We are happy to take questions and feedback.

Disclaimer

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