

Eugene Active Transportation Committee



Date: Thursday, July 13, 2017
Time: 5:30 to 7:30 p.m.
Location: Sloat Conference Room
Atrium Building, 99 W. 10th Ave
Eugene, OR 97401 (Enter from the back alley off 10th Ave)

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Attendance: Seth Sadofsky, Bob Beals, Michael DeLuise, Brian Johnson, Shane MacRhodes, Robbie Dow, Amy Harter, Alpha Wilson

Absent: Kelsey Moore, Bob Blyth, Michele O’Leary, Tucker Teague, Dawn Helwig, Alex Bauman, Vivian Schoung

Staff: Lee Shoemaker, Reed Dunbar, Larisa Varela, Jarvis Chow, Louranah Janeski, Dan Kaler

Members of the Public: Connie Berglund, Sarah Mazze, Vicky Mello, Thomas Price, Josh Kashinsky, Eliza Kashinsky, Allen Hancock

Notes

1. Open Meeting

2. Public Comment (5:30-5:40)

Tom Price: Sustainability Commission member, representing himself. Encouraging folks to communicate with Sustainability Commission about work items for the next year. Let us know what you’d like to see done.

Eliza Kashinsky: Recently been working on land use and housing. There is a shortage of affordable housing in Eugene. The agenda will cover SDCs today, when you talk to developers, they say these are too pricey. Even small homes can accrue over \$10K in SDCs.

Alan Hancock: Weekly speaker, Alan, gave some updates on topics he’s discussed previously. First, the Pavement Bond Measure – Council recommended keeping the same rate. Bike/Ped increases to about \$1M per year. Want to congratulate you on keeping vigilant. Second, river front connections – happy to say that one of the hazards on the Hilyard extension has been removed – thanks Matt Rodrigues! Third, following campus planning north of Franklin – the UO is starting to consider development options. Alan will continue to track, let him know if you want more information. Fourth, there is a proposed development near 30th Avenue and Spring Blvd. At this point nothing has been filed with the city.

3. Approve June 8, 2017 Meeting Summary Notes (5:40-5:45)

Action Requested: Approve Meeting Notes

Notes were unanimously approved.

4. Eugene Bike Share Update (5:45-6:00)

Action Requested: Information Share

- Presenters: Lindsey Hayward and Reed Dunbar
- <https://www.eugenebikeshare.com>
- <https://www.eugene-or.gov/bikeshare>

Lindsey Hayward, General Manager of Eugene Bike Share, introduced herself. She thanked people for participating in the long process for bringing bike share to Eugene. Lindsey's background is MBA from UO, and most recently working at the United Way. Previously, worked on a program called Kids on Bikes in Colorado. Thinks that bicycling is important to the health of a community.

The bike was available for showing and questions. The bike is a "smart bike" with real-time GPS, you can put the bike "on hold" if you want to go into a store, etc. Also, you can track data and routes for each bike in the system.

There will be 35 stations in the system area (UO to downtown to the Whiteaker). 300 bikes. Station planning underway looking at conspicuous locations, land use, solar capability, and physical space constraints.

Comments:

- What is the system going to cost? Still working on the pricing scheme. Want it comparable to transit. Don't want to compete with bike shops that rent bikes. Will likely have a monthly pass and a pay-as-you-go rate.
- Bike theft. Not an issue – uses proprietary bolts, nothing comes off the bike easily. Also, has GPS, so we can find you.
- If you don't have a smart phone how do you reserve? Can do it online, there are also a few kiosks throughout town that will allow you to reserve bikes. Working on options for people who don't have credit cards to have access to the system – voucher system through local nonprofits.
- There was public input on station locations. When will you decide where they will go? Can the community provide input? Staff team has been analyzing the community-suggested locations and seeing if there is enough physical space to locate the station. ADA, manhole covers, etc. impact many sites. How many geofenced locations? There will be 35 stations launched, can geofence over time as needed. (Geofence means you can virtually identify a station based on the bike's location using GPS).
- Any video monitoring? No. The bikes will be in visible locations, and there is regular maintenance done. But there is no security to prevent vandalism from happening. Will also work with Eugene Police Department to vet locations and monitor issues.
- Transit integration. It's probably uncommon for people to take the bikes on a bus. Can you do it? Yes, it fits on the racks, but that's not the point of the system.

- Come with helmets? No. Will look at reduced-priced helmets, but none provided for most trips.
- How many on campus? Contract is for 4, but there are 9 near or on the campus at this point in the investigation.
- Do you move the bikes around to where the people are? Yes, will “rebalance” the system to fit user needs.
- Also plan to have a local call center for the West Coast in Eugene.

5. Transportation System Development Charges Update (6:00-6:30)

Action Requested: Presentation and Feedback

- Presenter Louranah Janeski
- <https://www.eugene-or.gov/2247/Systems-Development-Charges>

Louranah spoke about system development charges (SDCs) which are impact fees on new development. It’s a one-time fee paid on new development. Applied to both commercial and residential properties. Money is used to support the infrastructure necessary to serve the new development.

The basic premise is that everyone will pay an equitable share into the system that they utilize. They are collected for:

- Transportation
- Wastewater
- stormwater
- Parks

Transportation SDCs

- Based on use of site, size, cost per trip
- Used on collector and arterial streets. Can also be used on off-street shared use paths

The current methodology was written in 2004. It’s being updated to reflect new policies in the TSP, best practices, and the legal environment. Active modes calculations include:

- Number of miles
- Access
- Connectivity
- Convenience
- Safety

SDCs are one source of funding for active modes. Chapter 5 of the TSP identifies projects and costs. SDCs are based on the TSP project list.

Currently: cost per trip is \$2041.67. Options in the update:

1. \$3358 (collects 42% of the cost of new capacity improvements)
2. \$5758 (collects 78% of the cost of new capacity improvements)

Other communities, like Springfield, charge over \$3400. The two options will be going to Council in September.

There are also incentives to reduce Transportation SDCs.

- Nodal development
- Downtown exemptions
- Low-income housing
- TDM
- Could also include: ADUs, Downtown Plan Boundary, Proximity to Transit. These are being evaluated now.

Schedule

- City council work session September
- Public hearing November
- New methodology adopted in January 2018.

Comments

- As we think about a community using more active transportation modes, it seems that the upfront costs are less than for motor vehicles. Why wouldn't this be cheaper than spending money on motorways? Seems like costs should go down if our focus is active transportation. One issue is that people drive cars, and emergency services use cars, so the fees include the entire transportation network, not just a single mode. Trip generations is based on automobile trips – because ITE standards have been upheld for decades. Hopeful that new standards will emerge for active modes.
- How does Parks fit into SDCs? Parks is a system that collects SDCs. In some cases, it might be the most expensive part – like for single family homes. Parks manages their own methodology.
- There are exempt areas like downtown? Yes. Might want to think about the transportation needs of developments like EWEB. Exemption is for existing buildings; EWEB will be required to pay for their transportation infrastructure serving new buildings, but will get credited for previous uses of demolished buildings.
- Appreciate that there are incentives. Is there a strategy that helps support development of active modes? Use of SDC monies focuses on active modes.

6. Proposed Bicycle Parking Code Changes (6:30-7:00)

Action Requested: Presentation and Feedback

- Presenter: Reed Dunbar
- <https://www.eugene-or.gov/bikeparking>

The intent of the land use code update is to simplify and update the bicycle parking requirements and to ensure consistency in application of the code.

The variety of bicycle parking racks and types of bikes that people use has evolved over the past few years. Accordingly, changes to best practices and advances in rack design suggest changes to the land use code may be necessary. Changes include:

- a. Observing best management practices;

- b. Fixing holes in the current code like adding a requirement for short-term parking in multifamily developments;
- c. Increasing security and perception of safety;
- d. Responding to changes in bicycle types, especially bigger bicycles for families and cargo;
- e. Promoting bicycle parking in configurations that more efficiently utilize space;
- f. Adjusting proximity requirements for bicycle parking based on observed disuse in large developments.

Comments

- Please add standards for what a “cover” is for covered bike parking.

7. Subcommittee Reports (7:00-7:20)

Action Requested: Information Share

Education: staff was hoping that ATC would table at the summer events. Suggest telling staff when there are volunteers available to staff a table. And don't want to be redundant to existing staff table. Also, we should think about the Eugene Parade. Do we want a presence? Starts at 10am, goes down Broadway. After that, do we have an ATC table for Eugene Sunday Streets? Help us decide. Don't see a good reason to table, maybe we should be volunteers instead. (Reed mentioned that one role ATC could play is telling people's stories about walking/biking. We'd like to get testimonials and pictures of regular folks who walk and bike and why they think it's important. This will help normalize walking/biking and help us tell a story that is focused on people in our community.)

Path Etiquette: there have been centerlines added to the Fern Ridge Path. Thanks Matt Rodrigues! Subcommittee is looking at other locations.

8. Information Share and Project Updates (7:20-7:30)

Action Requested: Information Share

Alpha: what's going on with bike share in Seattle? Reed mentioned that Seattle has invited foreign investors to set up smart bike systems. It will be interesting to see how this works. In China, the bikes are sometimes cluttered and assembled into large piles for collection. The types of systems that will be on offer are not managed as well as most US systems that have service contracts.

Reed: I expect to be putting together a presentation on the Europe trip and bicycle facilities we experienced. There is a lot to share.

Ian: Springfield BPAC is looking at lighting the D Street Path.

Brian: Park Blocks temporary bump outs seem really great. Activities in the Park Blocks also a success.

Shane: started Nearby Nature bike tours. Oregon Transportation Bill passed, there is \$10M for SRTS every year for infrastructure. There will be a celebration in September when school is back in session.

9. Adjourn

Future Agenda Topics

- Safe Routes to School – to be determined
- Vision Zero – As needed
- South Willamette Street Pilot Study Update – As needed
- Bike Theft – to be determined
- Transportation System Plan – to be determined
- MovingAhead - as needed
- Pedestrian-Bicycle Pavement Bond Measure and Projects – as needed
- Traffic Enforcement/Citations – to be determined
- Improved Crash Data/Traffic Enforcement – to be determined
- Path Maintenance – to be determined
- Path Etiquette – to be determined
- Work Zones – to be determined
- 13th Avenue Bikeway – to be determined
- Transportation Funding – to be determined

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