

## Eugene Active Transportation Committee

Date: Thursday, May 13, 2021  
Time: 5:30 to 7:30 p.m.  
Location: Virtual



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

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

Absent: None

Staff: Shane Rhodes, Lee Shoemaker, Cas Casados, Sarah Mazze (4J)

Public: Vicky Mello, Branden Johnson, Cynthia Black, Claire Roth

### Meeting Summary Notes

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

Shane Rhodes-Cas Casados

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

No public comment.

**3. Approve April 8, 2021 Meeting Summary Notes (5:45-5:50)**

Action Requested: Approve Meeting Notes

Meeting notes approved.

**4. May is Bike Month (5:50-6:05)**

Action Requested: Information Share

Presenter: Cas Casados and ATC Bethel Bike Ride Planners

Cas thanked the Program Subcommittee and planners for the bike event this past weekend. Mary said it turned out better than anticipated and the participation was good. There was a treasure hunt and people had a good time. Sue agreed and people thanked the committee for holding the event in the Bethel neighborhood. Some people heard about the event through the school district.

Cas provided a summary of the May is Bike Month activities to date and a description of the events planned for the rest of May. She said that many other groups are holding events this month and are learning their way like

ATC. Cas said that ATC member Josh Mendez is holding a bike tune up class today in English and will do another next week in Spanish.

Other events:

- Climate Revolutions Bike Ride
- Mobility Justice Listening Session
- Brewery Tour
- Tapas on Two Wheels

Cas said to go to [webikelane.org](http://webikelane.org) web site to see the calendar of events. Over 45 events are planned this month. This is the second year of holding this event under COVID conditions. We have learned about how to hold more events with social distancing.

Cas said that they are out of the May is Bike Month posters but she would be happy to email a digital copy. She also encouraged everyone to pick up the “zine”, a small magazine like publication for the Tapas Ride. Zines are available at the Davis Restaurant which is the first stop for the Tapas Ride.

## **5. Transportation Options Programs (6:05-6:35)**

Action Requested: Presentation and Discussion

Presenter: Shane Rhodes and Cas Casados

Cas said she and Shane would provide an overview of the 2021 Transportation Options programs. She said 2021 is another unique year due to COVID due to adopting to changing conditions. Sunday Streets and Party in Parks was a “no go” due to the challenging time we are in. State and regional policies have affected the programs.

May is Bike Month

Cas said she covered this topic earlier but we were able to add more events, at a distance, on-line, DIY (do it yourself) so people can explore on their own. Brought new people to help plan the program. She sees it growing next year.

Strategies for a Growing Eugene

Cas said that Larisa Varela presented on this topic a few months ago. It is a project to encourage people to walk, bike, and take transit in partnership with employers and developers including new development and large housing complexes.

Cas said that Eugene is expected to grow by 42,000 people over the next 14 years. If everyone chooses to drive our roadways will become very crowded.

One of the components will be a transportation options program for City of Eugene employees. Policies and programs will help employees make more sustainable choices for their commute and transportation to

meetings with staff and community members. Eugene expects that there will be statewide rule changes that will require Eugene and cities of our size to offer transportation options programs for employers with more than 100 employees. Eugene will learn about implementing employee based transportation options programs based on their own employee program. Local laws will be changed to require these programs.

#### Smart Trips: Large Employers and New Movers

Cas said that as Eugene learns about implementing their own program, they will take Smart Trips programs out to large employers will the next step taking place at the University of Oregon. She said the program will also out to people who recently moved as that is a right time to talking with people about making new transportation habits. New movers will be shown an array of transportation options and methods of encouragement.

Cas said that Eugene may lower the definition of large employers to be 50 employees and select certain areas like downtown to include less than 50 employees to be part of this program. These new requirements would be phased over time. Staff will come back to ATC this summer to talk about this project in more depth. She said that staff is currently looking at employee data to determine how many companies would be part of the program.

#### Open Streets: Harlow Neighborhood

Cas said that the Harlow Open Streets program was coming to an end next week. She said that staff has been able to make improvements to the program by increasing the survey area of residents and added more travel adventure challenges incentives to increase participation. The Open Streets program will be evaluated after the Harlow program ends to see how Open Streets fits in with Sunday Streets, neighborhood greenways, and into Smart Trips.

#### Broadway Streetery Improvements

Cas said this is the second closure of Broadway between Olive and Willamette to provide more space for restaurants to provide more seating for customers and to provide more outdoor space for people.

Transportation planning has partnered with organizers of this event to make it more bike friendly to access the restaurant space. Signs and markings were added to indicate this area is bike friendly and additional bike parking was added. Bike tune-ups have been added to Thursday evenings from 4-6 p.m. during May.

#### Art in the Right-of-Way

Examples of what this program could include existing art like murals in the street, Black Lives Matter by the federal courthouse, painted traffic signal controllers, painted intersections, or painting around traffic circles. Thus far, the art program in the right of way has been structured. This year, staff is looking at policies based on work done in Seattle so we can welcome artists and community ideas for how we can introduce art in our crosswalks, in our roads, and on our utility boxes.

Shane thanked Cas for taking on all of these transportation options programs.

#### Active Transportation Strategic Plan

Shane said that Strategies for a Growing Eugene will help with develop the next Active Transportation Strategic Plan and vice versa. He said that this is a good time for ATC to take a look at the programs we can do now and what are the best programs to implement as we go forward in developing the next strategic plan.

#### Safe Routes to School Collaboration

Shane said the Safe Routes to School collaboration is multi-pronged in both infrastructure and programs. He said that he heard today Safe Routes to School rapid response grant on River Road passed the first step in the approval process and it will now be reviewed by the ODOT director. North East Livable Streets is happening this year and Shane is working on a project on Howard Avenue. Shane said Sarah Mazze (4J), Hilary Mankofsky (Bethel), and Zane Wheeler (Eugene Recreation) are doing a great job on bicycle safety education under the existing conditions. Springfield School District is hiring a new safe routes to school coordinator. A confident family cycling class will start in May and continue into June virtually. Shane said he's please with how Safe Routes to School coordinators have added equity to project prioritization. He also thanked ATC members for their letters of support for the pedestrian/bicycle bridge over Beltline Highway. Shane is working with other partners to get the bridge funded and built. He is also talking with people about the potential for a traffic garden in Eugene.

#### Regional Transportation Options Collaboration and Redesign

Shane said the regional transportation options programs is no longer part of Point2point at LTD but those programs have been shifted to Lane Council of Governments. Regional Safe Routes to School and Get There ([getthereoregon.org](http://getthereoregon.org)) platform are now at LCOG. He encouraged ATC members to track their May bike trips on the Get There app. Shane is working on using the Get There platform for Eugene programs. He said that he is working with LCOG staff on the Get There platform for regional Smart Trips programs.

#### Project Zephyr: Mobility as a Service

Shane said he is working with partners at LTD and the University of Oregon on developing a new app from scratch or an existing app to develop one app for all your transportation needs including route planning, bike share, fare integration, car share, and parking. Andrew Martin and Josh Kashinsky from ATC are involved in this project.

#### Peace Health Ridges Transition

Cascadia Mobility under the umbrella of Forth has now taken over the operation of Peace Health Rides. Shane said he is working out the details on who is doing what. Eugene is working with partners on strategic

planning including when bike share could expand service. Shane said Cascadia Mobility, Nearby Nature, and some bike shops are hiring bike related employees. He encouraged ATC members to spread the word.

#### Path Etiquette Campaign

Shane said the Programs or Communications subcommittees or ATC as a whole could get involved in this safety campaign. Some key messages around safe speeds, safe passing, keeping attentive, not blocking the path, and using lights at night. Signs are being developed with fun messaging are being prepared to share the safety messages with path users.

Center line striping was added to blind curves and recently with the West Bank project. Skipped striping was added to straight section with solid striping on curves. The bond fund wayfinding project could add additional striping with that work. The centerline striping will be reviewed to see if it changes behavior of path users e.g. with keep right, pass left and safe speed messaging. Speed limits on paths may be considered and discussed with ATC. Outreach efforts are being planned on the path system campaign.

#### 2021 Trials and Oregon 22 World Track & Field Championships

Shane said attendance at the 2021 Trials is not known at this time. Large attendance is expected at the 2022 World Track & Field Championship. Shane said discussions are taking place with partners on the use of active transportation ambassadors to help getting people around using active transportation. There is a transportation planning committee to help plan around the event. Josh Kashinsky and Dave Reesor are on the committee. He told ATC to start thinking about the programmatic pieces we want to develop to help people get around using active transportation.

Dan said the path striping has a feel for road striping making the path seem less a pedestrian space and more for bicycle use. Shane said the striping may keep to the right side of the path since they have a centerline as a guide. Sue said it's hard to engineer civility, we just need people to share the path.

Sue asked how do you measure success of the transportation options programs. Shane said they staff knows that the Smart Trips programs have been successful at changing some trips from auto to active transportation. Other programs may have other goals than trip mode changes. Sunday Streets may not change mode choice but it draws people from all over the area to use our largest public infrastructure space in a new and different way. The number of people attending is the only measure. Cas added that evaluation of programs has a big part of the work this year.

Sue asked has there been any outreach to the new housing developments near the 5<sup>th</sup> Street Market. Shane said that he doesn't know of any but the

new housing would be an excellent example for the new transportation demand program that is being planned.

Andrea said she likes the share the road signs for streets and maybe something like that for paths. She said she likes peer driven programs in addition to the employer programs. Cas said she is looking forward to group events and people coming out with friends to events.

Allen thanked the people working on transportation options for all that they do but challenged staff to think in new ways when developing the strategic plan. He said typically we look to swap driving trips to active transportation but during this time, we are not making the trip like this Zoom meeting. Not making the trip is the best trip as emissions go down and there are fewer crashes. Cas said the Strategies for a Growing Eugene is considering a policy on working from home.

Hilary suggested having open streets near school especially during beginning and ending school times. Cas said that she would like to talk more about this idea.

In response to a question in the chat, Cas said staff is working on the policy for art in the right of way but there are existing examples: Black Lives Matter by the Courthouse and on utility boxes. Shane said there is a painted traffic circle at 26<sup>th</sup> and Olive and another one at 23<sup>rd</sup> and Garfield.

Papa likes the idea of painted crosswalks to alert drivers that this is a pedestrian facility and to slow down and yield.

## **6. Camas Ridge School, Safe Routes to School, City of Eugene Coordination (6:35-6:50)**

Action Requested: Presentation and Discussion

Presenter: Shane Rhodes

Julie started the discussion and said that she, Sue, and Mary have been involved in following the Camas Ridge redevelopment as citizens and not as ATC members. Julie said she noticed the large parking lot in the drawing on the school redevelopment web site. She was surprised to see the large amount of money that would be used for auto parking. She said the current lot doesn't meet ADA standards. She said the school site should emphasize walking and biking and deemphasize auto use. She said there is another community meeting on May 26 to get community input on the school site redevelopment.

Mary said Camas Ridge was built about 70 years ago and the new school will be there for that long or more. She said the current design could be a precedent that other schools will follow the same pattern when they are rebuilt. Mary said a new design will be presented and there will be breakout chats to talk with the architects. She said we need several people who are knowledgeable to talk about bike and auto parking issues with the architects.

Sue said that 4J School District is a major partner in the Climate Recovery Ordinance and the Transportation System Plan and they need to do their part.

Julie said she'd like to see things built that meet the needs of the future and see more kids walking and biking to school. She said there should be a safe routes to school in every school and not just one for the entire district.

Allen said this situation reminded him of the initial YMCA site designed the oriented the building opening to the parking lot rather than the intersection of 24<sup>th</sup> and Hilyard making accessibility by walking and biking less desirable. He brought his concerns to the neighborhood and ATC. His understanding is that the YMCA Board understood the importance of active to the community health and they changed the design.

Sarah said she hasn't had much of a chance to speak with 4J Facilities staff or the architects about what's she's heard from the community or her own thoughts on the design. She said she's heard from facilities and school principals that some school parking lots are too small. She said it would be good for them to hear from other community members who may have a different perspective on parking lot size. She said that on-street can be used and there are other ways to get to school besides parents driving their kids to school. Sarah said that their most recent school tally's indicate that only 50% of the kids are getting to school by personal vehicles.

Shane said it's frustrating that safe routes to school coordinators aren't involved as much as they should be. He experienced that when he held that position. He said Allen's YMCA was a good example where community input changed building design for access for people walking and biking. The design and location of bike parking is also important and should be shared with the public. He said that walking and biking access to the buildings should be done first and then determine where auto parking should be. Shane said he's hopeful that the new design will better encourage walking and biking to school but 4J and the architects need to hear that from the public.

Sarah said that school busing is also an option for some students that live in the school boundaries so they don't have to be driven to school with personal autos. Sarah said a long-range solution may be to lower the maximum number of required auto parking spaces.

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

*Action Requested: Information Share*

Andrea said the Programs Subcommittee held the May is Bike Month ride as reported earlier. Goals for this year have been drafted. Regular meetings have been scheduled.

Daniel said Communications Subcommittee mostly discussed Camas Ridge School, South Bank Path closure, and they will film the Climate Revolutions 2021 Revival Ride. Sue will share Reed's explanation on the South Bank Path closures with ATC.

In response to a question from Julie regarding a letter from ATC regarding Camas Ridge School, Cas and Shane said ATC should send a letter to staff but request that the letter be shared with school officials and the architects. Shane said as citizens, ATC members can share their personal opinions on this matter to the school officials and architects. Julie added that it may be more effective for committee members to speak as individuals to school officials.

Sue said it is appropriate for ATC to write a letter and encourage staff to communicate with school officials to promote active transportation and staff would love to work with the school district on a transportation demand management plan.

Mary said the Communications subcommittee could develop a letter to Eugene staff sharing ATC's concerns and questions. The letter could be shared with the full committee for approval. Steve said that the intersection of 30<sup>th</sup> and University traffic may double during school start and end times based on the school site plan. He suggested that staff should review the impact on the intersection due to the school site plan. Daniel made a motion that the Communications Subcommittee draft a letter to staff in support of reducing the number of automobile parking spaces at Camas Ridge School and send the draft letter for the full committee approval. Motion passed.

Josh said the Infrastructure Subcommittee will meet on the second Tuesday of each month. Reed attended the first meeting this week. Josh said the subcommittee is interested in getting involved in project from the beginning of planning to the end of construction as much as possible. He said there is \$2,000,000 in pavement bond projects for active transportation and next month the Infrastructure Subcommittee will discuss with Reed how the funds may be allocated.

Bryce Mayall from the Springfield Bicycle and Pedestrian Committee said their Infrastructure Subcommittee has been discussing where bike racks should be installed. He will share ATC activities with the Springfield BPAC.

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

Presenter: All

Pete said he doesn't have kids in Camas Ridge but he will contact his friends who do have kids in that school to see how they feel about the school site plan.



Andrew said there will be a joint work session with the Eugene City Council and the LTD Board on May 26. He is working on that project.

Steve said the Climate Revolutions Revival Ride will start Sunday at Monroe. 350 Eugene is involved in the planning of this ride. There will be story telling at the event. The ride will be a short six-mile ride along the Willamette River with a stop at Maurie Jacobs Park for more story telling. Daniel added that he will film people talking about how they use transportation infrastructure and what changes they would like to see. The videos will be added to the internet.

Allen said SB395 has stalled in committee. The bill would have increased the amount spent on walking and biking projects from 1% to 5% of the funds from the state highway fund. Allen said the Infrastructure Subcommittee learned that Andy Kading is no longer working for the City of Eugene and it may be a while before his position is filled.

Daniel said he learned from Reed that a connector from River Road to the path has been temporarily closed. Shane said that Reed met with some property owners, police, and Eugene planning staff to discuss issues related to the accessway. The hope is to get the accessway open again but Reed is continuing to work on this.

### **Chat**

Josh Kashinsky: Someone should let Allen in. He's over in attendees.

Mary Christensen: Thanks to Shane, who attended the ride, too!

Shane Rhodes: A great first ride of this group and in that area.

Gave me Kidical Mass flashbacks - hope you do more :-)

Sue Wolling: Nice job today, Josh!

Josh Mendez: Thanks, Sue! Glad to see a familiar face!

Shane Rhodes: WeBikeLane.org

Shane Rhodes: I'll plug this event next Tuesday over lunch too:

<https://www.facebook.com/events/299864211642353>

Mary Christensen: Thanks, Cas!! Fun month.

Claire Roth: It's kind of like a homemade magazine. :)

Claire Roth: Except this one is like an advanced zine.

Claire Roth: May is Bike Month Strides for Social Justice Bike Ride event info for those interested: <https://fb.me/e/P99Xde1l>

Julie Daniel: Acronyms are a part of planning. Acronym for this is TOSFAGE :)

Andrea Plesnarski: What is considered a large business?

Sue Wolling: How many employers over 100 workers do we have?

Shane Rhodes: Torch with care...

Andrew Martin: I would love to see it closed every summer (or all year forever). I know it was only about 20 years ago it re-opened to cars, but it seems like one block closure hasn't negatively impacted downtown. It's not a great place to drive normally anyway.

Andrea Plesnarski: Agreed/ Ot

Josh Mendez: I second that, Andrew!

Daniel Wilson: It's a totally inappropriate place for cars

Daniel Wilson: Other than dropping off alter-abled folks, that is  
Andrea Plesnarski: Is there a list of where the Art in the ROW installations are?  
Claire Roth: AI has been an excellent help in May is Bike Month planning, already a great community partner!  
Daniel Wilson: I'm appreciating being in a space where Shane has to defend parking as a valid concern. It's critical to connect rural folks who will depend on cars far into the future with the local transit system.  
Josh Kashinsky: Including parking in the app also allows you to expose habitual drivers to other mode options in an easy to digest format.  
Sue Wolling: And it would be good for people to see the list of alternatives to driving every time they pay to park.  
Sue Wolling: As Josh just said!  
Daniel Wilson: Yes, and they can do it with money they've already allocated. Minimal friction!  
Steve Abbott: The west bank looks great!  
Sue Wolling: And keep your dog on a short leash, please!  
Daniel Wilson: I see the logic of centerline striping to nudge cyclists to behave kindly. But as a pedestrian, doesn't it make it feel more like a thoroughfare? Doesn't it encourage speed and throughput, when what I might want as someone on two feet is a more leisurely stroll?  
Josh Kashinsky: David Reesor: Director of Transportation Services at UO  
Sue Wolling: That's true—but it's also true that there's nothing to disrupt a leisurely stroll like nearly getting run over by a fast-moving bike. It's a trade-off, but I think the speed and throughput is already there, whether we encourage it or not.  
Julie Daniel: That's a wealth of programming.  
Papa Awori: As a culprit of speeding on the bike paths, speed limit signs warning about pedestrians using the path. I think this awareness would help me slow down.  
Papa Awori: I think the narrower the bike/pedestrian path the more the need for the centerline for cyclists.  
Josh Kashinsky: "It's hard to engineer civility." Well said, Sue!  
Daniel Wilson: @Papa agreed. If paths are sufficiently wide, the whole issue is easier to deal with. And it induces demand, which is exactly why I argue against adding width and lanes for cars.  
Claire Roth: If you build safe streets, bike/ped will come.  
Shane Rhodes: GetThereOregon.org - incentives for May is Bike Month!  
01:16:15 Sue Wolling: Except that I think getting more bikes and pedestrians on the streets helps make things safer—and healthier.  
Claire Roth: Yes to open streets during dropoff/pickup times!  
Shane Rhodes: School Streets- What are the prime locations?!  
Mary Christensen: Hilary, yay!!!!  
Sarah Mazze: I'd like to talk more about it too!  
Julie Daniel: Interesting point Allen. I wonder though if we end up being more siloed as humans when we don't meet in person.  
Claire Roth: Open streets, always! Would be so great

Shane Rhodes: Here is one: <https://nbc16.com/news/local/new-friendly-neighborhood-mural-adds-splash-of-color-to-roadway>

Claire Roth: I have also heard from certain neighborhood organizations interest in painting mandalas at intersections/roundabouts where possible.

Josh Mendez: The friction between pedestrians and micromobility users seems to be increasing all over the country, especially this year. While building civility between people, we need recognize that part of the problem is that few spaces exist where both pedestrians and bike users feels safe. Maybe the ultimate problem is that we are crowding an ever increasing vulnerable users into limited spaces. We need to recognize that the solution lies in re-purposing space used by cars for vulnerable road users.

Josh Mendez: <https://i.redd.it/zdinxpxyb431.jpg>

Julie Daniel: Zebra crossings! Yes, that is what they are called in the UK. Crosswalks is just not as evocative.

Hilary Mankofsky (she/hers): Sarah is in the attendees too

Anne Brown (she/her): @Josh, agreed re that last point!

Allen Hancock he/him: City Repair, a Portland non-profit, has been involved with 100+ street art projects for about 20 years. They have a handbook on how to do it. We don't need to reinvent the wheel.

Claire Roth: ^^ Good point

Cas Casados (she/her): I agree, Allen! We've surveyed programs and policies in other cities and are taking the best of what's out there. We're mostly leaning into Seattle's program as we found that one to be the best balance of many different needs.

Daniel Wilson: @Julie  
[https://d3nuqriibqh3vw.cloudfront.net/styles/aotw\\_detail\\_ir/s3/images/zoo15190-baby-zebra-poster-a3.jpg](https://d3nuqriibqh3vw.cloudfront.net/styles/aotw_detail_ir/s3/images/zoo15190-baby-zebra-poster-a3.jpg)

Shane Rhodes: Some quick numbers on this topic: Code is 1 parking space per 8 students (of design capacity). Design is for 450 students. That's 56.25 required parking. Current design looks to be about 70 spaces. They could drop 25% with no requirement or go up 25% without a requirement. They could reduce the parking by 50% by completing a TDM.

Josh Kashinsky: Thank you for that, Shane. I was just going to ask.

Steve Abbott: There is too much vehicular traffic already at University and 30th

Andrew Martin: 4J Board meetings are typically the first and third Wednesdays of each month. 4J Board members are elected by residents in the district. I would encourage folks to use their public comment period to express your desires for how they are directing their budget. Of course this is in addition to the design process for the school

Lee Shoemaker: Item 7 can be moved to next month to allow for more discussion about Camas.

Sue Wolling: That's a great idea, Allen. The YMCA is committed to getting more bicycling/walking, so I'll see if I can get them to put some attention into this.

Mary Christensen: The plans also do not show the bike parking. I understand they said this is a "detail" that will be addressed later. This is not a detail. we need to see the plan about this and give feedback.

Andrea Plesnarski: For the May 18 election, there are 4j school board members being chosen. Is there any knowledge on their positions on this?

Sue Wolling: People don't like the parking lot at places like Oakway and at Woodfield Station, either. Sorry—change is hard.

Josh Kashinsky: Not to be flippant, but we also receive feedback that there is insufficient parking at UO. Somehow people seem to get to work and class regardless.

Julie Daniel: Yes Andrea. You can ask any school board member via their website. Many have been contacted.

Shane Rhodes: Do we go with public opinions or community goals? Frustrating that facilities and architects aren't working with SRTS. Thanks for your work Sarah.

Claire Roth: Interdisciplinary partnership is the best way to build a complete community.

Claire Roth: And complete streets.

Allen Hancock he/him: For the first time, the Oregon League of Conservation Voters asked school board candidates questions about sustainability. Here are there responses: <https://www.olcv.org/2021-endorsements/> I haven't read the responses yet.

Andrea Plesnarski: Thanks Alan for the link and info

Andrew Martin: During the coronavirus pandemic, while meetings are being held virtually, 4J residents are invited to provide live public comment to the school board via Zoom. Submit a request at [4j.lane.edu/publiccomment](http://4j.lane.edu/publiccomment) by noon on the Monday before the board meeting.

Andrew Martin: That's from the 4J website

Shane Rhodes: We, as the City, have put a lot funds into making a better walk/bike environment and our public space of on-street parking is there...

Mary Christensen: Maybe the communication subcommittee can contact the architects and ask that they show the plan for bike parking and pedestrian access at this next open house on May 26.

Sue Wolling: What is the process for what Edison did? Julie Daniel: There are over 50 on street spaces within one block of the school (I counted).

The school has an agreement with Temple Beth Israel to use their lot.

Julie Daniel: Is it possible for the ATC to take an official position on Camas or is that out of order?

Daniel Wilson: We can do that. We just need a motion.

Sarah Mazze: I won't be able to be at the Open House, but am hoping to meet with 4J Facilities that week. I can share what I learn, if it's different than what is in the open house.

Allen Hancock he/him:

[https://eugene.municipal.codes/EC/09\\_VehicleParkingLoading](https://eugene.municipal.codes/EC/09_VehicleParkingLoading)

Sarah Mazze: And I've got to sign off now. Thanks for having me!

Claire Roth: Agreed that schools need to adhere to community plans (climate, Vision Zero, etc.).

Julie Daniel: I met with Amazon yesterday. I am not on NextDoor.

Josh Kashinsky: I don't see a conflict with writing a letter of concern to Transportation Planning staff. Such a letter would be public record and any resident could let 4J know that the letter exists.

Shane Rhodes: Yes, if there are questions then we have another reason to contact and work with 4j to get the answers.

Mary Christensen: The event starts at 1:00 at Monroe Park. The ride starts at 2:00.

Grace Kaplowitz (she/her): May is Bike Month: Mobility Justice Listening Session: <https://www.facebook.com/events/6088027234556194>

Grace Kaplowitz (she/her): May is Bike Month: Strides for Social Justice Bike Ride: <https://www.facebook.com/events/483189656062895/>

Sue Wolling: where is that access way Daniel asked about/

Cas Casados (she/her): Get the full list of May is Bike Month events at [www.webikelane.org](http://www.webikelane.org)

Daniel Wilson: @Sue River Road and Park Ave.

Claire Roth: Thanks all!

## 9. Adjourn 7:30

### Future Agenda Topics

- ATC 2021 EUG Strategic Plan Work Items
- Transportation Options 2021 Events
- Bicycle Parking Code Adoption
- Moving Ahead - June
- EUG 2021 and Active Transportation Coordination
- Shared Use Path Etiquette Campaign - June
- Safe Lane Tactical Urbanization
- Driver Education; Oregon Friendly Drivers; Safe Lane Coalition

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