

## Eugene Active Transportation Committee

Date: Thursday, February 11, 2021  
Time: 5:30 to 7:30 p.m.  
Location: Virtual



City of Eugene  
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[www.eugene-or.gov/atc](http://www.eugene-or.gov/atc)

Attendees: Allen Hancock, Andrea Plesnarski, Grace Kaplowitz, Josh Kashinsky, Julie Daniel, Pete Knox, Steve Abbott, Daniel Wilson, Andrew Martin, Anne Brown, Josh Mendez, Papa Awori, Hilary Mankofsky, Mary Christensen, Sue Wolling, Bryce Mayall (Springfield BPAC)

Absent: None

Staff: Shane Rhodes, Lee Shoemaker, Rob Inerfeld, Karen Mason, Larisa Varela

Public: Vicky Mello, Steve Piercy, Kennedy Parish, Claire Roth, Branden Johnson, Josiah Broomfield, Harry Sanger, Cynthia Black, Maeve Wilson, Richard Hughes

### Notes

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

Shane Rhodes

#### 2. Public Comment (5:35-5:45)

Richard Hughes alerted the committee that some cyclists are riding too fast on the shared use path system. Not leaving enough distance between themselves and pedestrians. More of a problem recently.

Steve Piercy spoke to the access of micromobility devices in the Whilamut natural area. The path through that area is the only off-street connector between Eugene and Springfield. This is the only safe access between the two cities for people who don't own cars. He said that the Citizens Planning Committee has strongly opposed electric micromobility devices in East Alton Baker Park. He courage ATC members to support electric micromobility devices in this area.

Vicky Mello, a member of the Citizens Planning Committee member but said she was speaking on her own behalf. She said the East Alton Baker Plan prohibits motorized devices in that area with the exception of safety and maintenance vehicles. She said the Citizens Planning voted to affirm the Plan.

#### 3. Approve January 14, 2021 Meeting Summary Notes (5:45-5:50)

Action Requested: Approve Meeting Notes

Steve made a motion to approve the notes and Pete seconded the motion. Unanimous approval.

**4. Bike Share/Scooter Share Update (5:50-6:00)**

Action Requested: Information Share

Presenter: Shane Rhodes/Karen Mason

Shane said staff sent out a letter of intent to award a contract to Forth Mobility/Cascadia Mobility. The hope is for them to take over operations in April. April is the three year anniversary of Eugene bike share.

Karen is working on the e-scooter share program. She has drafted a administrative rule that is out for staff review. It will take about two months for the full review that includes a public comment period. She has been contacted by several companies interested in operating the scooter system. Companies with submit an application for a license. There will be a panel to review the applications. Aiming for a late April or early launch depending on the pandemic. Karen said she can come back in March or April with a more formal presentation.

Steve gave kudos to staff on bike share.

Sue asked about the software on the bikeshare. Shane said it is becoming an issue and staff is looking for new controllers that will improve user access and operation. It will take a few months to install in all of the bikes.

Pete asked about the e-scooter boundary. Karen said staff will work the operator to determine the geographic boundaries but hopes it will be larger than the bike share area.

Allen asked about the successful proposal. Shane said that the contract isn't finalized so he can't share all of the information but they will use the existing system and know our operation and will add flexibility. ODOT will likely support our system. Andrew said that they want to work well with LTD.

Anne Brown asked if the e-scooter program is considering community needs and data sharing. Karen said in 2019 staff conducted a community wide survey and reached out to many community organizations to get their input. Karen said she can share the report but it is also available on the Engage Eugene e-scooter web page. She added that the community needs were included with the request for information.

**5. Electric Micromobility Devices in Whilamut Natural Area (6:00-6:20)**

Action Requested: Presentation and Discussion

Presenter: Rob Inerfeld

Rob Inerfeld said he will talk about electric micromobility devices which are not allowed in the Whilamut Natural Area (Leisure Lane to I-5) but not

about mobility devices like wheelchairs which are allowed in all areas of the path system. Rob said that the Eugene City Council approved the use of micromobility devices on Eugene's off-street path system but the East Alton Baker Park Plan prohibits motorized vehicles with the exception of safety vehicles and city vehicles for maintenance use. He said that the city council directed staff to reach out to the Citizen Planning Committee (CPC) to get their input on allowing micromobility devices in East Alton Baker Park.

Rob said he provided a proposal to the CPC in January that would allow the use of micromobility devices on some of the paths in East Alton Baker Park. He said the CPC strongly opposed allowing these devices in that portion of the park.

Rob said that some people are currently using their personal electric devices in the park. Rob said staff could restrict the use and speed of electric shared use devices and where these devices are parked.

Rob said that using micromobility devices is tentatively scheduled for March 8<sup>th</sup>.

Steve said that motorized devices in 1996 when the plan was adopted are much different than electric motorized devices are now. He thinks there can be a reasonable compromise can be made. He said that electric bikes are a good alternative to the automobile.

Andrew said he wondered how much impact electric devices would have in this area considering the impacts of Autzen Stadium and I-5 located nearby. He said paths in this area are crucial for traveling between the two cities.

Josh said he was concerned about out right banning of devices when there would not be a program to enforce that law. He said that the use of these devices will continue in the future.

In a response to a question from Allen, Karen said that geofencing would be a gradual change to the operation of a device and not a safety problem. The contract with the company operating shared devices would include information to the user about speeds and a map where the devices could be used. Allen suggested a trial period for allowing these devices in this area so it can be evaluated over time.

In response to a question from Papa about where geofencing has been used successfully, Karen said nearby Portland and other cities have used this technology with good results.

Julie said it is important to have a safe way to ride between the two cities and East Alton Baker Park is the best option if want to increase use of these devices.

Sue said that transportation needs have changed over time and these devices should be used. She said that she supports a letter from ATC to council with support for allowing these devices.

Mary said she values the natural area and supports the use in a transportation corridor through the area and the lowering of speeds of these devices.

Josh said what is the concern of electric bikes versus regular bikes. How do the electric devices impact the environment more than non-motorized devices. Rob thought one issue from the CPC that allowing the devices would attract more devices to the area.

Steve suggested developing a route through the area with signs would encourage use in the desired corridor.

Sue said she recommends that ATC develop a letter supporting allowing electric micromobility devices in the Whilamut Natural Area in East Alton Baker Park with the considerations presented by Rob. Steve seconded. Julie said there should be language in the letter that traffic should be directed along the main corridor and avoiding sensitive areas. Passed unanimously.

## **6. Transportation Options: Strategies for a Growing Eugene (6:20-6:50)**

*Action Requested: Presentation and Discussion*

Presenter: Larisa Varela

<https://www.eugene-or.gov/4608/Transportation-Options-Strategies>

Larisa provided an introduction to this new transportation planning project. This project is a priority for the City Council to meet the goals of tripling the percentage of people walking, biking, and taking transit; reduce use of fossil fuels by 50% by 2030; and, eliminating deaths and life changing injuries by 2035. This project can implement some of those actions to meet the goals.

Due to the future increase in population and the number of cars in the city, there is a need to reduce the use of single occupancy vehicles and increase walking, biking, and transit use.

The Eugene 2035 Transportation System Plan (TSP) has strong backing to take action to implement transportation demand management (TDM) by requiring developments and employers of a certain size to prepare, implement, and monitor TDM plans. The TSP also has Traffic Impact Analysis (TIA) actions to expand the impact of proposed developments beyond level of service, to include review of walking and biking measurements, and safety of intersections.

The current TDM triggers are when new development requests a reduction of required parking spaces. Developers can choose four TDM

strategies from a menu of eleven including commute subsidies, transit pass programs, vanpool, and shower and locker facilities.

TIA is triggered when new development will create 100+ motor vehicle trips during peak traffic, increases traffic at problem areas, or streets with heavy weight vehicles. The City has the ability to mitigate the impacts by requiring intersection improvements, sidewalks, bike lanes, signs, or signals.

The three main focus areas of the study are;

- Updated TIA guidelines
- TDM requirements for new development
- TDM requirements for existing employers and/or multi-family housing

Larisa said they will not touch the parking code or Systems Development Charges methodology as part of this project.

Larisa said staff hopes that this project will result in multimodal improvements with new development e.g. new marked crosswalks, nearby transit stop improvements or connections to the bike network. The process will be clear and simple for developers with a menu of options to meet city requirements.

Larisa said the outreach process will include advocates and non-profits, employers, developers, and agency partners. She said we are in the middle of the outreach process. She hopes that the study will be adoption ready by the summer 2021. She offered to come back to ATC at an appropriate time.

Pete asked if there will be significant changes to the TIA process and will it be multimodal analysis. Larisa said the current process focuses on motor vehicle analysis. She said the process will be revamped to help meet our multimodal goals.

Allen asked if Eugene's metrics could be stronger than the current DEQ requirements in Portland. Larisa said the statewide planning that is currently being worked on would allow local jurisdictions to have stricter requirements. She said that fines can be set if jurisdictions do not meet their goals.

Andrew suggested that staff should review systems development charges with this plan. Larisa said there are incentives for developers in the current SDC requirements.

Sue asked if school districts be required to meet these standards. Larisa said this could happen with new schools but staff could ask school districts to develop TDM for employees. Shane said current Safe Routes to School programs are voluntary TDM programs at 4J and Bethel.

Julie said she participated in the stakeholder outreach for non-profits and said one of the drawbacks is that most companies in Eugene do not have 100 or more employees so few companies will be included in the program. She

suggested including parking requirements in this plan. She thanked staff for the opportunity to be involved.

## **7. Active Transportation Committee 2021 (6:50-7:20)**

Action Requested: Discussion

Presenter: All

Daniel said there were two subcommittee meetings recently. Steve said we should reconvene the Programs Subcommittee and promote open streets and streeteries. Shane said staff encourages ATC members work on things they have an interest in work on. The Active Transportation Strategic Plan MoveEUG will be updated and he asked for interested committee members to participate. Shane said the Infrastructure Subcommittee also does important work.

Mary said there is interest in a communications subcommittee. Daniel said that a communications subcommittee would be a good idea. Josh said that in previous years committee members went infrastructure subcommittee members rode several areas in the city and developed a list of problem intersections. Allen said ATC members provided input to staff based on their own experience but a communications subcommittee could help getting input from the broader community. Sue said she is interested in an analysis of the current transportation options programs to see which programs are the most effective in reaching city transportation goals

Daniel summarized the discussion and stated that there is a desire for three subcommittees: programs, infrastructure, and communications. Steve made a motion that ATC form these three subcommittees and e-mail to Dan with the subcommittees they want to be part of and Dan will coordinate setting up the first meetings.

## **8. Project Updates/Information Share (7:20-7:30)**

Action Requested: Information Share

Presenter: All

Bryce Mayall, new Springfield Bicycle and Pedestrian Bicycle Advisory Committee liaison, introduced himself.

Steve, Mary, and Sue volunteered to help draft the letter regarding micromobility devices in the Whilamut Natural Area. They will send the draft letter to the full committee for review.

Shane said staff will conduct a COVID safe May is Bike Month program. Go we webikelane.org to add events or see what is happening that month. Relaunching bike share is planned for that month. Cas is working on open shreets and an internal transportation options program for city staff. Traffic signal staff are continuing to work on the operation of the 13<sup>th</sup> Avenue signal system. Lessons learned from the 13<sup>th</sup> Avenue bikeway will be used in the development of the High Street bikeway project.

Steve said that Floyd Prozanski has introduced SB395 that will raise funding from 1% to 5% of the highway trust funds for bicycle and walking projects.

Allen said the Urbanism Next Conference (<https://www.urbanismnext.org/events/urbanism-next-virtual-forum-2021>) will be held in Oregon this year March 17<sup>th</sup> to 19<sup>th</sup>. He said that the future of transportation will be presented at this virtual conference and asked if ATC could attend. Anne and Lee said they will check into this request.

## **9. Adjourn 7:30**

### **Future Agenda Topic**

- ATC 2021 EUG Strategic Plan Work Items
- Bike Map Update - April
- Transportation Options 2021 Events
- Bicycle Parking Code Adoption
- Moving Ahead
- Scooters/Micromobility
- EUG 2021 and Active Transportation Coordination
- Shared Use Path Safety
- Tactical Urbanization
- Driver Education; Oregon Friendly Drivers; Safe Lane Coalition
- Temporary Pedestrian Access Routes
- Roundabout Strategy
- Transportation Demand Management/Traffic Impact Analysis
- Periodic Updates – Vision Zero; Moving Ahead; Bond Measure Projects;

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[Administrative Policies and Procedures Manual, Section 1.4 (Revised 05/14/04)]