

## Eugene Active Transportation Committee

Date: Thursday, June 10, 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, Mary Christensen, Sue Wolling, Grace Kaplowitz,

Absent: Hilary Mankofsky

Staff: Shane Rhodes, Lee Shoemaker, Cas Casados, Karen Mason

Public: Cynthia Black, Duncan Rhodes

### Meeting Summary Notes

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

Lee Shoemaker

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

No public comments.

**3. Approve May 13, 2021 Meeting Summary Notes (5:45-5:50)**

*Action Requested: Approve Meeting Notes*

Meeting notes approved.

**4. Rebuilding American Infrastructure with Sustainability and Equity Grant Program Letter of Support for Franklin Blvd. Transformation (5:50-6:20)**

*Action Requested: Approve Letter of Support*

Presenter: Karen Mason

<https://www.eugene-or.gov/3830/Franklin-Boulevard-Transformation>

Karen Mason told the committee that she was there to share information about the Rebuilding American Infrastructure with Sustainability and Equity grant that staff will support. She said she asked for support of the draft letter sent to the committee. If the grant is awarded, funds will be used to construct some of the features of the Franklin Boulevard project.

Karen provided an overview of the project history to the committee. Franklin Boulevard is a State highway constructed to primarily move motor vehicles. She said that Franklin Boulevard is being redesigned to be a safe, comfortable and high-quality street for walking, biking, transit, and mobility devices while still accommodating motor vehicles. The street will also support changes in

urban form and mixed-use development. The road will be designed to accommodate people going to the area and not just through. The street will accommodate existing and future development.

The community involvement process included three public events to gather input to inform the design. The preferred design was presented to the public in March of 2020. Staff made two Franklin Boulevard presentations to the Active Transportation Committee during the public process. Three alternative design options were presented to the public before narrowing to the preferred alternative you see here today. The project features continuous sidewalks and bike lanes while also double tracking EmX lanes. Currently, EmX buses must use a single track. Adding the additional EmX track will allow LTD to increase service along its most popular route. The preferred design provides a mix of roundabouts and signalized intersections, including a new intersection at 13<sup>th</sup> Avenue and Moss Street.

Karen said the new design will transform Franklin Boulevard to a multi-modal corridor. In some sections, there will be one bike lane in both directions of the street, but there will be a two-way shared use path on one side of the street due to space constraints in other sections. Space constraints will also affect the width of landscaping; larger trees will be planted where there is more space, and smaller trees will be planted where there is less space.

Karen stated that last year City staff submitted a Better Utilizing Infrastructure to Leverage Development grant in partnership with the City of Springfield and Lane Transit District. Both the BUILD grant and the RAISE grant have the same selection criteria but RAISE focuses on projects that benefit people and are a tool to further community sustainability while still benefiting the economy.

Karen said the cost of building the entire preferred alternative design is too much for the grant so staff has prioritized sections of the Franklin corridor for the first phase of construction. The RAISE grant will include walking and biking improvements, a second EmX track, and the construction of two roundabouts—one at the intersection of Franklin Boulevard and Walnut Street and another at the intersection of 13<sup>th</sup> Avenue and Moss Street. In Springfield, the funding would build upon what has already been constructed by improving the roadway west of McVay Highway, extending bike improvements west to Henderson Avenue, and constructing a new roundabout at Mississippi Avenue.

Karen asked the committee to vote to approve a letter of support for the RAISE grant that was sent to the members in an email. She said that ATC approved a previous letter of support for the BUILD grant and that all letters of support will need to be submitted by June 28, 2021.

Josh Kashinsky asked if the intersections not included in the grant application would remain the same. Karen said staff used crash data to select the most important intersections to redesign; the other intersections would be redesigned in future phases.

Allen Hancock said he believes City staff have consulted with European roundabout designers to come up with a design that prioritizes bicycle and pedestrian traffic, but the designs presented did not seem any different with roundabouts he's seen in the United States. Karen said engineering design of the roundabouts isn't completed; staff can return with more detailed designs. Allen said roundabouts seem to be designed to improve automobile throughput rather than active transportation.

Andrew Martin said he liked the one-way protected bikeways and was concerned about the crossover to the multi-use path for people biking. He said if there's a constrained right of way why are people biking having the most negative impact.

Sue Wolling said she was surprised to see that people biking would have to crossover to a shared use path. Sue said she's concerned that less confident bikers will not be comfortable traveling in the roundabouts. Karen said all modes will be affected in some way through the corridor and one travel lane will be reduced to accommodate active transportation users. Karen said that people biking would have their own lane in the roundabout and would not have to merge into the travel lane.

Steve Abbott said he's travelled through the Franklin corridor several times as a commuter and using the roundabouts is very comfortable as you are not having to crossover the street. Steve reminded that east Alton Baker Park cannot be used for e-bikes and e-scooters which makes Franklin a very important corridor.

Allen said he sees the designs in the Franklin project similar to the roundabouts in Springfield which prioritize free flowing automobile traffic and while people walking and biking have the right of way at crossings, you have to take each segment one at a time and this favors people driving. He said that roundabouts are designed for people driving and not for people walking and biking. Allen said while there are many attributes in this project that benefit people walking and biking, including roundabouts in the project is ideal and he is ambivalent about his support for the project. Karen said that people biking will have their own travel outside of the roundabout and will not have to merge into the travel lane.

Daniel Wilson said the pedestrian facilities in the roundabouts in Springfield are horrible and there's not a way for cautious pedestrians to get across the street when there is auto traffic flowing. He said there may be ways to make roundabouts safer for pedestrians but the design must dramatically slow down motor vehicles.

Mary Christensen asked if we are early enough in the design process to ask critical questions regarding the project design. Karen said there still is time to make tweaks to the design. Karen said that staff has carefully looked at the design and has determined that the only way to get all users of the roadway safely and sustainably through the corridor is through the use of roundabouts.

Josh Mendez asked if there would be a speed limit reduction as part of the Franklin project. Karen said that roundabouts by design naturally slow down motor vehicles and make intersections safer than signalized intersections. Karen said a speed limit reduction will be pursued. Josh said that he's ridden through the Garden Avenue roundabout and even though there's a sidewalk provided for bicyclists you must weave through the intersections sharing crossings with cars. He expressed concern about a two-lane roundabout and navigating by bike on Franklin.

Daniel asked what speed limit will be set on Franklin and will motorists be comfortable driving at that speed as they share the roadway with people walking and biking. Karen said there still is ample time to work on the design details and Eugene is hiring the Dutch firm Mobycom who have a lot of experience in roundabout design. She said that Eugene will have to get ODOT approval to lower the speed limit but the hope is to have it set at 30 mph.

Josh Kashinsky reminded the committee that the current conditions are terrible for people walking and biking and there are no funds for making improvements. He said while this design may not be the committees preferred alternative, it's imperative to get funding to do something. In response to

a quest from Josh, Karen said that ODOT requires the roadway to be designed to accommodate large freight trucks.

Anne Brown said there are many scholarly articles that provide pros and cons of roundabouts for people walking and biking, but design is critical, and she looks for to seeing design details as the project moves forward.

Steve made a motion to approve the letter of support for the Franklin project as drafted. The motion was seconded, and four members voted to continue the discussion. Andrea said her experience at roundabouts in Bend is that drivers are more aggressive in roundabouts and wants more assurances that there will be an opportunity to review the design to make sure that people biking will be safety accommodated in the roundabouts. Allen said he would be more comfortable having stated in the letter that ATC wants a design that provides an ease of traffic flow for people biking through intersections. Karen said the letter is a draft and can be edited. Andrew thanked Karen for the presentation and the opportunity to provide feedback from ATC. Andrew said double-tracking of Franklin is critical for LTD because buses get delayed in this area and the delay continues throughout the system. He said LTD as an organization supports this project. Andrew said he spoke a lot with Andy Kading before he left the City of Eugene about roundabout design. Andy is an experienced cyclist and was involved in the design and said the new roundabouts will not be the same as the ones in Glenwood. Andrew there is a cost to LTD for the delay due to single-track delays. Grace said there are a lot of overall improvements in the Franklin project and suggested supporting the letter and then have those ATC members who wish to write a separate letter outlining what the committee would like to see in the final design. Steve said the current is a heavily used dangerous corridor. There will be a lot of growth in this corridor and improvements need to be made. Steve made a motion to support the letter, edited for grammar, with the understanding that ATC will be involved in future design consideration. Papa said he has experience cycling in roundabouts in other countries and said good signage at roundabouts can really be a help to make it safer to bike through these intersections. Karen said that clear signage will be part of the intersection designs. Steve stated the motion again to approve the letter, edited for grammatical corrections to support funding for the Franklin project. Andrew seconded the motion. ATC voted unanimously to support the letter.

Daniel proposed a second motion that a subset of ATC draft a letter to city staff encouraging improved designs for people who would walk and biking through the corridor. In response to a question from Andrew, Karen said that the design still is in the conceptual design stage at 15% and staff can come back to ATC get more input. Josh K. seconded the motion and added that ATC expresses concern on the current design. Grace said she wanted to make a friendly amendment that a few members write a letter with our concerns and ask that city staff come back to the committee to get input on further project designs should funding be awarded. ATC voted to support the motion.

Karen will make the grammatic edits for ATC's letter of support. Daniel said he would like to work on the second letter. Allen, Sue, and Josh M volunteered to be part of the ad hoc committee to write the letter.

## **5. Camas Ridge Elementary School Site Plan Update (6:20-6:40)**

*Action Requested: Information Share*

Presenter: ATC Community Meeting Attendees

<https://www.4j.lane.edu/bond/projects/camasridge/>

Mary said a few committee members attended a community meeting at the end of May with the Camas Ridge Elementary School architects. She said there was a presentation of the school design and then they broke into small groups with an architect in each group. Mary said there were a lot of concern about the parking lot design in her group and through follow-up emails, she learned that other groups were also concerned about the parking lot design. Mary said she felt that the conversation was one-way and there was not a lot of feedback on the concerns expressed by attendees. She said there should be a report back on what was said at the meeting, but she hasn't seen that yet. She said there was a letter to the Register Guard and letters to the school board in addition to comments at the community meeting. Mary said there is an on-line petition stating that there should be limited on-site parking and a limited drop-off and pick-up site. Writing letters to the school board is being considered. Active transportation supporters are hoping for an in-person meeting with 4J staff, architects, and school board members. Sue said it's difficult to determine who will be the ultimate decision makers on the parking lot design. She added that discussions have taken place on how to get the school board engaged in climate and transportation goals.

Mary said that it appears that 4J facilities staff want to add as much parking as the code allows and the architects aren't aware that the code provides a process for reducing the required auto parking below the standard variance amount. She said the process for auto parking at Edison Elementary School was much more complicated. Mary said it's frustrating that there are no teeth in the transportation system plan or the climate action plan and especially when public tax dollars are being used.

Josh Kashinsky said while this will not help in the Camas Ridge discussion, there will be discussions of land use changes parking requirements coming up He said it is important to get involved in the discussion of parking maximums which should be lowered.

Daniel said that the communications subcommittee discussed the City of Eugene vision zero, climate, and transportation goals but 4J doesn't have the same policies. He said many of the school board members may be receptive to establishing these goals and policies. Mary said that are hundreds or thousands of short daily 4J school trips which have a huge impact on climate change. She said she thinks the school board is aware of this and there may be an opportunity in the future on how the 4J School Board works with the City on these issues. Mary said she thinks the school board may be aware of transportation and climate goals but may not understand the significance of the size of the parking lot.

Sue said the issue is bigger than just this one school. She would like to see a precedent set at Camas Ridge that climate is addressed at school sites. Sue said it's frustrating that the discussion has focused on what are the parking requirements and what you can and not require and not on a discussion between the 4J School District and the City on what they should do to meet community goals. Anne suggested that at future discussions about auto parking, that the costs of auto parking be considered in decision making along with other uses of those funds. Grace Kapinsky suggested that putting pressure on code changes may be the easiest option to achieve what we want.

## **6. May is Bike Month Recap (6:40-6:55)**

*Action Requested: Information Share*

Presenter: Cas Casados

Cas provided an overview of the 2021 May is Bike Month. She said we were able to do a lot more events than last year. Cas said that May is Bike Month is a regional event and not an Eugene only event. The City of Springfield, UO Bike Program, and the City of Eugene collaborated for this year's

program. One of the key features is that anyone can hold a bike event. Next year there may be a smaller group to plan the event. There were 38 events this year including the Golden Gardens Ride hosted by ATC. Thirty nine prizes and discounts were given to participants in the events.

Cas said the overarching goals of the event are to demonstrate to riders that they are valued, to welcome new riders into the fun, and retain and improve on our bike friendly gold status. Staff sent a survey about May is Bike Month to event hosts and the results are still coming in. Cas said that individual groups who participated may have their own goals for holding events. She said holding these biking events can spur biking culture in the community.

## **7. Active Transportation Committee Virtual Meetings (6:55-7:05)**

Action Requested: Discussion

Presenter: Lee Shoemaker

Lee said that ATC has been meeting virtually for over a year but at some point, there may be a time where we can meet in person based on state and federal guidelines. He said that in future meetings could be held in person, all or some of the time. He has received some feedback from the public that they prefer meeting virtually over going into downtown for evening meetings. Lee asked committee members for their opinion on how ATC should meet when in-person meeting is allowed.

Josh Kashinsky finds meeting virtually alienating and he updated his Wi-Fi but still experiences lag time. He accepts the format but he's not in love with it.

Sue said meeting in person is preferable to the remote option for committee members. Meeting virtually is great for the public as well for committee members who are out of town.

Julie values meeting in person which creates a better atmosphere for communication, but she understands that some people prefer to meet at home or may need a car to attend a meeting. She said she belongs to another group who has this hybrid options and it works well for them.

Grace says she also supports the hybrid model and sees it to be a benefit to committee members and the public. She added that if a person has back meetings at two different locations, meeting in person can be a transportation issue.

Andrea agreed with the hybrid option for the flexibility it provides.

Steve said he agrees with what has been said and think it may be even more important for subcommittee meetings.

Daniel said after experiencing meetings with some people meeting in person and some people meeting virtually usually results in the bulk of the meeting being held either in the in-person location or those attending virtually. It can depend on where the facilitator is located or where f the majority of the attendees are located. Daniel said that we should definitely have a virtual option for the public but if we are going to have a hybrid option, there should be a facilitator assigned to assist with people who are meeting virtually to ensure they have equal participation. Daniel asked where ATC would meet if we return to in-person meetings. Lee said ATC previously met in the Atrium Sloat where Planning Commission meetings are broadcast. Cas said meetings can be broadcast from there but not sure if there are capabilities of doing the hybrid model being discussed. She said committees all over the city are discussing how to meet in the future. Technology in the Sloat Room may change to accommodate meeting needs.

Sue asked what are the public meeting requirements for subcommittees? Lee said in the past subcommittee chose where they met. Some members preferred to meet in city offices. Cas said the rules for city council committees follow different public meeting requirements than ATC which is a departmental advisory committee which has more flexibility and public notice is not required for subcommittee meetings. Lee added that subcommittees do report their activities at full ATC meetings.

## **8. Subcommittee Reports (7:05-7:20)**

Action Requested: Information Share

Andrew Martin said the bulk of the Communications Subcommittee meeting was about the Camas Ridge issues. Daniel has been doing videography for Climate Revolution gatherings. People have been telling their transportation stories. This subcommittee also discussed how to do advocacy alerts. Some members of the committee are working on how to leverage their networks over common interests.

Josh Mendez reported that the Infrastructure Subcommittee did not meet due to conflicts and they will meet next in July.

Andrea said the Programs Subcommittee has been discussing the path etiquette issue. Shane shared that the Center for Appropriate Transportation (CAT) has closed. He also shared that there are ongoing discussions about finding a facility to support the local biking industry and the CAT building and the old St. Vinnie's building on High St. are potential locations. The subcommittee also discussed Olympic Trials bike valet parking. They also discussed the Free Bikes for Kids event this Saturday. Volunteers are needed. Mary drafted some subcommittee goals and members are reviewing them. Andrea said that they want to discuss walking school buses and path etiquette at their next meeting.

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

Presenter: All

Steve said the next Climate Revolutions next ride is this Sunday at Monroe Park. The theme for this ride is My Favorite Ride. Steve encouraged the committee members that have been working on Camas Ridge issues to not despair as it's done a done deal at this time. He said if the committee is interested in reducing vehicle miles traveled due to elementary schools, we should review school choice policies. Grace said that Lane County is looking at 30<sup>th</sup> Avenue and has started a public process. She placed a link to the project web page in Chat. Sue asked anyone who is interested in being involved in the advocacy group to provide their contact information. Daniel said they can send the information when the platform is set up. Allen said that there is interest in keeping the CAT building for active transportation enterprises so that the building won't be lost. He said the UO Bike Program is looking for a new manager and encourage committee members to let people know about the open position. Allen said that ODOT is no longer sending out messages regarding snow plowing Highway 242. ODOT said people can use the road at their own risk but they will not send out announcements. Allen said he is disappointed because ODOT's decision is contrary to promoting bicycle tourism and economic development. Cas said the discussion of active transportation enterprises and facilities is early in the process. Grace said there is a need bike mechanics and wondered if there is an opportunity for LCC to have a program to train people in how to be entry level bike mechanics. Bryce that he is interested in more information about e-bikes

and the law to share with the Springfield BPAC. Grace Lane Workforce is another good group to partner with on job training skills.

**Chat**

**Shane Rhodes:** Ok, livestream is on....

**Bryce Mayall:** Hi all, Bryce from BPAC here. I'm working on something but am listening and will turn my camera on if someone addresses me. Thanks!

**Daniel Wilson:** Thanks, Bryce

**Sue Wolling:** Did we receive that letter? I don't remember seeing it.

**Grace Kaplowitz (she/her):** Yes, Lee included it with the email last week that had the agenda/notes for this meeting as well.

**Sue Wolling:** Oh—I see it now. I got several copies of the agenda, but the letter was only included in one of them.

**Mary Christensen:** I assume the roundabout issue has been researched. What does the research show re: roundabouts and active transportation?

**Mary Christensen:** How many points of crossover - from two bike lanes to shared use path - are there along the corridor?

**Josh Kashinsky:** Mary, my recollection from earlier phases of the project are that the access and safety for bikes/peds is a wash, but motor vehicle safety is dramatically improved. For what it's worth, if the speed of vehicles is appropriately slowed at intersections there's at least an increase in survivability. I'm not thrilled with roundabouts, but signalized intersections are hardly safe as is.

**Andrew Martin:** I actually can't find much information on roundabouts and pedestrian/bike safety. For people driving, roundabouts are safer. We simply don't have much data because we don't collect nearly as much data on people walking and biking

**Julie Daniel:** I share the concerns regarding bike accommodation. Making bikes cross over and share a ped facility to do a through ride, which is really awkward. You have many less experienced cyclists (UO students in particular) using this. If it is not safe for a 10 year old child, riding alone, then we've failed in making this bike friendly.

**Josh Kashinsky:** Perhaps I'm wrong, but I think what happens when the dedicated bikeway ends, it turns into a shared use path (12 foot sidewalk). So you don't have to cross to continue to use the corridor.

**Anne Brown (she/her):** There are a bunch of academic studies on roundabouts and effects/design for active transportation — not my area of expertise, but looks like a decent number of studies/answers/examples out there to dig into to inform the corridor.

**Sue Wolling:** How do people exiting EmX get to the sidewalk? Is there some sort of traffic control device for them?

**Anne Brown (she/her):** This is likely of interest to the committee (abstract is free — I can get people the full article if wanted because behind a paywall):

<https://www.tandfonline.com/doi/abs/10.1080/01441647.2021.1877207>

**Andrea Plesnarski:** I am concerned about cyclists having to do cross overs. That does not seem like a positive step in for cyclists and endorsing active transportation.

**Andrea Plesnarski:** I have found in places like Bend with many roundabouts that the roundabouts in general have increased aggressive driving and you often feel a bit perilous walking and cycling.

**Josh Mendez:** Thanks, Anne! Interested!

**Andrew Martin:** My computer is going to make me restart. I'll be right back. No need to hold questions for me. I just wanted to note that double tracking EmX will be huge for LTD and will really make the bus work WAY better!

**Sue Wolling:** That's an important point, Josh. We're not comparing it to a perfect street—we should compare it to the horrible street we have now.



Duncan Rhodes: how about crosswalk lights that a walker/cyclist could push to stop traffic?

Sue Wolling: Time to invest in green paint. I have a feeling we'll need a lot of it!

Allen Hancock: Andrew, good point about EmX.

Josh Kashinsky: Steve, I suggest if there are two 'forks' to the motion that it actually be two motions for clarity. 1.) Approve letter with grammatical edits. 2.) Encourage staff etc. etc.

Sue Wolling: Or maybe instead of encourage, we actually write a memo to staff outlining our concerns

Josh Kashinsky: Sue, I like that approach!

Allen Hancock: I see the problem with roundabouts is not so much about safety but that they prioritize automobile traffic over active transportation.

Mary Christensen: Will you please re-state the motion, Dan?

Steve Abbott: It might be well for a subcommittee to study roundabouts

Sue Wolling: Thanks, Karen!

Andrea Plesnarski: Thank you Karen!!

Mary Christensen: A reminder to include attendees in our chat.

Andrew Martin: It's a big deal because it will be there for 20+ years!

Mary Christensen: 70 years! This Camas Ridge has been there since 1949.

Josh Kashinsky: Surface spaces are more like \$4-5K, especially if they are already planning on grading the area

Allen Hancock: Who's job is it to review the parking code to meet city policies?

Josh Kashinsky: Allen: City Council?

Andrea Plesnarski: More pavement also creates costs in water runoff into storm drains. There are other repercussions of paving that are not apparent.

Anne Brown (she/her): @Josh - interesting info re cost of parking spaces. I'm sure does vary a lot on the existing conditions! Here's some estimates from 12 cities around the country:  
<https://www.shoupdogg.com/wp-content/uploads/sites/10/2016/05/Cutting-the-Cost-of-Parking-Requirements.pdf>

Daniel Wilson: This article discusses some of the non-fiscal/direct costs of parking -  
<https://www.strongtowns.org/journal/2018/11/20/the-many-costs-of-too-much-parking>

Josh Kashinsky: Thanks Anne. Shoup's numbers there seem to align with the cost of aboveground\_structured\_parking. This article doesn't specify, but recent surface spaces built by UO have all been in the \$4-5K range, excluding land cost (as Shoup does). I think the most we every looked at costing for surface spaces was \$10K per space, and we did not continue that project.

Andrew Martin: Thanks to all staff for their work on May is Bike Month!

Andrea Plesnarski: Thank you for all the great events and planning Cas!!

Steve Abbott: Thanks Cas!

Julie Daniel: That is helpful info on parking costs. Thanks.

Anne Brown (she/her): @Josh — that sounds right and squares with the article that Daniel sent, which estimates surface spaces costing \$5-10k (structured aboveground costing \$25-30k)

Josh Kashinsky: Still never pencils out at the low end!

Duncan Rhodes: how about a hybrid system to allow both modes at each meeting?

Daniel Wilson: <https://fb4k.org/volunteer/>

Daniel Wilson: Wait, no

Daniel Wilson: <https://fb4keugene-springfield.org/volunteer/>

Daniel Wilson: That one

Andrea Plesnarski: Free Bikes for Rides volunteer opportunity on this Saturday June 12  
<https://signup.com/client/invitation2/secure/3170233551154260103/true#/invitation>

Grace Kaplowitz (she/her):  
[https://www.lanecounty.org/government/county\\_departments/public\\_works/engineering\\_](https://www.lanecounty.org/government/county_departments/public_works/engineering_)

**and\_construction\_services/transportation\_engineering\_services/transportation\_planning/current\_projects\_\_plans\_under\_development/30th\_avenue**

**Julie Daniel: The Climate Cost of School Choice and Equity. A perfect project for PPPM!**

**Josh Kashinsky: <https://careers.uoregon.edu/en-us/job/527485/bike-program-coordinator>**

**Josh Kashinsky: Closes on Monday. Don't delay in telling your friends!**

**Mary Christensen: Can we hear from Bryce about what's up in Springfield?**

**Mary Christensen: Great idea, Julie!**

**Sue Wolling: Great idea, Julie. The bike shops are paying pretty well, and all complain that they just can't find mechanics to hire. It would be a good opportunity for a lot of young people who might not be headed to college, and with the start of e-bikes, there's a lot to learn!**

**Allen Hancock: Perhaps LCC could partner with the United Bicycle Institute a training program in Ashland & Portland: <https://bikeschool.com>**

**Andrea Plesnarski: I like that idea Julie!! Josh's class was great. I learned a lot. I think getting support for this is really important as well for young students according to Sarah Mazze of Safe Routes. She said often students have trouble with bike repairs.**

**Andrew Martin: Why stop at mechanic skills? Learn to weld and make titanium bike frames for \$4k each**

**Steve Abbott: Or bamboo.**

**Sue Wolling: Thanks, everybody!**

## **10. Adjourn 7:30**

### **Future Agenda Topics**

- ATC 2021 EUG Strategic Plan Work Items
- Bicycle Parking Code Adoption
- Moving Ahead - July
- EUG 2022 and Active Transportation Coordination
- Shared Use Path Etiquette Campaign
- Safe Lane Tactical Urbanization
- Driver Education; Oregon Friendly Drivers; Safe Lane Coalition

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