ROUGHLY EDITED TRANSCRIPT

CITY OF EUGENE
WORK SESSION
JUNE 9, 2025
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WELCOME TO THE JUNE 9, 2025 CITY COUNCIL WORK SESSION.

THANK YOU FOR JOINING US IN THIS HYBRID MEETING FORMAT.

THERE IS NO OPPORTUNITY FOR PUBLIC COMMENT SO THOSE WISHING TO ACCESS THE MEETING CAN WATCH THE LIVE STREAM ON YOUR WEBSITE, THE BROADCAST ON COMCAST CHANNEL 21 OR BY CALLING IN TO THE NUMBERS LISTED ON THE PUBLIC WEBCAST AND MEETING MATERIALS PAGE.

IN CASE OF A MEDICAL EMERGENCY AN AUTOMATED AED IS ON THE COUNTER BEHIND STAFF ON LEFT OF THE WEST SIDE OF THIS ROOM.

IN CASE OF AN EMERGENCY EVACUATION EMERGENCY EXITS ARE AT THE BACK OF THE ROOM AND THE DOORS TO THE PATIO CAN BE USED AS NEEDED.

THANK YOU AGAIN FOR JOINING US.

I CALL THE JUNE 9, 2025 CITY COUNCIL WORK SESSION TO ORDER.

OUR FIRST TOPIC IS AN EXECUTIVE SESSION.

I'LL TURN IT OVER TO THE CITY ATTORNEY.

>> ACTUALLY, THE FIRST THING IS READ THE SCRIPT.

>> SO EUGENE CITY COUNCIL WILL NOW MEET IN EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(2)(H).

REPRESENTATIVES OF THE NEWS MEDIA AND STAFF SHALL BE ALLOWED AND ALL OTHERS ARE ASKED TO LEAVE THE MEETING.

REPRESENTATIVES OF THE NEWS ARE REQUESTED NOT TO REPORT EXCEPT TO STATE THE GENERAL SUBJECT OF THE SESSION AS PREVIOUSLY ANNOUNCED.

NO DECISION MAY BE MADE IN EXECUTIVE SESSION AND AT THE END WE WILL RETURN TO OPEN SESSION AND WELCOME THE AUDIENCE BACK INTO THE MEETING.

FOR COUNCILORS ATTENDING VIRTUALLY --

[NO AUDIO]

VEHICLE REPAIR PROGRAM.

THANK YOU, MAYOR.

BECAUSE OF TIME I WILL TURN IT DIRECTLY OVER TO JEFF WHO WILL LEAD US THROUGH OUR CONVERSATION.

>> THANK YOU.

SORRY.

HELLO, MAYOR, COUNCIL.

ALL RIGHT.

GOOD EVENING, JEFF PETRY, ADMIN SERVICES DIRECTOR.

TONIGHT'S TOPIC COMES FROM A WORK SESSION WE HAD A LITTLE OVER A YEAR AGO IN 2024 WHERE WE -- WHERE COUNCIL ADOPTED NEW CODE AMENDMENTS, CHAPTER 5 TRANSPORTATION BUT THEY ARE PARKING RELATED.

WE ALSO DISCUSSED COMING BACK TONIGHT TO TALK ABOUT HOW THE AMENDMENTS ARE WORKING AS WELL AS A CONCEPT AROUND A VEHICLE REPAIR PROGRAM.

TONIGHT I'LL TALK ABOUT THOSE TWO TOPICS IN TWO DIFFERENT SECTIONS HERE.

FIRST I'LL TALK ABOUT THE FIRST PIECE AROUND PARKING AMENDMENTS AND AT THE TIME WE WERE TALKING ABOUT VEHICLES THAT REPEATEDLY GET THE SAME CITATIONS OR REPEAT VIOLATORS OF THE PARKING CODE.

IN THE CHAPTER 5 PARKING AMENDMENTS COUNCIL MADE SEVERAL CHANGES, SOME WERE MORE AROUND THE BUSINESS OF THE PARKING ENTERPRISE FUND SO THE METER CAP HOURLY RATE WAS REMOVED, THE PARKING FINE SCHEDULE WAS INCREASED.

THOLES HAD NOT BEEN CHANGED SINCE THE 1980s.

THERE WERE SOME OTHER ADJUSTMENTS THAT HAPPENED THAT SUPPORTED THE PARKING ENTERPRISE FUND.

THESE THREE CODE CHANGES REALLY ADDRESS SOME OF THE REPEAT PARKING VIOLATIONS, ONE WAS AROUND PARKING TIME LIMITS PRIOR TO THE CODE AMENDMENT A VEHICLE SAY AROUND THE CAMPUS AREA OR DOWNTOWN IN A TWO HOUR PARKING ZONE YOU COULD PARK IN THAT AREA, DRIVE TWO BLOCKS AWAY, TECHNICALLY PARK AND REPARK.

THAT MET THE CODE.

IT CREATED AMBIGUITY FOR ENFORCEMENT AND FOR COURTS AROUND ADJUDICATION, APPEALS PROCESS.

THE CODE AMENDMENT REQUIRED THE CAR TO BE PARKED ESSENTIALLY UNTIL THE NEXT DAY.

ONCE OUT OF THAT TWO HOUR ZONE YOU COULDN'T RETURN UNTIL NEXT MORNING.

FOR US THAT CLARIFIED THE EXPECTATION FOR THE PARKING CUSTOMER, CLARIFIED HOW APPEALS AND ADJUDICATION PROCESS WORKED IN COURT.

IT MADE IT LESS AMBIGUOUS, THANK YOU, FOR OUR PARKING CUSTOMERS OUT THERE.

THE SECOND AMENDMENT WAS LARGER SIZE VEHICLES IN PLACES WITH

SLEEPING ACCOMMODATIONS.

THESE ARE SEMIS, R.V.s, PARKED IN RESIDENTIAL NEIGHBORHOODS OR IN MOTELS, HOTELS.

THE CONCEPT WAS TO ADDRESS AN ABILITY TO ADD A TOW IF A VEHICLE HAD THE SAME VIOLATION WITHIN THE FOURTH VIOLATION WITHIN 90 DAYS.

WE REALLY HAVE NOT EXPERIENCED THAT.

WE SEE TURNOVER AND WE SEE MOVEMENT, SO THIS CODE HAS MET THAT NEED IN CREATING TURNOVER AND CREATING MOVEMENT THAT WE HAVE NOT HAD TO ISSUE THOSE EMPOWERMENT NOTICES.

THIRD CHANGE WAS VEHICLE DISCHARGE VIOLATIONS MOSTLY AROUND CONCEPTS OF GRAY WATER AND BLACK WATER FROM R.V.s AND OTHER VEHICLES.

FOR US IT ALSO ALLOWED A PARKING OFFICER, A NEIGHBORHOOD OFFICER TO ALSO ISSUE THAT VIOLATION IN CHAPTER 5 TRANSPORTATION CODE EUGENE POLICE DEPARTMENT COULD ISSUE THAT VIOLATION IN CHAPTER 4.

WE REALLY WILL HAVE NOT SEEN VERY MUCH OF THESE CASES IN THE LAST YEAR SINCE WE MET.

I WOULD SAY THAT THE MAJORITY OF THE INSTANCES ARE EVERYDAY VEHICLES THAT ARE LEAKING HAZARDOUS FLUIDS IN PARKING GARAGE AND SURFACE LOTS.

IT HAPPENS, SO IT HAS ALLOWED US TO ADDRESS SOME OF THE TOXIC SUBSTANCES THAT WE'RE FINDING IN OUR STRUCTURES.

OUR EXPERIENCE OVER THE LAST YEAR IS THAT WE DID MODERNIZE OUR RATE SCHEDULE AND FINE SCHEDULE AND WE IMPLEMENTED CODE CHANGES THAT'S REDUCED PARKING BEHAVIORS THAT CONTRIBUTE TO FREQUENT MOVEMENTS AND REPEAT VIOLATIONS.

ONE OF THE -- COMING OFF THE VEHICLE DISCHARGE OUR CONVERSATIONS ON THE SECOND PART OF THE MOTION FOLLOWED UP ON VEHICLE MAINTENANCE AND THE ABILITY TO GET THE VEHICLE REPAIRED INCLUDING ONE'S ABILITY TO OWN THEIR OWN VEHICLE.

AT THE TIME COUNCIL ASKED STAFF TO PROVIDE RESOURCES IN ADDITION TO OR IN LIEU OF PARKING CITATIONS TO INDIVIDUALS LIVING IN THEIR VEHICLES INCLUDING THE NOW LIMITED TO VEHICLE REPAIR.

IN THE AIS, WE PROVIDED SOME EXAMPLES ACROSS THE COUNTRY OF SOME VEHICLE REPAIR PROGRAMS.

I HAVE HIGHLIGHTED A FEW HERE.

COOK COUNTY, ILLINOIS, SOME FREE VEHICLE LIGHT REPAIR MOSTLY AROUND TAIL LIGHTS, HEAD LIGHTS.

HENNEPIN COUNTY IN MINNESOTA, 75,000 TO HELP RESIDENTS MAINTAIN A SAFE AND RELIABLE WAY TO GET TO WORK, STARK COUNTY, OHIO, PROVIDES FINANCIAL ASSISTANCE UP TO $2,000.

HOCKING,ATHENS, PERRY, OHIO, RESIDENTS ARE ELIGIBLE FOR REPAIRS UP TO $25,000 WITH A PROGRAM THAT HELPS TRAIN FUTURE AUTO MECHANICS TO WORK ON SUCH VEHICLES.

THERE'S A PART IN SMALLER PRINT IN THE AIS.

THESE PROGRAMS ARE FUNDED AT VARIOUS LEVELS, $75,000 UP TO MILLIONS OF DOLLARS.

VEHICLE REPAIR CAN BE VERY EXPENSIVE.

R.V. CAN BE EVEN MORE EXPENSIVE REPAIR.

THERE'S A LOT OF OPTIONS OUT THERE.

NEARLY ALL OF THE PROGRAMS HAD ONE COMMONALITY AS WE DUG INTO THE RESEARCH.

IT'S THE REQUIREMENT TO LEGALLY OPERATE THE VEHICLE ON THE STREET.

AND THAT INCLUDES OWNING THE VEHICLE THAT YOU OPERATE, HAVING A VALID REGISTRATION, HAVING CURRENT INSURANCE, HAVING A VALID DRIVER'S LICENSE.

REPAIR OF THE VEHICLE, WHAT WE FELT WE LEARNED IN THE COMMUNITIES IS THAT TO WORK ON THIS VEHICLE THE OTHER PROGRAMS THAT WE SAW ACROSS THE COUNTRY HAD THAT AS A BASE REQUIREMENT.

LAST YEAR AT THE WORK SESSION COUNCIL TALKED ABOUT GETTING ONE'S VEHICLE REGISTRATION UP TO DATE AMONGST OTHER IDEAS FOR VEHICLE REPAIRS.

WE TOOK THAT INFORMATION ALONG WITH CONNECTING TO OUR LOCAL COMMUNITY SERVICE PROVIDERS AND LOOKING AT THE DATA AROUND THINGS WE COMMONLY SEE WITH CODE COMPLIANCE, EXPIRED TAGS IS A COMMON THEME IN THE LAST YEAR IT'S ABOUT 150 CITATIONS PER MONTH FOR THAT.

IT WAS DOUBLE THAT IN THE PREVIOUS YEAR AND OTHER PREVIOUS YEARS.

AS WE THOUGHT ABOUT THE BUDGET AND ABOUT WHAT IS THE MOST IMPACTFUL TO OUR COMMUNITY THAT CAN HAVE THE GREATEST BENEFIT OUR TEAM CAME UP WITH AN IDEA WHAT WE'RE CALLING A VEHICLE NAVIGATOR PILOT PROGRAM.

WHAT THIS PROGRAM DOES, WHO, WHAT, WHERE, WHY, IT WOULD BE AN FTE, 20 HOURS A WEEK CONTRACTED OUT WITH OUR COMMUNITY.

THIS INDIVIDUAL WOULD HAVE KNOWLEDGE OF DNV, KNOWLEDGE OF INSURANCE, HOW TO GET OWNERSHIP OF YOUR VEHICLE, IT HELPS YOU GET VALID PLATES, UP TO DATE PLATES THEN MAKE SURE YOU HAVE A VALID DRIVER'S LICENSE.

THIS PERSON, THE WHERE, I HAVE TALKED TO JUDGE GILL IN MUNICIPAL COURT.

THERE'S A SPACE IN OUR PROVIDER ROOM AT COMMUNITY COURT THIS PERSON COULD SIT THERE.

THIS PERSON COULD BE IN OTHER PROVIDER SPACES AROUND THE COMMUNITY TO HELP OUR INDIVIDUALS OBTAIN A VEHICLE THAT CAN LEGALLY OPERATE ON OUR STREETS.

IN TALKING TO VARIOUS PROVIDERS WE FEEL THAT A ONE-YEAR PILOT WOULD COST ABOUT $35,000.

AND THE WHY ON THIS RECOMMENDATION, THERE ARE SEVERAL REASONS WHY ONE FROM A PUBLIC SAFETY STANDARD WE WANT VEHICLES OPERATING ON OUR STREETS THAT ARE LEGALLY ALLOWED TO BE ON OUR STREETS.

IF A VEHICLE DOES GET IMPOUNDED IT GOES TO THE TOW YARD.

IF YOU DON'T HAVE OWNERSHIP YOU CAN'T GET THAT VEHICLE OUT.

YOU NEED TO SHOW INTEREST IN A VEHICLE.

YOU CANNOT GET YOUR PERSONAL ITEMS OUT OF THAT VEHICLE.

THROUGH THIS PILOT PROGRAM IS A PROPOSAL THAT WE FEEL WE COULD WORK WITH MUNICIPAL COURT TO DEVELOP IF IT MOVED FORWARD PARAMETERS AROUND VALIDITY HEARINGS, OTHER TYPES OF HEARINGS ABOUT HAVING INDIVIDUALS GO THROUGH THAT PROGRAM AS AN OFF-RAMP TO BEING LEGAL ON THE STREET AND LEGAL TO THEIR OWNERSHIP AND BACK ON THE STREET WITH THEIR VEHICLES.

THAT WAS A VERY QUICK SUMMARY IN THE SHORTER TIME WE HAD TONIGHT.

HERE FOR QUESTIONS.

I'M HAPPY TO ANSWER THEM.

>> THANK YOU FOR THAT PRESENTATION.

I WILL NOW OPEN THE FLOOR FOR COUNCIL DISCUSSION.

COUNCILOR LEECH.

COUNCILOR LEECH: THANK YOU SO MUCH, JEFF, FOR THIS PRESENTATION, FOR THE WORK THAT YOU HAVE DONE TO EXPLORE THIS TOPIC.

A YEAR AGO WE DID TALK ABOUT THESE AMENDMENTS.

MY MAIN CONCERN AND I VOTED NO AT THAT TIME, I THOUGHT LET'S MAKE IT EASIER TO IMPOUND VEHICLES BUT DON'T PAIR IT WITH SOMETHING THAT MAKES IT LESS LIKELY.

SO WE'RE CYCLING OVER AND OVER AGAIN MOVING PEOPLE AROUND EVEN MORE.

COULD YOU GIVE DATA ABOUT THAT -- YOU MENTIONED WOULD IT HAVE BEEN IMPOUNDING MORE VEHICLES BUT THERE'S STILL THIS CONSTANT MOTION AND CAN YOU PUT SOME NUMBERS TO IF YOU CAN HOW MUCH DOES IT COST US AS A CITY IN CONTRACTS TO TOW VICTIM VEHICLES AND TO STORE THEM AND TO KEEP THEM FOR THE TIME FRAME THAT IF SOMEBODY CAN'T GET IT BACK BECAUSE THEY DON'T TECHNICALLY OWN IT WHAT'S THAT MONETARY VALUE TO THE CITY?

>> I WILL HAVE TO FOLLOW UP ON A COUPLE OF THOSE PIECES.

I CAN TALK ABOUT THE CITY'S TOW CONTRACT, A FEW OTHER THINGS.

THE CITY DOES NOT -- OUR TOW CONTRACTS MANAGED BY THE EUGENE POLICE DEPARTMENT.

WE ONLY PAY TOW FEES FOR LARGER SIZE VEHICLES AND THERE'S KIND OF A PER MILE AND PER WEIGHT FEE THE CITY WOULD PAY FOR THAT.

WHEN IT GOES INTO THE IMPOUND YARD WE DO NOT PAY STORAGE FEES FROM THE CITY SIDE.

BUT IT IS POSSIBLE THAT EVENTUALLY IF THAT VEHICLE GOES UNCLAIMED IT BECOMES OWNED BY THE TOW YARD THEMSELVES.

THAT VEHICLE CAN EITHER BE RESOLD, REPARTED OR DEMOLISHED.

WE DO HAVE A CONTRACT WITH OUR HAZARDOUS WASTE COMPANIES, MANY OF THE R.V.s AND CAMPERS WITH ASBESTOS AND OTHER TOXIC MATERIALS THAT MAY BE IN IT, THEY ARE DISPOSED OF FROM $700 PER VEHICLE, 1500, 1800, IN THAT RANGE.

DEPENDS ON THE TYPE OF VEHICLE THAT IS IMPOUNDED AND WHAT'S CONTAINED WITHIN THAT VEHICLE.

WHEN I LOOKED AT OTHER PIECES OF DATA, THE TIME LIMIT VIOLATIONS ARE ABOUT THE SAME, ALL AROUND THE UNIVERSITY OF OREGON, THE DOWNTOWN.

THERE HAS BEEN MUCH CHANGE YEAR TO YEAR.

THERE'S JUST BEEN LESS AMBIGUITY IN THE APPEALS PROCESS HOW WE WORK THROUGH THAT.

THE NEIGHBORHOODS AROUND LARGE VEHICLES AND PLACES WITH SLEEPING ACCOMMODATION WE FIND WHEN RULES WHERE APPLIED VEHICLES FOLLOW THOSE RULES.

SO WHILE WHEN I SAY ROTATING AROUND IT MEANS THAT A VEHICLE MAY BE IN THE NEIGHBORHOOD BUT IT MAY NOT BE THERE FOR 90 DAYS.

WE REALLY HAVEN'T SEEN MUCH CHANGE IN TERMS OF THE NUMBER OF COMPLAINTS NECESSARILY.

THEY ARE DOWN A LITTLE BIT FROM A YEAR AGO.

BUT IT'S STILL IN THAT BALLPARK.

THEN OUR THIRD ONE, I'LL FLIP BACK HERE, DISCHARGING, WE DON'T TRACK THAT AS A DATA SOURCE BUT IT'S NOT SOMETHING OUR OFFICERS HAVE IN THE LAST SIX-MONTHS, NINE MONTHS, THEY HAVE IMPOUNDED VEHICLES FOR THAT BUT IT'S NOT SOMETHING WE TRACK AROUND THE DISTRICT.

COUNCILOR LEECH: THANK YOU FOR THAT EXTRA DATA.

IN MY MIND I THINK $35,000 IS SUCH A SMALL AMOUNT TO START SOMETHING THAT COULD HAVE A REALLY PROFOUND IMPACT ON PEOPLE WHO ARE LIVING IN THEIR VEHICLES.

WHEN I TALK TO LEGAL AID, OREGON LAW CENTER THEY SAY THE SAME THING, THAT ONE OF THE TOP THINGS THEY ARE LOOKING AT, TALKING TO PEOPLE ABOUT AND ADDRESSING IS THIS IDEA OF REGISTRATION AND I.D., ALL OF THE EXECUTIVE FUNCTIONING THAT IT TAKES TO GET THROUGH ALL OF THE PROCESSES LIKE HAVING A NAVIGATOR COULD BE REALLY PROFOUND FOR SOME FOLKS TO ACTUALLY GET STREET LEGAL AS YOU PHRASED IT.

I THINK IT WOULD SAVE US AT LEAST THAT AMOUNT OF MONEY IN TERMS OF WHAT TIME IT TAKES TO GO THROUGH THAT PROCESS OF ENFORCEMENT AND THINGS.

SO FOR ME I WOULD REALLY LOVE TO SEE SUPPORTING THIS PROGRAM.

WE HAVE A TOUGH BUDGET CYCLE BUT THIS IS A SMALL PIECE.

I THINK THAT IS GOING TO BE PREVENTIVE AND DO A LOT OF THINGS FOR OUR COMMUNITY.

I'M INTERESTED IN HEARING WHAT MY COLLEAGUES HAVE TO SAY AND MAYBE HAVING A SECOND ROUND.

MAYOR KNUDSON: COUNCILOR KEATING.

COUNCILOR KEATING: THANKS, MAYOR.

THANKS, JEFF.

I CAN SUPPORT THE NAVIGATOR PILOT PROGRAM FOR THE REASONS ARTICULATED BUT I'M ALSO CURIOUS ANECDOTALLY I'M STILL SEEING VEHICLES THAT ARE I ASSUME INOPERABLE PARKED NOT JUST IN FRONT OF HOUSES BUT LITERALLY IN FRONT OF HOUSES, NOT ON STREET BUT PARKED IN THE FRONT YARDS WHEREAS OTHER MUNICIPALITIES MAY HAVE A STRONGER, MORE STRINGENT CODE THAT WOULD MANDATE THAT AN R.V.,

FOR EXAMPLE, WOULD BE PARKED COULD NOT BE PARKED IN THE FRONT OR A SIDE YARD.

HOW DOES A NEIGHBOR KNOW IF SAID VEHICLE IS OPERABLE OR NOT YOU COULD ASSUME IF IT HASN'T MOVED FOR MONTHS AT A TIME, HOW DO THEY KNOW IF THERE'S NO INSURANCE OR REGISTRATION.

YOU COULD ASSUME SOMEONE IS LIVING IN IT OR NOT.

ARE THERE MECHANISMS FOR US TO POSSIBLY STRENGTHEN ANY OF THESE CODES TO PROHIBIT PARKING LITERALLY IN YOUR FRONT YARD OR ARE THOSE ALREADY ON THE BOOKS?

>> I WOULD I GUESS IN PART OF THAT CONVERSATION THE CODE QUESTION WILL COME BACK LAST YEAR, ONE OF THE THINGS WE DON'T KNOW IS THE OFFICERS THAT WORK IN OUR COMMUNITY THEY DON'T JUST GO RUNNING TAGS.

THEY NEED A COMPLAINT.

THAT'S A FIRST STEP.

FIRST QUESTION THAT I HAVE, DID THEY GET THAT COMPLAINT.

I KNOW OUR NEIGHBORHOOD SERVICE OFFICERS THEY HAVE A 24 HOUR TO 36 HOUR RESPONSE RATE SO IF THAT VEHICLE COMES IN ONE WAY TO DETERMINE THAT IS BY SEEING THE ORANGE STICKER OR A DIFFERENT BLUE STICKER FOR EXPIRED TAGS THAT WE HAVE.

THAT'S ONE INDICATION.

ONCE WE DO OUR PROCESS EITHER THE VEHICLE MOVES OR IT'S IMPOUNDED OR IT GOES SOMEWHERE ELSE.

IT COULD BE OFFSITE TO A NEIGHBOR'S HOUSE.

I THINK OUR CURRENT PROCESS NOW WORKS IF WE KNOW ABOUT WHAT'S HAPPENING.

WE DON'T ALWAYS GET THE COMPLAINTS FILED ONLINE ABOUT THOSE VEHICLES.

THAT'S ONE ANSWER ABOUT HOW TO KNOW.

IN TERMS OF CODE I THINK WE DID TALK ABOUT THIS A LITTLE BIT LAST TIME.

I'M TRYING TO REMEMBER ALL THE WORDS THAT KATHERINE USED.

I THINK YOU SAID IT'S ALWAYS POSSIBLE TO DRAFT AN ITEM.

WHAT WE THINK ABOUT IS WE HAVE A LOT OF R.V.s AND OTHER VEHICLES THAT PEOPLE BRING OUT OF STORAGE, PARK IT NEXT TO THEIR HOUSE, REFUELING, CHARGING UP, HEADING OUT.

>> THAT'S NOT WHAT I'M REFERENCING.

I'M REFERENCING LONG TERM STORAGE IN A RESIDENTIAL NEIGHBORHOOD.

>> I THINK IT'S AN IMPORTANT DISTINCTION AND I JUST WANT TO MAKE SURE I UNDERSTAND YOU CORRECTLY.

YOU'RE TALKING ABOUT A VEHICLE PARKED ON PRIVATE PROPERTY, NOT IN THE RIGHT OF WAY.

COUNCILOR KEATING: THAT'S CORRECT.

>> WHAT JEFF HAS SPOKEN ABOUT THESE ARE US REGULATING OUR RIGHT OF WAY.

RIGHT NOW YOU HAVE UNDER YOUR PERMITTED CAMPING SOMEBODY CAN SOMEWHERE SOMEBODY LIVING IN THEIR DRIVEWAY IN AN R.V.

THAT'S PART OF THE WAYS WE'RE TRYING TO ADDRESS THE UNHOUSED IS THROUGH THEE PERMITTED CAMPING PROVISIONS.

IT WOULD BE A MUCH BIGGER DISCUSSION TO BE TALKING ABOUT REGULATION OF THE PRIVATE PROPERTY, WHAT EVERYTHING WE'RE TALKING ABOUT HERE IS REGULATING OUR RIGHT OF WAY AND MANAGING OUR RIGHT OF WAY FOR THROUGH VEHICULAR TRAFFIC THAT IS ROAD READY.

I WOULDN'T HAVE ANYTHING OF PAST DISCUSSIONS TO REFERENCE REGARDING THE PROBLEM YOU'RE TALKING ABOUT.

COUNCILOR KEATING: IT'S A PROBLEM I WANT TO EXPLORE.

I THINK IT'S WORTH SUING UP FOR A WHOLE VARIETY OF SAFETY REASONS.

THEY MAY BE APPLES AND ORANGES BUT THEY ARE STILL IN THE FRUIT BASKET.

I COULD GET HERE BUT I WANT TO GET HERE BY STRENGTHENING SOME OF THE EXISTING CODES AND IF PART OF THIS CODE ALLOWS PEOPLE TO CAMP IN AN R.V. ON PRIVATE PROPERTY I WOULD THINK IT'S NOT THAT BIG OF A LEAP TO THEN GO TO THE REGULATION OF R.V.s ON PRIVATE PROPERTY AND ASKING THE QUESTION WHEN WE LOOK AT MUNICIPALITIES UP AND DOWN THE WEST COAST WHO HAVE STRONGER CODE AROUND STORAGE IN A NEIGHBORHOOD WHY CAN'T WE EXPLORE -- WHEN WE HOPEFULLY APPROVE THIS WHY CAN'T WE ALSO EXPLORE STRENGTHENING CODE OR ADDING STRONGER LANGUAGE THAT WOULD PREVENT THE LONG TERM STORAGE OF AN R.V. IN A SPACE ON PRIVATE PROPERTY IN THE FRONT OR SIDE YARD WHERE IT'S NOT INTENDED.

IT'S NOT SAFE.

I'M SEEING IT -- THERE MAY BE VEHICLES MOVING AROUND LESS AND LESS, BUT THERE ARE VEHICLES PARKED IN FRONT OF HOUSES LITERALLY.

NOT ON THE STREET, IN FRONT OF HOUSES MORE AND MORE.

>> I'M GOING TO JUMP IN.

I THINK WHAT I WOULD WANT TO AVOID IS UNINTENTIONALLY HAVING A SERIAL WORK SESSION ON THIS TOPIC WHERE WE COME WITH ONE TOPIC AND YOU PUT A COMMA THEN WE COME BACK WITH A NEXT ONE.

I THINK BEING REALLY CLEAR DOES THE MAJORITY OF THE COUNCIL WANT TO HAVE A COMPLETELY SEPARATE CONVERSATION ABOUT REGULATING R.V.s ON PRIVATE PROPERTY AND RELOOKING AT YOUR CODE.

DO YOU WANT TO DO THAT, WHICH IS A LITTLE BIT SEPARATE I THINK.

I HEAR WHAT YOU'RE SAYING.

I DON'T WANT TO SET UP AN EXPECTATION, OKAY, I WOULD LIKE TO TALK ABOUT THIS NOW WE'RE GENERATING ANOTHER WORK SESSION THAT THE MAJORITY OF YOU HAVEN'T AGREED TO.

COUNCILOR KEATING: I HEAR YOU.

I'M OVERDUE FOR A WORK SESSION POLL ANYWAY.

WE'LL GET BACK TO THIS.

THIS IS FASCINATING.

I APPRECIATE THE APPROACH.

I THANK YOU FOR THE CREATIVE THINKING.

>> THANK YOU. COUNCILOR GROVES AND COUNCILOR YEH IN THE CUE IF THERE'S NOT ADDITIONAL DISCUSSION I'M GOING TO TURN TO THE COUNT PRESIDENT FOR A MOTION BECAUSE WE HAVE EIGHT MINUTES REMAINING.

COUNCILOR GROVES.

COUNCILOR GROVES: THANK YOU, MAYOR.

MAYBE A SEMI COMING ON, NOT A COMMENT.

JEFF, THANK YOU VERY MUCH FOR THE WORK YOU AND YOUR TEAM HAVE BEEN DOING AND ARE CONTINUING TO DO.

IT'S MAKING A DIFFERENCE IN OUR COMMUNITY.

I CAN SUPPORT THIS PROGRAM BUT I WOULD LIKE YOU TO ADD A COMPONENT OF SAFETY CHECK BECAUSE I'M SEEING VEHICLES OUT THERE THAT IN FACT I HAVE PICTURES ON MY PHONE THAT ARE NOT ROAD WORTHY.

ONE THAT THE POLICE HELPED US TRACK DOWN HAD A BOAT ON TOP OF A SEDAN HELD ON BY ONE STRAP.

ONE STRAP.

WHAT HAPPENS IF THAT HITS ANOTHER CAR?

THAT BOAT WILL GET LAUNCHED AT HEAD HEIGHT.

SOMEBODY IS DEAD.

I HAVE GREAT CONCERN WITH SOME OF THE THINGS I'M SEEING.

IT'S ABOUT AN EIGHT FOOT TALL STACK OF STUFF ON TOP OF THE CAR, AGAIN.

THEY GET IN AN ACCIDENT, THAT STUFF GOES FLYING AND SOMEBODY GETS HURT OR WORSE.

IF WE COULD ADD A COMPONENT ON THAT ABOUT SAFETY, MAKE SURE THEY HAVE BRAKES, I HAVE SEEN VEHICLES BEING TOWED THAT THEY STOP BY

BUMPING INTO THE VEHICLE THAT'S TOWING THEM.

IT'S JUST BEEN CRAZY OUT THERE.

WE GOT TO BRING THIS UNDER CONTROL BECAUSE AGAIN IT'S NOT JUST THE PEOPLE OPERATING THESE VEHICLES THAT CAN GET HURT.

IT'S JUST THE MOTORING PUBLIC AND IT'S A HAZARD.

THE OTHER THING IS I'M SEEING FAR LESS PARKING ISSUES THAN WHAT WE CONFRONTED A FEW YEARS AGO AS I SHARED WITH YOU.

ONE OF THE THINGS I'M SEEING IN ZONES MARKED TWO HOUR PARKING AND COMMERCIALLY MARKED VEHICLES, I'M SPEAKING SPECIFICALLY ABOUT WEST EUGENE, I'M SEEING THE SAME PEOPLE IN THE SAME SPOTS AND YOUR TEAMS WILL COME ALONG AND THEY MOVE ACROSS THE STREET.

BUT THEY ARE IN ZONES THAT DON'T ALLOW THEM TO BE THERE, PERIOD.

THAT SHOULDN'T BE SUBJECTED TO THE 72 HOUR AND THE MOVEMENT AND THE CLOCK STARTS OVER AGAIN.

MY UNDERSTANDING.

IS THAT CORRECT?

>> IT SOUNDS CORRECT.

I THINK YOU KNOW THE RULES OUT THERE.

I WOULD HAVE TO KNOW THE STREET AND THE ZONES BUT YOU'RE CORRECT.

>> 13th.

>> FAIR ENOUGH.

I WOULD LIKE TO TALK TO THE TEAM.

COUNCILOR GROVES: I WANT TO MAKE SURE THE TEAM UNDERSTANDS THE RULES AS WELL.

THAT IS GOING ON OUT THERE.

IT'S ABOUT THE SAME FOUR OR FIVE R.V.s.

I GUESS WITH THAT I'M JUST GOING TO STOP RIGHT THERE.

AGAIN THANK YOU FOR YOUR WORK.

>> I'M GOING TO JUMP IN, SORRY.

THIS IS IN THE SAME VEIN OF SEMI COLONS.

DOING A VEHICLE NAVIGATOR PROGRAM YOU HAVE COSTED OUT AT $35,000 ADDING A SECOND PIECE WHERE WE'RE DOING SAFETY INSPECTIONS IS NOT GOING TO BE IN THAT SAME PRICE RANGE.

IF YOU WANT TO MOVE FORWARD WITH THIS AND HAVE US CONTINUE TO EXPLORE THAT AND COME BACK WITH A SECOND PROPOSAL I JUST DON'T SEE HOW YOU DO BOTH THOSE THINGS UNDER THE SAME PILOT.

I'M THINKING THROUGH ON THE FLY WHETHER YOU JUST POSTPONE THIS AND ASK STAFF TO DO MORE WORK AND INCLUDE A SAFETY MEASURE OR HOW YOU WANT TO BRING THAT BACK.

COUNCILOR GROVES: WHAT HAPPENS, CITY ATTORNEY, IF WE GO THROUGH AND WE HELP WITH THIS PROCESS AND WE KNOWINGLY TURN LOOSE A VEHICLE THAT HAS SIGNIFICANT SAFETY ISSUES IN OPERATING ON OUR STREETS.

>> MY UNDERSTANDING IS THAT THE NAVIGATOR IS AT MORE OF A FACILITATOR OF THE ADMINISTRATIVE PROCESS.

THEY ARE NOT INSPECTING THE VEHICLE SO THERE WOULD BE NO KNOWING COMPONENT TO IT.

THEY ARE NOT PUTTING EYES ON A VEHICLE.

THEY ARE HELPING THE INDIVIDUAL NAVIGATE FORMS AND PROCESSES.

SO I WOULD DISPUTE THE TERM KNOWING FIRST.

THEN BECAUSE THAT'S NOT THEIR ROLE.

THEY ARE NOT AN INSPECTOR ROLE.

IF WE WANTED TO HAVE A SAFETY COMPONENT YOU WOULD HAVE TO HIRE A CERTIFIED INSPECTOR.

THAT'S WHY IT IS DIFFERENT.

I WOULD NOT -- IT WOULDN'T BE THE SAME INDIVIDUAL DOING THOSE THINGS.

COUNCILOR GROVES: WE HAVE A LOT OF VEHICLES OUT THERE THAT BY MY UNTRAINED EYE DON'T LOOK LIKE THEY ARE OPERATING SAFELY ON OUR STREETS AND THAT DOES CONCERN ME.

MAYBE THAT'S SOMETHING AS WE CONTINUE THIS SERIAL MEETING WE COULD ADD IN.

>> SURE.

YEAH.

>> PUNCTUATION ACKNOWLEDGED.

COUNCILOR YEH.

COUNCILOR YEH: THANK YOU, MAYOR.

THANK YOU FOR BRINGING THIS FORWARD.

I REALLY APPRECIATE THAT YOU STUCK WITH THIS AND BROUGHT IT BACK.

I THINK THIS IS GREAT WORK.

ARE YOU IMAGINING WE WILL DO AN RFP, OR DO YOU HAVE A PARTNER IN MIND?

>> WE WOULD DO AN RFP FOR IT.

SOMEONE WHO UNDERSTANDS DMV PROCESSES, MAYBE HAS LICENSE AROUND VEHICLES.

YEAH.

IT WOULD BE A PROCESS.

COUNCILOR YEH: WHEN DO YOU THINK THIS WOULD START REALISTICALLY IF IT WOULD PASS?

>> IF THE MONEY WAS IN OUR BUDGET I THINK OUR TEAM WOULD START QUICKLY.

OUR HOMELESS SERVICES TEAM.

COUNCILOR YEH: EXCELLENT.

SO I'M A HUGE FAN OF THIS.

TICKETS AND TOWING ARE NOT GOING TO SOLVE HOMELESSNESS AND IT'S NOT GOING TO HELP PEOPLE GET STABLE READY TO TAKE A NEXT STEP IN THEIR LIVES TO BE IN A BETTER PLACE BUT SOMETHING LIKE THIS COULD BECAUSE EVERYONE NEEDS HELP SOMETIMES.

JUST A SIMPLE ACT OF GETTING THE LICENSE CAN BE A BIG DEAL WHEN YOU AREN'T SLEEPING AND DON'T HAVE A SAFE PLACE TO BE AND BEING ABLE TO HELP SOMEONE, THAT'S A GREAT RETURN ON INVESTMENT AND IT'S A PILOT PROJECT SO I THINK COUNCILOR GROVES HAS REALLY GREAT IDEAS HOW WE COULD ADD TO IT BUT A PILOT IS NEVER PERFECT.

YOU TRY IT AND SEE HOW IT WENT AND ADD ON TO IT LATER.

I THINK YOUR TEAM CAN BE WATCHING AND FIGURING OUT HOW COULD WE DO THIS BETTER IN THE FUTURE.

OUR NEW PARTNER CAN BE FIGURING THAT OUT AND WE CAN LOOK FOR OPPORTUNITIES TO ADD THINGS.

I THINK A SAFETY COMPONENT IS A GOOD THING TO THINK ABOUT FOR THE FUTURE BUT I DON'T WANT IT TO HOLD UP DOING THIS RIGHT NOW.

THIS IS A GOOD IDEA.

AS A SIDE NOTE I'M 100% NOT INTERESTED IN MICROMANAGING PEOPLE'S PRIVATE PROPERTY AND WHERE THEY PARK THEIR VEHICLES ON SAID PROPERTY.

I WOULD VOTE NO ON THAT.

I JUST WANTED TO SHARE THAT WITH YOU SINCE WE'RE TALKING ABOUT IT.

THAT'S IT.

MAYOR KNUDSON: THANK YOU.

I WILL TURN TO COUNCIL PRESIDENT TO PUT A MOTION FORWARD.

COUNCILOR EVANS: MOVE TO DIRECT THE CITY MANAGER TO ESTABLISH A

ONE-YEAR PILOT PROGRAM FOR VEHICLE OWNERSHIP NAVIGATION SERVICES.

>> SECOND.

MAYOR KNUDSON: ANY FURTHER DISCUSSION FROM COUNCIL?

SEEING NONE I'LL TAKE A VOTE.

ALL IN FAVOR PLEASE RAISE YOUR HANDS.

SEVEN.

ALL OPPOSED?

ONE.

AND THE MOTION PASSES WITH A VOTE OF 7-1.

THANK YOU ALL.

THAT CONCLUDES OUR AGENDA FOR TODAY.

THANK YOU, STAFF.

I NOW CLOSE THE JUNE 9, 2025 CITY COUNCIL WORK SESSION.

WE'RE ADJOURNED