



August 3, 2021

MEMORANDUM

To: Campus Planning Committee

From: Liz Thorstenson, Campus Planning
Campus Planning and Facilities Management (CPFM)

Subject: **Record** of the July 23, 2021 Campus Planning Committee Meeting

Attending: Dean Livelybrooks (chair), Zak Gosa-Lewis, Ken Kato, Terry McQuilkin,
Cathy Soutar, Christine Thompson, Laurie Woodward

CPC Staff: Liz Thorstenson (Campus Planning)

Guests: Craig Ashford (General Counsel), Anne Brown (PPPM),
Emily Eng (Campus Planning), Josh Kashinsky (Transportation Services),
Aaron Olsen (Campus Planning), David Reesor (Transportation Services),
Matt Roberts (University Advancement)

CPC Agenda

1. CPC Updates

CPC staff provided an update regarding *Campus Plan* updates and the recently approved funding for the Heritage Project, which includes the restoration and renovation of University and Villard Halls.

Emily Eng (Campus Planning) provided an update regarding a pending privately-owned land parcel gift and potential zone change application, which the CPC would potentially review as soon as fall term.

2. Dockless Shared E-Scooter Parking: Proposed Location Criteria and Design Review

Background: CPC staff reviewed the purpose of the agenda item, as described in the meeting mailing and background materials, and relevant *Campus Plan* principles and

patterns. The purpose of this agenda item was to review the proposed location criteria and design of the dockless shared e-scooter parking.

As described in the project description, the City of Eugene is pursuing a pilot project to allow one or more companies to operate a dockless e-scooter share system in Eugene, expected to launch between Fall 2021 to Spring 2022. University Policy number IV.o8.01 (Bicycles and Other Personal Transportation Devices) requires that any third-party owned personal transportation device needs to be parked in specifically designated areas. Personal e-scooters may be parked at bike racks, but campus currently does not have any areas specifically designated for shared e-scooter parking. Not having a system in place for shared e-scooter parking could result in scooters being left in places that cause obstacles for pedestrians and people with disabilities (such as entryways and in the middle of sidewalks) and parked in ways that are inappropriate and unsightly.

Josh Kashinsky (Transportation Services) gave an overview of the city's e-scooter pilot project, which will last for one year, after which the city will assess whether it will continue or not. Kashinsky provided examples of designated e-scooter parking in other cities and discussed current efforts to improve wayfinding on the university's designated bicycle routes, which is where personally owned e-scooters are currently allowed to operate.

Emily Eng (Campus Planning) provided an overview of Principle 9 (Transportation) in the *Campus Plan*. Eng reviewed the proposed location criteria for shared e-scooter parking, examples of possible locations, and the proposed design (e.g., shape, size and color of surface markings for e-scooter parking).

Discussion:

The following is a summary of questions and comments from committee members:

- Would this reduce campus parking availability for vehicles?
- Would this displace existing bicycle parking?
- Will the e-scooter program be allowed in all campus locations? E.g., the bicycle program is located only south of the Willamette River.
- Support trial program. Place e-scooter parking near exterior/perimeter of campus vehicle parking; encourage e-scooter use to and from these areas (e.g., Autzen Stadium). Potential benefits of e-scooters for employee commuters.
- What experiences have other schools/campuses had? Are there some that opt out of e-scooter programs?

- Support temporary ground markings during the pilot program for assisting with e-scooter wayfinding.
- Support e-scooters as a way to address safety concerns of students needing to travel across campus at night. They also have the potential to alleviate vehicle parking congestion on campus by assisting with immediate close-in transportation needs of students.
- Support parking e-scooters in common, useful places.
- How will the program collect and evaluate e-scooter usage data?
- Emphasize UO will be looking at e-scooter usage data as the program progresses; this could aid in the acceptance of the program.
- Is there an app available for e-scooter users that includes available e-scooter locations?

The following is a summary of questions and comments from guests:

- Is the pricing structure similar to the PeaceHealth Rides bike share?
- Proposal represents best practices similar to other city programs. Providing designated parking spaces with signage will encourage acceptable parking behavior of e-scooters.

In response to questions and comments from committee members, Kashinsky, Eng, and David Reesor (Transportation Services) provided the following clarifications:

- Vehicular parking will not be displaced with this program.
- Occupancy counts of bicycle racks are completed on an annual basis; high-use bicycle racks would not be considered for removal.
- Excess bicycle parking used for other purposes (e.g., blocking unwanted vehicle parking) could potentially be removed for e-scooter parking.
- City of Eugene is initiating the pilot program; UO may participate subject to senior leadership approval. E-scooter parking locations will be located throughout the community. UO Transportation Services would like to participate in the pilot to allow UO to help shape the pilot program.
- Final e-scooter use boundary is not yet defined; City of Eugene will work with the e-scooter operators to define the boundary, which will include campus.
- A planned park-and-ride at Autzen Stadium (which was also there in 2019) is located near the LTD 79 express bus. A future PeaceHealth rides bicycle station will also likely be located here, which will assist with parking and riding into campus.

- Poor parking behaviors on perimeters of campuses contributed to some Pac-12 schools not embracing e-scooter use. Geofencing (to keep scooters out) is one solution; however, it is potentially unreliable, resulting in scooters still being parked inappropriately on campus. UO participating in this pilot project will help manage e-scooters and promote positive e-scooter parking behaviors.
- UO is open to outside transportation corridors, such as Agate Street, a city right of way, which runs through campus.
- Pricing structure has not yet been defined. Future pricing will depend on vendors who are selected.
- Research methods will be developed in the specifics of the RFI. Both the city and UO Transportation staff are in support of this program not negatively reducing bicycle riding or walking, and instead enhancing it. E-scooters can be the first and last mile of transportation (e.g., they help how quickly one travels from the campus periphery to core).
- Collection of information on reported negative e-scooter parking behavior is planned.
- The e-scooter user app will include scooter locations. The online campus map includes live bike share locations, and a similar map is planned for e-scooters. A project with LTD, City of Eugene, and UO is bringing all transportation modes into a single app for the community, and e-scooters could also be included.

Action: With 7 in favor, the committee unanimously agreed that the proposed **Dockless Shared E-Scooter Parking: Proposed Location Criteria and Design** is consistent with the *Campus Plan* and recommended to the president that it be approved.