

ROUGHLY EDITED TRANSCRIPT
CITY OF EUGENE
WORK SESSION
MAY 18, 2026
5:30 P.M.

Captioning Provided by:
LNS Captioning
www.LNSCaptioning.com
Phone: (503) 446-4555

* * *

This text, document, or file is based on live transcription. Communication Access Realtime Translation (CART), captioning, and/or live transcription are provided in order to facilitate communication accessibility and may not be a totally verbatim record of the proceedings. This is NOT the official record of the proceedings.

* * *

>> WELCOME AND GOOD EVENING.

WELCOME TO THE MAY 18, 2026, EUGENE CITY WORK SESSION. THANK YOU FOR JOINING US IN THIS HYBRID MEETING FORMAT. FOR ANYONE WISHING TO ACCESS THE MEETING REMOTELY CAN DO SO BY WATCHING THE LIVESTREAM AVAILABLE ON OUR WEBSITE. THE BROADCAST ON COMCAST CHANNEL 21. IN CASE OF A MEDICAL EMERGENCY AN AUTOMATED EXTERNAL DEFIBRILLATOR, AN AED, IS LOCATED ON THE COUNTER BEHIND STAFF ON THE WEST SIDE OF THIS ROOM. THE EMERGENCY EXITS ARE THROUGH THE DOUBLE DOORS LOCATED AT THE BACK OF THE ROOM AND THE DOUBLE DOORS NEAR THE FRONT OF THE ROOM AND THE DOORS TO THE PATIO CAN BE USED AS NEEDED. THANK YOU ALL FOR JOINING US AND I WILL MAKE GENERAL ANNOUNCEMENT WE ARE USING THE CEILING MICROPHONES, THE MICROPHONES IN FRONT OF YOU AND THAT

SHOULD AMPLIFY WHAT WE ARE SHARING WITH OUR LISTENING AUDIENCE AND OTHERS IN THE ROOM BUT PLEASE PROJECT AND KEEP THAT IN MIND.

WITH THAT, I CALL THE MAY 18, 2026, EUGENE CITY WORK SESSION TO ORDER.

I WILL TURN TO THE CITY MANAGER TO INTRODUCE OUR FIRST TOPIC.

>> THANK YOU, YOU SAID THAT TONIGHT IS A WORK SESSION ON THE URBAN GROWTH STRATEGIES, THERE WILL BE A PROPOSAL FOR THE ADOPTION PACKAGE. THE FIRST A PROPOSED AMENDMENT ARE INTENDED TO REMOVE BARRIERS AND INCREASE HOUSING CHOICE AND JOB DEVELOPMENT TO THE EUGENE CODE WITH STATE LAW.

WITH THAT I WILL TURN IT TO STAFF.

>> THANK YOU, CITY MANAGER.

MAYOR, CITY COUNCIL, THANKS FOR HAVING US, MY NAME IS REBECCA, I AM A PRINCIPAL PLANNER AND JOINED BY LEAH AND HEATHER IN THE PLANNING DIVISION.

WE ARE GOING TO DO A QUICK OVERVIEW ON WHAT THE GROWTH STRATEGIES IS, PROJECT REFRESHER, WHY WE ARE DOING THE WORK AND LEAH AND HEATHER WILL SHELTER DETAILS ON THE ADOPTION PACKAGE WE ARE BRINGING FORWARD IN 2,026.

SO URBAN GROWTH STRATEGIES IS IDENTIFYING THE TOOLS, ACTIONS, POLICIES AND LAND NEEDED FOR THE NEXT 20 YEARS.

TO SUPPORT LIVING WAGE JOBS AND HOUSING EVERYONE CAN AFFORD.

THE URBAN GROWTH STRATEGIES HAS FOUR PHASES SHOWN HERE.

ON THE FIRST SET OF [AUDIO ISSUES] SO YOU HAVE SEEN THIS SLIDE BEFORE BUT IT BEARS REPEATING THAT THE EUGENE HOUSING NEEDS IS STEEP AND SERIOUS AND THE OREGON HOUSING NEEDS ANALYSIS IDENTIFIES ON A 6,000 NEW DWELLING UNITS WILL NEED TO BE PRODUCED IN EUGENE OVER THE NEXT 20 YEARS.

THAT MEANS 70% MORE UNITS WILL NEED TO BE PRODUCED ANNUALLY COMPARED TO THE LAST TIME.

SO ANOTHER WAY OF LOOKING AT THIS IS EUGENE SAW AN AVERAGE OF 953 NEW UNITS PER YEAR BUILT OVER THE LAST DECADE.

AND OF THOSE ABOUT 100 EACH YEARS WERE SUBSIDIZED.

TO MEET OUR NEW HOUSING NEED 1,600 NEW UNITS WILL NEED TO BE PRODUCED INCLUDING 700 EACH YEAR THAT ARE AFFORDABLE TO HOUSEHOLDS AT THE LOWEST INCOMES.

SO THIS NEXT SLIDE SHOWS HOW THE SEGMENTS, THE HOUSING NEEDS BY AFFORDABILITY.

THIS CHART BREAKS DOWN THOSE 26,000 NEW DWELLINGS INTO AFFORDABILITY BINS.

BASED ON AREA, MEDIAN INCOME, THE BARS AND GREEN ARE UNITS NEEDED FOR HOUSEHOLDS MAKING LESS THAN 80% OF THE MEDIAN INCOME. TYPICALLY A LEVEL OF AFFORDABILITY THAT CAN ONLY BE PROVIDED THROUGH SUBSIDIZED, AFFORDABLE HOUSING. NEXT IS MODERATE INCOME HOUSING FOR HOUSEHOLDS EARNING BETWEEN 80 AND 120% AMI.

THE BAR ON THE RIGHT IS OUR NEED FOR MARKET RATE HOUSING.

EARNING MORE THAN 120%.

WE HAVE AN IMMENSE HOUSING NEED ESPECIALLY HOUSING THAT IS AFFORDABLE TO HOUSEHOLDS WITH THE LOWEST INCOME AND AT THE SAME TIME WE ARE SEEING DECLINE IN FEDERAL RESOURCES FOR AFFORDABLE HOUSING, A CHALLENGING MARKET AND THE FUNDING WE DO HAVE IS NOT GOING [AUDIO ISSUES] THAT IS SETTING THE STAGE A LITTLE BIT.

IN RESPONSE TO THIS HOUSING NEED AND PART OF THE STATE DIRECTED PLANNING WORK COUNCIL WILL CONSIDER AT LEAST FOUR PACKAGES OF PROPOSED ACTIONS OVER THE NEXT FOUR YEARS AND THEY ARE SUMMARIZED HERE.

TONIGHT'S FOCUS IS ON THE FIRST ADOPTION PACKAGE WE ARE BRINGING FORWARD WE ARE FOCUSED ON JOBS THAT HAD END-OF-THE-YEAR DEADLINES.

LEAH AND HEATHER WILL GET INTO THE DETAILS AND THEY ARE ALSO INCLUDED IN ATTACHMENTS A, B AND C. THE DETAILS ON THIS FIRST HOUSING PACKAGE.

THE SECOND ADOPTION PROCESS IT WILL START IN THE FALL AND INCLUDE LANE COUNTY SO THERE WILL BE ADDITIONAL MEETINGS AND JOINT PUBLIC HEARINGS ON THOSE AMENDMENTS.

IN 2,027 WE WILL BRING FORWARD THE CITY AND COUNTY A LARGE PACKAGE TO CONSIDER FOR ADOPTION BY THE END OF THE YEAR.

THE ADOPTION OF OUR LAND SUPPLY STUDIES IN 2,027 IS A STATE DEADLINE. AND IT WILL ALLOW US TO MOVE INTO ANALYZING POTENTIAL URBAN GROWTH BOUNDARY EXPANSION AREAS WITH ADOPTION OF A NEW UGB IF NEEDED BY 2030.

ATTACHMENT D IN YOUR PACKET IS A SUMMARY OF ALL THE PROPOSED ACTIONS THAT ARE UNDERWAY CURRENTLY.

THE HOUSING AND JOBS ACTIONS COUNCIL WILL CONSIDER THIS YEAR AND NEXT GENERALLY FALL INTO FOUR CATEGORIES.

INCREASING CAPACITY FOR HOUSING, REDUCING REGULATORY BARRIERS FOR BOTH HOUSING AND JOBS DEVELOPMENT.

AND ENCOURAGING COMPACT DEVELOPMENT FOR BOTH JOBS AND HOUSING IN AND AROUND [AUDIO ISSUES].

I AM GOING TO HAND IT OFF TO LEAH TO TALK ABOUT THE FIRST OF OUR [AUDIO ISSUES].

>> THANKS, GOOD EVENING, I AM THE OUTCOME OF THE SENIOR PLANNER ONE OF THE FIRST ITEMS IS A SERIES OF LAND-USE CHANGES TO CREATE NEW DEVELOPMENT STANDARDS FOR MICRO VILLAGE HOUSING AND SINGLE ROOM [AUDIO ISSUES]. WE BROUGHT HOUSING IN THE PAST AND I WILL KEEP MY COMMENTS HIGH-LEVEL.

AND AS YOU SAID YOU CAN REVIEW THE CONCEPTS IN MORE DETAIL IN ATTACHMENT E OF YOUR AGENDA. BOTH SINGLE ROOM OCCUPANCY'S AND HOUSING WOULD ALLOW SMALL UNITS TO BE BUILT TOGETHER ON A SHARED LOT WITH AMENITIES PROVIDED BUILDING.

THERE ARE KEY DIFFERENCES I WILL HIGHLIGHT TONIGHT AND [AUDIO ISSUES].

SHELTER PROVIDERS TO CREATE HOUSING THAT IS AFFORDABLE BY DESIGN AND CENTERS [AUDIO ISSUES] IT IS MODELED ON AN APPROACH THAT IS ACCESSIBLE BUT ALSO VILLAGE STYLE AND COMMUNITY MINDED MULTI-USE DEVELOPMENTS IT IS A NEW HOUSING TYPE AND IT WOULD ALLOW [AUDIO ISSUES] UNDER 400 SQUARE FEET WITH A SIZE BONUS FOR ACCESSIBLE UNITS FOR AFFORDABLE UNITS.

COMMON BUILDINGS WOULD PROVIDE SHARED KITCHEN AND EATING FACILITIES FOR RESIDENTS AND OTHER SERVICES TO BE OFFERED BASED ON THE NEEDS OF THE RESIDENTS SUCH AS LAUNDRY, STORAGE, DAYCARE.

THE HOPE IS THESE DWELLINGS ARE LESS EXPENSIVE TO DEVELOP AND COULD REACH A DEEP LEVEL OF AFFORDABILITY WITHOUT AS MUCH [AUDIO ISSUES] WE HAVE HEARD THROUGH COMMUNITY ENGAGEMENT THE SETTING CAN PROVIDE INDEPENDENT AND COMMUNITY SUPPORT AND THAT UNITS IN PARTICULAR CAN OFFER A SENSE OF SAFETY AND COMFORT FOR RESIDENTS WHO MAY HAVE LIVED ON THE HOUSE.

IN ADDITION TO MICRO VILLAGE HOUSING WE ARE PROPOSING DEVELOPMENT STANDARDS FOR SINGLE ROOM OCCUPANCY'S.

THEY RESPOND TO RECENT CHANGES IN STATE LAW TO ALLOW SROS AS DETACHED OR ATTACHED UNITS AS WELL AS ALLOW SROS IN MORE PLACES. SINGLE ROOM OCCUPANCY IS MADE UP OF AT LEAST FOUR OR DETACHED UNITS THAT PROVIDE LIVING AND SLEEPING SPACE AND EACH UNIT MUST SHARE EITHER A BATHROOM OR KITCHEN FACILITY WITH OTHER UNITS.

UP TO SIX UNITS ARE ALLOWED IN LOW DENSITY AREAS AND ANYWHERE AT THE MULTIUNIT IS ALLOWED.

WHILE THERE ARE SIMILARITIES [AUDIO ISSUES] THAT IS MORE FLEXIBLE AND MEET SOME OF OUR SPECIFIC NEEDS.

SOME KEY DIFFERENCES I WILL HIGHLIGHT TONIGHT, SROS MUST BE INDEPENDENTLY RENTED BUT MICRO VILLAGES COULD BE RENT AS A COMMUNITY LAND INTEREST ALLOWING FOR AFFORDABLE OPTIONS.

SROS MUST SHARE A BATHROOM OR KITCHEN WHILE A MICRO VILLAGE ALLOWS FOR SHARED KITCHENS BUT EACH UNIT COULD BE DEALT AS THE COMPLETE DWELLING.

WE ARE PROPOSING TO ALLOW LIMITED SET OF NEIGHBORHOOD COMMERCIAL USES WITHIN A MICRO VILLAGE SO THIS COULD DIVIDE WORKFORCE DEVELOPMENT OPPORTUNITIES FOR RESIDENTS, PROVIDE NEEDED ON-SITE SERVICES.

I HAVE INCLUDED AN IMAGE OF THE MARKET GARDEN, RESIDENTS GROW FOOD, TO SELL TO LOCAL VENDORS AND EVERYONE HAS A CLINIC WHICH COULD BE ALLOWED AT FUTURE DEVELOPMENTS.

A MIXTURE OF RESIDENTIAL AND COMMERCIAL USES WOULD BE ALLOWED IT WOULD REQUIRE A CONDITIONAL USE PERMIT AND RESIDENTIAL ZONES.

FINALLY WE HAVE ENVISIONED SITES AS LARGER DEVELOPMENTS SO WITH A MINIMUM OF EIGHT DWELLING UNITS AND ONE COMMUNITY BUILDING FOR EVERY 20 DWELLINGS.

WITH THAT I WILL HAND IT OFF TO HEATHER TO TALK ABOUT THE REMAINDER OF THE PACKAGE.

>> THANKS, GOOD EVENING, MAYOR AND COUNSELORS.

ANOTHER WAY THE CITY IS PROPOSING TO REMOVE BARRIERS TO HOUSING IS BY PROVIDING MORE SUPPORT TO MIDDLE HOUSING DEVELOPMENTS.

IN 2,022, SOME OF YOU MAY REMEMBER IN RESPONSE TO STATE LEGISLATION THE CITY AMENDED THE LAND USED CODE TO AND DECADES OF EXCLUSIONARY ZONING PRACTICES THAT MADE MIDDLE HOUSING TYPES REALLY DIFFICULT TO BUILD.

MIDDLE HOUSING IS AN IMPORTANT HOUSING TYPE FOR CREATING MORE HOUSING CHOICE IN ALL NEIGHBORHOODS THROUGHOUT THE CITY.

FOR A QUICK REFRESHER MIDDLE HOUSING INCLUDES THE TYPES ON THE SLIDE, DUPLEXES, TRIPLEX'S, FOR PLEXUS, TOWNHOUSES, COTTAGE [AUDIO ISSUES].

SINCE ADOPTION OF THE NEW REGULATIONS EUGENE HAS SEEN A SIGNIFICANT INCREASE IN MIDDLE HOUSING BUILDING PERMITS AS SHOWN.

SO SINCE 2023 THE FIRST FULL YEAR SINCE THE CODED OPTION EUGENE SAW 294% INCREASE IN MIDDLE HOUSING PERMITTING AND INCREASING THE ANNUAL AVERAGE OF NEW, MIDDLE HOUSING UNITS FROM 26-102 PERMITTED PER YEAR.

AND EVEN WITH THAT BECAUSE OF THE SIZE OF THE HOUSING NEED WE CONTINUE TO LOOK FOR MORE WAYS TO GET MORE HOUSING.

SO THAT IS WHY WE ARE LOOKING AT A VARIETY OF MEANS TO FURTHER SUPPORT MIDDLE HOUSING PRODUCTION.

THE FIRST TWO BULLETS ON THE SCREEN ARE ABOUT CITY PROCESS AND CITY COMMUNICATION.

AS MORE MIDDLE HOUSING HAS DEVELOPED IN EUGENE, STAFF ACROSS CITY DIVISIONS HAVE IDENTIFIED THE NEED FOR AND HAVE BEEN WORKING TO IMPROVE THE CLARITY, CONSISTENCY AND EFFICIENCY [AUDIO ISSUES] MEDICATIONS.

ADDITIONALLY, IN COORDINATION WITH AGENCIES THE CITY IS WORKING TO STRENGTHEN COMMUNICATION WITH POTENTIAL DEVELOPERS, HOMEOWNERS AND AGENCY PARTNERS THAT ARE INTERESTED IN MIDDLE HOUSING DEVELOPMENT.

TONIGHT WE ARE FOCUSED ON THE LAST BULLET, LAND USE CODE AMENDMENTS. LAST YEAR THE STATE PASSED ANOTHER LEGISLATION RELATED TO MIDDLE HOUSING. THIS IS HOUSE BILL 2,138. THE PROPOSED LAND USE CODE AMENDMENTS THAT ARE GOING TO BE

BEFORE YOU LATER THIS YEAR ARE AIMED AT COMPLYING WITH THIS RECENT CHANGE AND IMPROVING CLARITY IN THE LAND USE CODE.

THE PROPOSED CHANGES STEM FROM A FEW SPECIFIC REQUIREMENTS AND SOME ADDITIONAL RESOURCES.

FIRST AS I MENTIONED THE REQUIREMENTS OF HOUSE BILL 2,138 MUST BE ADOPTED BY THE CITY BY THE END OF THE YEAR.

TO SUPPORT IMPLEMENTATION OF THOSE REQUIREMENTS THE STATE PUT FORWARD A NEW MODEL HOUSING CODE FOR CITIES OVER 25,000 PEOPLE.

WHICH WE RELIED HEAVILY ON IN DRAFTING THE PROPOSED CODE AMENDMENTS.

THIS NEW MODEL HOUSING CODE IS SOMEWHAT DIFFERENT THAN THE MIDDLE HOUSING SPECIFIC MODEL CODE.

THAT WAS REFERENCED DURING THE 2,022 MIDDLE HOUSING CODE AMENDMENTS AND IS NOT A BASELINE REQUIREMENT LIKE THAT CODE WAS.

THAT IS A DISTINCTION WE WANTED TO MAKE SURE WE POINTED OUT.

WE HAVE INTEGRATED STATE GUIDANCE ON WALKABLE DESIGN.

FEEDBACK FROM STAFF AND HOUSING PROFESSIONALS ON HOW TO REDUCE PROCEDURAL AND REGULATORY BARRIERS AND WE LOOKED FOR WAYS TO PROVIDE MORE FLEXIBILITY. SUCH AS ADDING

EXCEPTIONS TO STANDARDS AND REVIEWING THE STANDARDS THAT ARE MOST OFTEN REQUESTED TO BE ADJUSTED.

COMMUNITY FEEDBACK, WE HEARD THINGS THAT ARE WORKING WELL, WE HEARD THINGS THAT COULD BE IMPROVED, TRYING TO ADDRESS THOSE THINGS TO THE EXTENT WE CAN.

AND FLAGGING THESE CHANGES WOULD APPLY TO MIDDLE HOUSING.

SO BASED ON THESE RESOURCES, SEVERAL MIDDLE HOUSING CODE CHANGES ARE PROPOSED FOR THE 2,026 ADOPTION PACKAGE.

NUMBER 1, I WANT TO NOTE THERE MAY BE ADDITIONAL CODE REFINEMENTS IN SUBSEQUENT ADOPTION PACKAGES.

FOR THIS PACKAGE TO TALK A LITTLE BIT ABOUT SOME OF THE KEY CONCEPTS WHICH ARE IN YOUR AIS PACKET, THERE IS A VARIETY OF TECHNICAL FIXES PROPOSED THROUGHOUT THE CODE I AM NOT GOING TO GET INTO.

BUT THEY ARE SPECIFICALLY TO ADD CLARITY TO EXISTING REGULATIONS OR ALIGN WITH THE STATE'S NEW MODEL HOUSING CODE.

SOME OF THE OTHER CHANGES COULD CREATE ADDITIONAL PLACES FOR PEOPLE TO LIVE.

LIKE INCREASING THE ALLOWED MAXIMUM BUILDING HEIGHT AND ALLOWING LARGER COTTAGES.

OTHERS COULD PROVIDE MORE DESIGN FLEXIBILITY SUCH AS ELIMINATING THE ARCHITECTURAL FEATURES FOR TOWNHOUSES AND NOT DECREASING THE MAXIMUM NUMBER OF TOWNHOUSE UNITS THAT CAN BE ATTACHED.

AND OTHERS COULD REDUCE THE IMPACTS OF SOME MIDDLE HOUSING DEVELOPMENTS ON SURROUNDING NEIGHBORS.

BY PROHIBITING TRASH AND RECYCLING COLLECTION AREAS IN SETBACKS.

IN ADDITION THE NUMBER OF THE PROPOSED ARE SPECIFICALLY THE REQUIREMENTS OF HOUSE BILL 2,138.

INCLUDE MAKING IT EASIER TO ACCOMMODATE EXISTING SINGLE UNITS, ACCESSORY DWELLINGS AND DUPLEXES THAT WILL BE RETAINED IN THE MIDDLE HOUSING DEVELOPMENT.

THERE ARE NEW INCENTIVES FOR MIDDLE HOUSING DEVELOPMENTS THAT CHOOSE TO PROVIDE EITHER AT LEAST ONE ACCESSIBLE UNIT OR ONE HOMEOWNERSHIP UNIT THAT IS AFFORDABLE TO HOUSEHOLDS EARNING LESS THAN 120% OF THE AREA MEETING INCOME.

WHICH FOR A HOUSEHOLD OF FOUR IS ABOUT 110,000. THESE DEVELOPMENTS CAN ADD 1-2 ADDITIONAL BONUS UNITS AND GET REDUCED DEVELOPMENT STANDARDS TO ACCOMMODATE THE UNITS.

SO FOR EXAMPLE ALLOWING TALLER BUILDING HEIGHTS, INCREASING THE AREA THAT IS AVAILABLE TO DEVELOP AND ALLOWING LARGER COTTAGES WITH SMALLER COURTYARDS.

OKAY.

THERE IS ANOTHER SET OF ADDITIONAL CHANGES THAT ARE IN THIS FIRST PACKAGE THAT ARE ALSO PROPOSED NOT ONLY TO REDUCE BARRIERS TO HOUSING AND JOBS BUT ALSO TO RESPOND TO RECENT LEGISLATION.

SO THE FIRST GROUP, STATE LAW AND IN SOME CASES FEDERAL LAW REQUIRES CITIES TO ALLOW CERTAIN USES THAT PROVIDE CARE IN MORE PLACES THROUGHOUT THE CITY.

SO THESE INCLUDE ALLOWING CHILD DAY CARE CENTERS AND DAY CARE HOMES TO BE PERMITTED OUTRIGHT OR WITH LIMITED RESTRICTIONS IN MORE ZONES.

SO THESE SPECIFIC USES PROVIDE SUPERVISED DAYTIME CARE, THEY DO NOT PROVIDE ROOM AND BOARD OR OTHER SERVICES.

AND ARE AN IMPORTANT SERVICE TO SUPPORT EUGENE'S WORKFORCE.

ADDITIONALLY ALLOWING RESIDENTIAL TREATMENT FACILITIES IN HOMES, RESIDENTIAL TRAINING FACILITIES AND SIMILAR USES MUST BE ALLOWED OR PERMITTED OUTRIGHT IN MORE ZONES, THESE DO PROVIDE ROOM AND BOARD, OFTEN IN CONJUNCTION WITH SERVICES LIKE PHYSICAL ASSISTANCE WITH DAILY LIVING ACTIVITIES AND TRAINING.

ALTHOUGH THE LAW DOES ALLOW FOR SOME NUANCE BETWEEN WHERE THESE ARE ALLOWED THE PROPOSED APPROACH IS TO TREAT USES THAT ARE PROVIDING SIMILAR SERVICES THE SAME IN THE ZONING CODE.

THAT RESULTS IN SMALLER DAY CARE HOMES, WHETHER FOR CHILDREN OR ADULTS.

AND RESIDENTIAL CARE TYPE HOMES WOULD BE ALLOWED IN AREAS ZONED TO ALLOW SINGLE UNIT HOUSING WHERE AS LARGER DAYCARE CENTERS AND RESIDENTIAL CARE TYPE FACILITIES WOULD BE ALLOWED IN AREAS ZONED TO ALLOW MULTIUNIT HOUSING.

THE PROPOSED CHANGES ALSO INCLUDE INCREASING THE MAXIMUM WELDING HEIGHT IN THE RESIDENTIAL ZONE BY FIVE FEET FROM 30-35 FEET. THIS WOULD ALLOW A FULL THIRD FLOOR OF LIVING SPACE AND WOULD APPLY TO ALL HOUSING TYPES BUT FOR INSTANCE WOULD MAKE IT EASIER TO STACK THE UNITS ON SMALLER SITES. THIS IS NOT SPECIFICALLY STATE MANDATED.

IT DOES ALIGN WITH THE MAXIMUM HEIGHT AND STATE MODEL HOUSING CODE AND WITH SEVERAL OTHER CITIES.

CITIES ARE REQUIRED TO STREAMLINE SOME RESIDENTIAL LAND USE APPLICATIONS INCLUDING ZONE CHANGES TO A HIGHER DENSITY, PLANNED UNIT DEVELOPMENTS, RESIDENTIAL VARIANCES.

THIS WILL BE A NEW EXPEDITED LAND-USE APPLICATION PROCESS ADDED TO OUR LAND USE CODE.

AND FINALLY IN RESPONSE TO THE HOUSING CRISIS AND SUPPORT ECONOMIC DEVELOPMENT, WE ARE PROPOSING TO TEMPORARILY EXTEND THE EXPIRATION DATE FOR CERTAIN LAND-USE APPROVALS.

A COUNCIL PREVIOUSLY APPROVED SIMILAR EXTENSIONS IN RESPONSE TO THE GREAT RECESSION, COVID-19 PANDEMIC.

>> SO AFTER TONIGHT'S WORK SESSION WE ARE MOVING ON TO OUR FORMAL ADOPTION PROCESS WITH THE PLANNING COMMISSION.

LATER THIS WEEK WE WILL ISSUE PUBLIC NOTICE FOR THE PLANNING COMMISSION, PUBLIC HEARING THAT IS IN JUNE.

IN JULY THE PLANNING COMMISSION WILL BE DELIBERATING AND MAKING A RECOMMENDATION TO COUNCIL. YOU WILL BE SEEING THIS PACKAGE OR A SIMILAR PACKAGE AS REFINED BY PUBLIC INPUT AND THE PLANNING COMMISSION COMING BACK TO YOU IN THE FALL. WE HAVE A WORK SESSION SCHEDULED IN SEPTEMBER AND WE HAVE A PUBLIC HEARING IN OCTOBER WITH DELIBERATIONS BY THE END OF THE YEAR.

TO MEET OUR END OF YEAR STATE REQUIRED DEADLINES.

SO THANK YOU FOR LISTENING AND WE WELCOME YOUR QUESTIONS.

>> [AUDIO ISSUES]

>> THANK YOU FOR THE PRESENTATION.

I WANT TO GO BACK TO SLIDE 22.

TALKING ABOUT INCREASING THE MAXIMUM HEIGHT FOR BUILDING IN LOW DENSITY ZONES. I HAVE A COUPLE ISSUES IN MY WORK RIGHT

NOW WHERE I HAVE WHAT WAS PREVIOUSLY HOMES BUILT ON PROPERTY IT WAS A LITTLE BIT CHALLENGING.

THOSE BUILDINGS CAN HAVE BEEN REMOVED FROM ONE SITE AND THERE IS A PROPOSAL I THOUGH I KNOW IT HASN'T HIT THE PLANNING COMMISSION YET FOR THE NEW OWNERS TO BUILD A TWO STORY HOUSING MAYBE EVEN ABOVE THAT 35 FOOT LIMIT THE NEIGHBORS AROUND THIS IS UNMATURED NEIGHBORHOOD AND THEY ARE WORRIED AND UPSET BECAUSE A RESIDENTIAL STRUCTURE BEING BUILT NEXT TO THEM WHERE SOMEBODY CAN LOOK OUT THEIR WINDOW AND DOWN INTO THEIR PROPERTY, PARTICULARLY WHEN THEY EXPECT SOME LEVEL OF PRIVACY FOR THEIR OWN PROPERTY.

MY QUESTION IS ON THIS, HOW DO YOU DETERMINE IN CONCERT WITH THE CHARACTER OF THE NEIGHBORHOOD, WHETHER OR NOT THIS BUILDING IS APPROPRIATE IN r1?

>> LET'S STEP BACK TO WHAT IS ALREADY ALLOWED, RIGHT NOW YOU CAN GO UP TO 30 FEET WHICH IF YOU DO A FLAT ROOF MY UNDERSTANDING IS THAT IT WILL GET YOU A THREE-STORY BUILDING AND THAT IS REGARDLESS OF THE HOUSING TYPE. EVEN IF IT WAS JUST A SINGLE UNIT THEY WOULD POTENTIALLY BE ABLE TO DO THAT.

SO WE ARE NOT TREATING, GOING UP TO 35 IS ALLOWING A LITTLE BIT MORE FLEXIBILITY ESSENTIALLY AROUND THE ROOF LINE.

AND YOU CAN GO UP TO 37 FEET RIGHT NOW IF YOU DO A PITCHED ROOF.

I WANT TO FLAG THAT BECAUSE I DON'T KNOW THE SPECIFICS OF WHAT THE ZONING IS, IF IT IS A SPECIAL AREA ZONE AND HAS DIFFERENT

STANDARDS BUT GENERALLY IN R1 ACROSS THE CITY, YOU ALREADY CAN TECHNICALLY DO A THREE-STORY BUILDING.

THIS WOULD ADD A LITTLE BIT MORE FLEXIBILITY WITH THE ROOFLINE AREA.

>> SO IF YOU HAVE NOTHING THERE AT THIS POINT AND THE DEVELOPER COMES IN AND MORE OR LESS, CAN WE ENCOURAGE THEM TO DO A COTTAGE CLUSTER, THE LOWER HEIGHT THAN TO TRY TO SQUEEZE IN MORE UNITS WHERE THIS COULD BE PROBLEMATIC FOR THE NEIGHBORS AND OTHER FOLKS?

>> THE PROPOSED CHANGES WE ARE LOOKING AT IF THEY DID FOR INSTANCE THEY MIGHT BE ABLE TO GET MORE UNITS IF THEY DID A COTTAGE CLUSTER BECAUSE THE NEW STATE LEGISLATION REQUIRES US TO ALLOW UP TO TWO DIFFERENT COTTAGE UNITS IN A COTTAGE CLUSTER.

IF ONE OF THE UNITS IN THE COTTAGE CLUSTER IS EITHER AN ACCESSIBLE UNIT OR A HOMEOWNERSHIP UNIT THAT IS AVAILABLE FOR PURCHASE, THAT MAKES UP TO 120% OF THE AREA MEDIAN INCOME SO IN THAT WAY WE ARE TRYING TO INCENTIVIZE MIDDLE HOUSING SO THAT WOULD BE SOMETHING WE COULD SHARE WITH THEM. I DON'T KNOW WHAT THE PROPOSAL IS BUT IT DEPENDS ON WHAT HOUSING THEY ARE TRYING TO PROVIDE BUT THEY COULD POTENTIALLY GET MORE UNITS WITH GOING THROUGH THAT COTTAGE CLUSTER AVENUE.

AND YOU ARE RIGHT COTTAGE CLUSTERS RIGHT NOW THEY ARE 25 FOOT IS THE MAXIMUM HEIGHT AND THAT IS NOT PROPOSING TO CHANGE.

>> AGAIN, I KNOW THIS HAS NOT COME UP AS A PROPOSAL YET BUT THIS PARTICULAR PROPERTY I WAS OVER ON SATURDAY AND IT HAD SOME VERY ROBUST DISCUSSIONS WITH THE NEIGHBORS OVER THERE AND THEY ARE CONCERNED ABOUT -- THAT IS NOT GOING TO BE COMPATIBLE WITH THE NEIGHBORHOOD.

AS IT EXISTS.

>> THANK YOU FOR THE PRESENTATION.

ALL OF THE WORK YOU ARE DOING, I AM EXCITED ABOUT THIS PROJECT AND I HAVE A LOT OF QUESTIONS.

I AM GOING TO DIVE IN.

WITH THE HEIGHT I KNOW YOU ARE TALKING ABOUT IT IN LOW DENSITY RESIDENTIAL BUT ARE YOU LOOKING AT SPECIAL AREAS -- THERE ARE MULTIPLE SPECIAL AREAS THAT HAVE HEIGHT LIMITS THAT ARE 30 FEET OR LESS AND WANTING TO KNOW IS THAT PART OF THAT AS WELL?

>> I WOULD HAVE TO GO BACK AND LOOK AT EACH ONE BECAUSE THEY ARE ALL DIFFERENT BUT MANY OF THE SPECIAL AREA ZONES REFER BACK TO R1. IT WOULD APPLY, IF IT GOES BACK TO R1 IT WOULD APPLY TO THAT. IF THEY HAVE THEIR OWN PROVISION WE ARE NOT CHANGING THAT.

>> I WOULD BE INTERESTED IN LOOKING AT SOME OF THOSE. I THINK ESPECIALLY WHEN I THINK ABOUT THE ONES, I KNOW THAT EXISTS BASICALLY WHAT WE ARE DOING IS PEOPLE WHO STATE THE CHALLENGES AND WE ARE FORTUNATE ENOUGH TO GET THE SPECIAL AREA OF DOING THOSE WOULDN'T BE AFFECTED BY THIS?

I FEEL LIKE IT IS A FAIRNESS PERSPECTIVE APPLYING [AUDIO ISSUES].

I HAVE A BUNCH OF QUESTIONS ABOUT THE SINGLE ROOM OCCUPANCY.

I FIND IT INTERESTING PART OF THE DEFINITION OF A SINGLE ROOM OCCUPANCY IS IT HAS TO BE RENTED.

I KNOW THAT IS NOT USUALLY WHETHER IT IS [AUDIO ISSUES] ZONING CODE.

IS THERE ANYTHING IN THE STATE LAWS HAVING TO ADOPT HOW DO WE KNOW?

>> IT'S A GOOD QUESTION.

IT IS PART OF HOW THEY ARE DEFINED IN STATE LAW, THEY ARE DEFINED AS UNITS THAT ARE INDEPENDENTLY RENTED.

WE ARE IN OUR PROPOSAL JUST STAYING WITH HOW IT HAS BEEN DEFINED IN STATE LAW AND THE REQUIREMENTS ARE WE HAVE MORE FLEXIBILITY IN THE SPECIFIC SOLUTION BUT WE DON'T NECESSARILY [AUDIO ISSUES].

WHAT THAT LOOKS LIKE OUTSIDE THE RENTAL HOUSING REGISTRY.

>> SO IF SOMEONE BUILT AN SRO AND FOR WHATEVER REASON DECIDED TO SELL IT, THEY WOULD BE PROHIBITED FROM DOING THAT?

>> I THINK THE THEORY IS IT DOESN'T HAVE ALL OF THE FEATURES THAT WOULD MAKE UP A COMPLETE DWELLING UNIT SO YOU MIGHT BE LIMITED IN CONVERTING IT TO A CONDO LATER ON BECAUSE IT MIGHT NOT HAVE A BATHROOM. IT MIGHT HAVE THE BATHROOMS ON A SHARED FLOOR OR SOMETHING LIKE THAT.

>> WHEN WE TALK ABOUT THE SHARED FACILITIES, IS THERE DEFINITIONS FOR WHAT CONSISTS OF A KITCHEN?

IS THAT SOMETHING THAT IS CLEARLY DEFINED?

>> WE AT THIS POINT IN THE DRAFT STANDARDS DIDN'T GO AS FAR AS SETTING STANDARDS FOR WHAT NEEDS TO BE IN THE SHARED FACILITY.

WE DEFER TO THE BUILDING CODE AND WHAT IS REQUIRED BASED ON CODE REVIEW SO NOT CURRENTLY.

WE HAVE SEEN THAT IN OTHER SRO CODES IN OTHER CITIES AND STATES.

IT IS AN OPTION BUT WE THOUGHT THE BUILDING CODE WAS THE BEST PLACE.

>> I KNOW THERE ARE SOME THAT HAVE A SHARED KITCHEN AND THE UNITS ARE SIZED AND CONFIGURED IN A WAY THAT THEY HAVE A MINI FRIDGE AND MICROWAVE.

SO THAT WOULD [AUDIO ISSUES].

I NOTICED ONE OF THE RULES SURROUNDING CONVERSIONS SAYS AN SRO CAN'T BE ADDED TO END THE EXISTING SITE WITH AN EXISTING DWELLING. IS THAT PART OF THE STATE REGULATION?

WHAT IS THE RATIONALE BEHIND THAT?

>> IT IS A GOOD QUESTION, IT IS NOT NECESSARILY PART OF THE STATE REGULATION. I THINK THE CONCERN IS SROS CAN BE DETACHED HAVING A DETACHED UNIT WHERE THE EXISTING SINGLE UNIT DWELLING PROVIDES SHARED SERVICES AND THE STICKINESS OF POTENTIALLY HAVING SOMEONE IN THE BACKYARD UNIT WITHOUT A FULL, ALL OF THE COMPONENTS OF A DWELLING LIKE YOU COULD GET AND RELYING ON THE SINGLE-FAMILY HOME SINGLE UNIT DWELLING TO USE FOR THE KITCHEN OR BATHROOM AND SOME OF THE STICKINESS BETWEEN FOLKS LIVING IN THOSE DIFFERENT UNITS.

WITH THE IDEA OF IT BEING A DETACHED ROOM WITHOUT ALL OF THOSE FACILITIES WE THOUGHT IT MIGHT BE CLEANER AND PROVIDE BETTER OUTCOMES FOR THE FOLKS LIVING THERE.

IF THEY ARE NOT RELYING ON THE SINGLE UNIT DWELLING.

>> I COULD THINK OF SCENARIOS WHERE SOMEONE MAYBE HAS A SINGLE-FAMILY HOME AND WANTS TO ADD A 3, 4 UNIT OCCUPANCY WITH NOT USING THEIR KITCHEN BUT SEEING IF THERE IS FLEXIBILITY.

I WAS GLAD TO HEAR ABOUT THE COMMUNITY EDUCATION PIECES AND I FEEL LIKE HELPING PEOPLE PARTICULARLY FOR THESE SMALL-SCALE DEVELOPMENTS NAVIGATING THE COMPLEXITIES WILL BE VERY HELPFUL. THANK YOU.

>> THANK YOU FOR THE PRESENTATION.

I THINK WE HAVE BEEN LOOKING FORWARD TO HEARING THIS AND SEEING MORE ABOUT IT.

REGARDING THE HEIGHT LIMITS, IT IS HARD FOR ME TO START JUMPING ON THAT WHEN WE VOTED TO LET THE U OF O BUILD A 75-FOOT-TALL BUILDING OR 85-FOOT-TALL BUILDINGS NEXT TO A RESIDENTIAL AREA.

I THINK WHAT WE ARE DOING IS SEEING A LOT OF THE PUSHBACK FROM THE COMMUNITY THAT I WOULD EXPECT BUT WE ARE CHANGING NEIGHBORHOODS.

WHAT COUNCILOR KASHINSKY SPOKE ABOUT WITH DISCREPANCIES, FAIRNESS, WE HAVE DIFFERENCES WITH CCNR DEVELOPMENT, DIFFERENCES IN A LOT OF AREAS AND HOW WE MAKE THIS AS FAIR AS WE CAN IS GOING TO BE SOMETHING I AM LOOKING FOR AND HOPEFULLY, WE CAN ACHIEVE.

THE SROS AND I LOVE THAT YOU USE [AUDIO ISSUES] THAT IS SOMETHING I HAVE BEEN INVOLVED IN BEFORE IT WAS A VILLAGE.

AND IT IS INCREDIBLE WHAT THEY ARE DOING.

THE LIVING THEY ARE GIVING PEOPLE FROM THE STREETS, LIFTING THEM UP, WE HAVE SOME OTHER THINGS THAT ARE ABOUT TO HAPPEN BUT A QUESTION WITH THAT, HOW ARE WE DOING WITH WETLAND MITIGATION BECAUSE THEY HAVE HALF OF THE PROPERTY THEY WANT TO DEVELOP 75-100 MORE MICRO HOUSES ON THE SIDE.

BUT THEY ARE WRESTLING WITH WETLAND ASPECT AND I KNOW THAT IS PROBABLY MORE OF A PUBLIC WORKS QUESTION BUT THIS SEEMS LIKE THE APPROPRIATE PLACE TO ASK AND MAKE SURE THAT IS IN THE DISCUSSION.

>> I KNOW PARKS IS LOOKING [AUDIO ISSUES] GETTING TO CAPACITY.

THAT ASK THE EXTENT OF MY KNOWLEDGE.

>> THAT IS SOMETHING WE NEED TO FIGURE OUT BECAUSE MY WORD
YOU CAN'T THROW BASEBALL WITHOUT HITTING WETLAND.

EVERYTHING IS PRETTY MUCH CONSIDERED WETLAND EVEN THOUGH
SOME OF IT IS NEVER WET.

YOU KNOW WHAT I MEAN. IT IS A PROBLEM.

I KNOW IT COSTS US MORE MONEY TO DELIVER SERVICES AROUND AN
AREA, YOU NEED THE STREETS, ELECTRICITY, RESPONSE CORRIDOR'S
FOR EMERGENCY RESPONDERS. ALL OF THAT STILL ADDING TO THE
COST.

I WOULD BE INTERESTED IN LEARNING MORE ABOUT THAT.

I DO THINK THOSE SROS ARE A GOOD OPTION AND FOR MY
COLLEAGUES, IF YOU HAVEN'T BEEN OUT AND YOU WANT TO SEE WHAT
THEY LOOK LIKE, THEY ARE VERY NICE. AND THEY HAVE DONE A GREAT
JOB.

THEY HAVE A COMMON KITCHEN AND SOME COMMON BATHROOMS BUT THE NEW AREA THEY WANT TO BUILD, THEY WANT TO MAKE THOSE SMALL BATHROOM SO JUST THE KITCHEN WOULD BE SHARED SPACE.

THAT IS ALL I HAVE TIME FOR. I WILL WAIT TO SEE IF THERE IS A SECOND ROUND. THANK YOU VERY MUCH.

>> THANK YOU FOR ALL THE WORK IN THIS PACKAGE.

I AM REALLY SUPPORTIVE OF MOVING THIS FORWARD AND LOOK FORWARD TO SEEING MORE DETAIL THAT COMES OUT WITH YOUR ENGAGEMENT AND THE PLANNING COMMISSION.

I DON'T KNOW HOW TO SAY THIS DELICATELY BUT A LOT OF THE UNITS THAT ARE BEING BUILT RIGHT NOW, SOMETIMES I THINK YES, WE NEED HOUSING AND WE ARE TRYING TO PUSH FORWARD BUT I AM HEARING A LOT OF COMPLAINTS FROM PEOPLE WHO ARE LIVING IN UNITS THAT THE QUALITY IS NOT REALLY UP TO WHAT YOU THINK THE STANDARD WOULD BE AND THE UNITS ARE DEGRADING QUICKLY SO WE ARE TALKING ABOUT PLASTIC VENEER THAT IS MELTING AND CHIPPING AWAY AND ESPECIALLY WHEN WE INCENTIVIZE SOME OF THESE PROJECTS, I AM CONCERNED WHEN WE START GETTING TAX REVENUE FROM THESE PROJECTS THERE IS NOT GOING TO BE AS MUCH REVENUE BECAUSE THESE UNITS ARE NOT USED.

IS THERE ANYTHING WE CAN DO TO HAVE QUALITY CONTROL AND SOME OF THE CODE -- NOT SEEING SOME OF THESE ISSUES.

I HAVE SEEN A LOT FROM MY CONSTITUENTS.

>> I CAN TAKE A FIRST RUN AT IT. TYPICALLY WHAT YOU ARE TALKING ABOUT IN TERMS OF QUALITY OF THE BUILDING IS REGULATED THROUGH THE BUILDING CODE.

THROUGH THE LAND USE CODE WE CAN GO BEYOND WHAT THE CODE REQUIRES.

OR WE TRY TO KEEP IT IN THE REALM OF THE BUILDING CODE.

THERE ARE WAYS THE CITY CAN INCENTIVIZE BETTER QUALITY HOUSING THROUGH OUR DIFFERENT FUNDING, INCENTIVE PROGRAMS AND WHAT TYPES OF HOUSING WE CHOOSE TO INVEST IN AS A CITY.

THERE IS ALSO A LOT AROUND PRESERVATION OF OLDER HOUSING, ESPECIALLY AFFORDABLE HOUSING WE MIGHT WANT TO PRESERVE.

PUTTING RESOURCES TOWARD THAT WORK.

HABITABILITY AND SAFETY OF EXISTING UNITS THROUGH THE RENTAL HOUSING PROGRAM AND CO-COMPLIANCE IS ANOTHER PIECE AND TOOL THAT THE CITY HAS AND PUTTING ALL OF THAT TOGETHER ONE OF THE THINGS WILL BE BROUGHT TO YOU IN 2,027 IS THE HOUSING PRODUCTION STRATEGY AND WHILE PRODUCTION IS IN A NAME IT IS ALL THE ACTIONS WE CAN TAKE TO SUPPORT PRODUCTION, AFFORDABILITY AND CHOICE AND THAT INCLUDES PRESERVATION AND FAIR HOUSING AND EXPERIENCES AND MAKING SURE THE HOUSING FOLKS HAVE [AUDIO ISSUES]. ACTIONS LIKE THAT ARE THINGS WE WILL LOOK AT WITH OUR PARTNERS ACROSS THE CITY.

>> THANK YOU.

I AM INTERESTED IN [AUDIO ISSUES] ANOTHER WORK SESSION ABOUT WETLANDS IN OUR DEVELOPMENT.

[AUDIO ISSUES] I THINK IT WILL BE A BIG ISSUE FOR US AS WE LOOK AT OUR LAND.

THANK YOU AGAIN.

EXCITED TO SEE THE DETAIL.

>> INTERESTING YOUR CONCERN ABOUT 35 FOOT HEIGHTS, YOU SHOULD TRY 85 FOOT HEIGHTS OF BUILDINGS WHICH IS WHAT THE COUNCIL DID LAST WEEK TO THE FAIRMONT NEIGHBORHOOD.

IN ADDITION THE COUNCIL LAST WEEK APPARENTLY PRESERVING THE QUALITY AND STABILITY OF EXISTING NEIGHBORHOODS IS NO LONGER A DEVELOPMENT CRITERIA, IT CAN BE IGNORED SO I HOPE NEIGHBORS ARE PAYING ATTENTION TO WHAT THE COUNCIL DID LAST WEEK BECAUSE POTENTIALLY COULD HAVE PRETTY BIG IMPACT ON NEIGHBORHOODS.

HUGE IMPACTS ON NEIGHBORHOODS, ESPECIALLY IF YOU LIVE IN FAIRMONT.

THE QUESTION I HAD WAS ABOUT MANY YEARS AGO WHEN I MADE THE MOTION TO CREATE THE FIRST OPPORTUNITY VILLAGE, WE COULDN'T

DO IT THE WAY WE INITIALLY THOUGHT BECAUSE THE HOUSING UNITS DIDN'T MEET BUILDING CODE.

AND SO WE CALLED THEM TEMPORARY AND IT HAS NOT BEEN A PROBLEM SO IT WAS MERELY A RULES -- TO GET AROUND THE RULES.

MY QUESTION IS WHAT HAS CHANGED, WHAT IS IT ABOUT MICRO VILLAGE HOUSING THAT ALLOWS US TO PUT IT IN THE CODE?

>> WE WORKED CLOSELY WITH THE BUILDING OFFICIAL AND FORMULATED THIS CONCEPT AND UNDERSTANDING WHAT THE OPPORTUNITIES AND ROADBLOCKS MIGHT BE IN THE BUILDING CODE.

HE WAS SUPPORTIVE, REQUIRING A BATHROOM IN THE UNIT I THINK IS A BIG PART OF THE MODEL AND MAKING SURE THEY HAVE READY ACCESS TO A BATHROOM BUT ALSO KITCHEN FACILITIES WITHIN THE DEVELOPMENT AND MAKING SURE IT IS AT SCALE.

WITH THE NUMBER OF RESIDENTS, DWELLINGS BUT I THINK THAT BATHROOM IN UNIT WAS A KEY PIECE.

>> THE OTHER THING WAS HEATING AND LIGHTING WEREN'T AVAILABLE IN THOSE UNITS.

IS THAT A REQUIREMENT?

>> IT WOULD NEED TO MEET THE BUILDING CODE.

>> THANK YOU, MAYOR. SLIDE 22 AND THANK YOU FOR THE PRESENTATION.

SLIDE 22 UNDER THE NOT MANDATED REALM, ADDITIONAL CHANGES WERE NOT MANDATED.

HAS THERE BEEN DISCUSSION, CONVERSATION, EXPLORATION ABOUT BUILDING UP BUT NOT OUT, NOT NECESSARILY THROUGHOUT OUR NEIGHBORHOODS IN R1 BUT BUILDING UP ALONG TRANSPORTATION ROUTES THAT MAY BE ON LAND WHERE IT IS NOT CURRENTLY ZONED RESIDENTIAL.

THAT RATHER THAN A HEIGHT INCREASE THAT DISRUPTS A NEIGHBORHOOD OR I COULD POINT TO IN SOUTH EUGENE ON EAST 32ND A FOUR PLEX COTTAGE CLUSTER MAY HAVE HIT THAT 37 FOOT SLOPE AND DISRUPTED NOT ONLY THE VIEWS OF THE NEIGHBORS TO THE WEST BUT THERE IS NO OFFSTREET PARKING ON SUCH A NARROW STREET AND THOUGH THIS COUNCIL TOOK ACTIONS APPROPRIATELY TO MITIGATE SUCH OFFSTREET PARKING ENCOURAGEMENT FROM THE STATE, THE STATE SUPERSEDED OUR OWN LOCAL AUTHORITY WHEN IT COMES TO NO OFFSTREET PARKING. THAT IS WHAT PROMPTS ME TO ASK WHAT EXPLORATION, IF ANY HAS THERE BEEN?

TO LOOK AT MAYBE SOME OF OUR STUDENT HOUSING FOR EXAMPLE ALONG FRANKLIN AND HILLIARD WHERE IT MIGHT NOT HAVE BEEN R1 BUT THERE WAS A ZONE CHANGE AND WHAT WE COULD BE DOING EITHER OUT ON 11TH, COBURG, HIGHWAY 99, TO REZONE AND BUILD UP

SO WE ARE LESSENING THE IMPACT ON THE NEIGHBORHOOD BUT SPREADING THE AMOUNT OF COMMERCIAL ON THE BOTTOM AND RESIDENTIAL ON THE WAY UP.

WHERE IS THAT CONVERSATION OR HAVE YOU HAD THAT CONVERSATION AND IF SO, WHAT WALLS HAVE YOU COME UP AGAINST?

>> WE ALL WANT TO TAKE OR TALK ABOUT THAT, THAT IS DEFINITELY PART OF THE CONVERSATION.

RIGHT NOW WHAT YOU ARE SEEING IS A PACKAGE FOCUSED ON THE STATE MANDATES.

MIDDLE HOUSING, YOU ALL JUST APPROVED MIDDLE HOUSING NOT THAT LONG AGO AND THE STATE CAME IN AND SAID IT WASN'T ENOUGH, WE NEED TO DO MORE SO THAT IS IN THE DIRECTION IT IS GOING.

I TOTALLY HEAR WHAT YOU ARE SAYING AND R1 IS OUR BIGGEST HOUSING LAND SUPPLY ACROSS THE CITY. I THINK THE INTENT OF THE LEGISLATURE IS TO, AS YOU ALL HAVE THAT CONVERSATION WITH MIDDLE HOUSING, SPREAD IT ACROSS THE CITY.

I WANT TO MENTION THAT BECAUSE YOU ARE RIGHT, WE HAVE LIMITED, MEDIUM DENSITY, MEDIUM HIGH DENSITY LIMITED COMMERCIAL, THOSE ARE ALL PRETTY SMALL AMOUNTS OF LAND WE HAVE IN THE CITY AND THESE FOES CAN TALK ABOUT OUR CENTERS DISCUSSION, YOU WILL HEAR MORE ABOUT, WE HAVE A NEED FOR ALL HOUSING TYPES AND PUTTING THOSE THROUGHOUT THE CITY AND NOT JUST ON YOUR CORRIDORS ACTUALLY HELPS WITH PROVIDING HOUSING CHOICE ACROSS THE CITY.

I WANT TO GROUND IT BACK IN WHERE WE WERE WITH WHY WE WENT FORWARD AND WHY THE STATE WAS DIRECTING US TO GO FORWARD WITH MIDDLE HOUSING AND OPEN UP THAT R1.

WHAT WE ARE TALKING ABOUT NOW IS, I THINK WE TALKED ABOUT REVISITING AND WE ARE REVISITING THINGS BASED ON NOT JUST STATE DIRECTION BUT CHALLENGES WE HAVE BEEN HEARING.

I WANT TO LET MY COLLEAGUES TALK ABOUT CENTERS AND CORRIDORS.

>> HEATHER HIT A LOT OF THE HIGHLIGHTS I WANTED TO HIT AROUND HOUSING CHOICE AND THE NEED FOR ALL TYPES OF HOUSING WITH THAT SIGNIFICANT NEED AHEAD OF US. IN THE NEXT TWO PACKAGES WE ARE BRINGING TO YOU THAT REBECCA HIGHLIGHTED WITHIN THE COMPREHENSIVE PLAN CONTINUING TO HAVE POLICIES AROUND CENTERS AND KEY CORRIDORS AND ENCOURAGING DEVELOPMENT.

IN AND AROUND CENTERS AND KEY CORRIDORS THAT CONTINUES TO BE A PRIORITY. THE NEXT PACKAGE WILL HAVE OUR CLIMATE FRIENDLY AREAS ADOPTION FOCUSED ON MIXED-USE AND HIGHER DENSITIES IN A COUPLE KEY AREAS INCLUDING COBURG AND GREATER DOWNTOWN.

THEN ONCE WE GET THROUGH OUR STUDIES THAT WILL BE PART OF THE PROCESS LOOKING AT OUR NEED AND DIFFERENT DESIGNATIONS SO LOW-DENSITY BUT ALSO MEDIUM DENSITY AND HIGH DENSITY AND WHERE WE MIGHT NEED TO MAKE CHANGES TO ZONING CITYWIDE.

WHICH WILL LIKELY INCLUDE ALONG CORRIDORS AND CENTERS.

>> I WILL ADD ONE OTHER QUICK THING THAT OUR COLLEAGUES IN THE COMMUNITY DEVELOPMENT DIVISION ARE BRINGING TO YOU IN JUNE.

TWO PACKAGES OF POTENTIAL INCENTIVES FOR MARKET RATE HOUSING ALONG ALL BUS CORRIDOR'S, A QUARTER-MILE FROM ALL BUS CORRIDOR'S.

MARKET RATE HOUSING INCENTIVES, AM I GETTING IT RIGHT?

>> ALMOST.

MODERATE INCOME HOUSING ALONG WITH A QUARTER-MILE OF TRANSIT LINES AND MARKET RATE.

>> EXCITING.

DOES THE CITY OWN ANY PROPERTY IN R1?

>> IT IS NOT APART.

I THINK A NUMBER OF OUR PARKLAND IS ZONED.

I DON'T KNOW THE ANSWER TO THAT.

>> THERE IS ONE PROPERTY IN SOUTH EUGENE ALONG HILLIARD AND 34TH.

>> IT IS -- I AM NOT THE EXPERT, IT IS PART OF THE LAND BANKING PROGRAM RIGHT NOW SO LOOKING FOR FUTURE AFFORDABLE HOUSING.

>> THERE IS WETLAND CONCERNS?

>> THERE ARE SOME THERE, YES.

>> [AUDIO ISSUES]

>> THANK YOU ALL FOR BEING HERE TODAY, I WOULD BE REMISS TO NOT MENTION THE FORMER COUNSELOR BETTY TAYLOR TAUGHT ME A LOT ABOUT SROS WHEN SHE WAS ON COUNCIL AND I HAD NOT KNOWN MUCH ABOUT THEM AND SHE IS PROBABLY AT HOME THINKING IT IS ABOUT TIME.

SHE IS RIGHT.

I AM SURE SHE WILL BE GLAD TO HEAR US TALKING ABOUT THIS.

I HOPE SHE GETS UPDATED.

I DON'T HAVE A LOT OF QUESTIONS THAT HAVE BEEN ASKED BY MY COLLEAGUES. I WANT TO SAY I AM ALSO IN FAVOR OF TAKING A LOOK AT OUR SPECIAL AREA ZONES AND NOT A REASON TO NOT MAKE THINGS THE SAME, IT DOESN'T MAKE SENSE TO LEAVE THEM JUST BECAUSE.

I FEEL LIKE WE NEED TO HAVE A REASON OTHERWISE I AGREE, IF IT IS GOOD FOR ONE AREA, WHY IS IT NOT GOOD FOR ANOTHER?

AND AS A NOTE I THINK IT IS EXCITING WE ARE ABLE TO EXPAND WHERE WE CAN HAVE DAYCARE HOMES AND RESIDENTIAL TREATMENT HOMES. THAT IS SOMETHING WE DON'T OFTEN TALK ABOUT.

BUT IS REALLY IMPORTANT FOR OUR COMMUNITY SO I AM GLAD TO SEE THAT WITH THE OTHER HOUSING THINGS.

IT WILL BE INTERESTING TO SEE AS WE GO BACK, DOES THAT MAKE AN AFFECT. ARE WE ABLE TO SEE MORE OF THESE PLACES WHEN WE LOOK. THANK YOU.

>> CAN YOU TALK A LITTLE BIT ABOUT MITIGATION STRATEGIES THAT ARE APPLIED IN R1 ZONING WHEN WE HAVE STRUCTURAL CONFLICTS LIKE SITE LINE ISSUES AND THOUGH KINDS OF THINGS.

ALL OF OUR NEIGHBORHOODS HAVE UNIQUE CHARACTERISTICS THAT HAVE TO BE ADDRESSED AS THEY ARE CONTINUING TO EVOLVE AND DEVELOP AND NOT EVERYTHING IS THE SAME ACROSS THE BOARD.

SO ONE OF THE THINGS WE FOUND OUT SEVERAL YEARS AGO WAS THE PUSHBACK WE GOT ABOUT PLANNING FOR SOUTH WILLAMETTE AND HAVING ADDITIONAL HEIGHT RESTRICTIONS ARE NOT HAVING HEIGHT RESTRICTIONS BECAUSE OF SITE LINE ISSUES BETWEEN WHAT WAS PROPOSED TO BE BUILT IN TERMS OF RESIDENCES VERSUS A COMMERCIAL STRIP WHICH WAS [AUDIO ISSUES].

>> SO YOUR QUESTION IF I CAN -- I AM DISTRACTED BY THE TIME FLASHING AND I WASN'T SURE WHAT WAS GOING ON.

YOUR QUESTION IS WHETHER OR NOT WE DO ANYTHING AROUND -- IF THERE IS ANY DEALING WITH THE ABILITY TO CONTINUE TO HAVE SIGHTLINES AND NOT ALLOW BUILDINGS TO BE TOO LARGE ESSENTIALLY IN NEIGHBORHOODS.

IF I WERE TO SUMMARIZE.

>> THERE ARE CERTAIN MITIGATIONS THAT ADDRESS SOME OF THOSE ISSUES.

CAN YOU ELABORATE?

>> THE ONE THAT IS COMING TO MIND AS WE HAVE HIGH TRANSITION STANDARDS SO IF YOU HAVE A LOW-DENSITY NEXT TO A ZONE WITH A HIGHER HEIGHT LIMIT THERE IS A STEP BACK IN THE R1 AREA NEXT TO COMMERCIAL.

WE ARE NOT PROPOSING TO CHANGE THAT.

>> I THINK SOUTH, YOU SAID SOUTH, WALNUT STATION I THINK HAS STEPPED BACK HEIGHT TRANSITIONS.

I THINK -- ADOPTED SOMETHING LIKE THAT. SO WE HAVE THAT IN A COUPLE AREAS. WE ALSO HAVE SOLAR SETBACKS, WE ARE NOT PROPOSING TO CHANGE THOSE. THOSE DON'T AFFECT EVERY PROPERTY. THEY DO REQUIRE SOME SETBACK FROM THE NORTHERN PROPERTY LINE.

IF YOUR PROPERTY IS APPLICABLE TO THAT.

NOT A TON.

>> BUT IT IS THERE?

>> NOT IN ALL PLACES. I THINK IT IS PRETTY LIMITED.

>> DEPENDING ON THE CHARACTER OF THE NEIGHBORHOOD.

>> I DON'T KNOW IF I WOULD USE THE TERM CHARACTER.

THE SETBACK, IS APPLICABLE IF YOU ARE R1 THROUGHOUT THE CITY AND ADJACENT TO COMMERCIAL THEN ON THE COMMERCIAL PROPERTY YOU CAN'T BE TALLER THAN WHAT IS ALLOWED ON R1 WITHIN 50 FEET OF THE PROPERTY.

THAT IS A CITYWIDE REQUIREMENT UNLESS YOU ARE IN A SPECIAL AREA ZONE.

>> OR IF YOU ARE IN THE FREMONT NEIGHBORHOOD AND THE NEIGHBORS WANT TO STEP BACK.

I USED TO SEND A PICTURE [AUDIO ISSUES] IT IS TWICE AS BIG AS EITHER HOUSE ON EITHER SIDE OF IT.

APPARENTLY, THAT IS TOTALLY LEGIT.

SO PEOPLE WANT TO PROTECT THEIR NEIGHBORHOODS I THINK IT IS GOING TO BE A TOUGH ROAD TO HOE.

>> THANK YOU.

I WILL OFFER TO STAFF THANK YOU FOR THE UPDATE ON WHAT WE EXPECT WILL CONTINUE TO BE VERY ROBUST CONVERSATION I KNOW HOW MUCH THE COUNCIL CARES ABOUT EQUITABLE DEVELOPMENT POLICIES AND EFFORTS ACROSS OUR COMMUNITY AND CLAIMANT WORK.

ECONOMIC DEVELOPMENT AND AFFORDABILITY AND HOW WE APPROACH POLICY IS CENTRAL TO THE WAY THAT CITIES CAN BE INFLUENTIAL IN ALL THOSE AREAS AND I KNOW WE ARE TALKING ABOUT STRUCTURES AND BUILDINGS BUT I AM REMINDED TALKING ABOUT OUR YOUNG PROFESSIONALS AND EMPTY-NESTERS AND SMALL FAMILIES AND RENTERS AND HOPEFUL HOMEOWNERS AND PEOPLE WHO LIKE TO BE [AUDIO ISSUES] HOPING TO HAVE ACCESS TO LONG-TERM HOUSING STABILITY AND OPTIONS THEY DON'T CURRENTLY HAVE SO THANK YOU FOR HELPING TO WORK US INTO THIS CONVERSATION BECAUSE IT IS ABOUT PLANNING FOR OUR FUTURE AND ADDRESSING OUR CURRENT NEEDS AND WE HAVE AN ENORMOUS AMOUNT OF WORK AHEAD OF US BUT WE ARE CAPABLE OF DOING THAT SO THANK YOU FOR HELPING US TO HAVE A WELL-INFORMED CONVERSATION AND BRING BACK WHAT WE LOOK FORWARD TO IN OUR NEXT DISCUSSION OF THE TOPIC. WITHOUT I WILL SAY THANK YOU AND WE WILL CONCLUDE [AUDIO ISSUES].

30 MINUTES AND THIS IS A CONTINUED CONVERSATION FROM APRIL.

IF WE NEED MORE TIME WE CAN FIND TIME IN ANOTHER WORK SESSION SO IT DOESN'T NEED TO BE CONSTRAINED AND WE HAVE LESS TIME THAN WE PLANNED FOR BUT WE WILL WRAP UP ON TIME.

>> YOU DID A GREAT JOB OF TAKING IT APART [AUDIO ISSUES].

PART TWO [AUDIO ISSUES].

>> HELLO, MAYOR AND COUNCIL.

AS YOU KNOW MY NAME IS LOGAN, AN ASSOCIATE TRANSPORTATION PLANNER WITH PUBLIC WORKS AND I WAS HERE ON APRIL 15TH, WE HAD A WORK SESSION AND WE TALKED ABOUT ONGOING WORK IN THE COMMUNITY TO IMPROVE TRAFFIC SAFETY OUTCOMES.

WE HAD A PRESENTATION AND A LOT OF DISCUSSION BUT IT FELT LIKE WE RAN SHORT ON TIME AT THE END.

WE ARE BACK TODAY TO HAVE AN EXTENSION BUT BEFORE WE OPEN IT UP TO NEW QUESTIONS, I HAVE A FEW SLIDES I WANT TO WALK THROUGH.

FIRST AND FOREMOST IN CASE ANYONE WHO IS LISTENING NOT FAMILIAR WITH THE TERM VISION ZERO IT REFERS TO AN APPROACH FOR TRANSPORTATION SAFETY FOCUSED ON ELIMINATING TRAFFIC DEATHS, IT IS A TERM THAT CAN APPLY TO A WIDE RANGE OF WORK THE CITY DOES INCLUDING STREET DESIGN EFFORTS, TRAFFIC ENFORCEMENT ACTIVITIES, PUBLIC EDUCATION ON SAFETY TOPICS AND THE POST CRASH CARE THAT FIRE AND EMS STAFF ARE ADMINISTERING EVERY DAY.

A FEW REMINDERS FROM OUR APRIL 15TH SESSION. WE STARTED BY TALKING ABOUT FATAL CRASH TRENDS OVER THE LAST SEVERAL YEARS AND HIGHLIGHTED THE 2,022 THROUGH 2,024 TIMEFRAME REPRESENTED A SUBSTANTIAL INCREASE IN TRAFFIC DEATHS WITHIN THE EUGENE URBAN GROWTH BOUNDARY. 2,025 WE SAW OUR FIRST PRODUCTION AND TRAFFIC DEATHS SINCE 2,020 AND IT WAS A FAIRLY SIZABLE REDUCTION.

WE WENT ON TO TALK ABOUT SAFETY FUNDING AND THE FACT THAT THE CITY ESTIMATES BETWEEN 2,020 AND 2,025, \$27 MILLION WAS SPENT ON WALKING AND BIKING INFRASTRUCTURE AND WE BELIEVE WE HAVE NEARLY 22 MILLION SECURED FOR 2,026 THROUGH 2,028 TO CONTINUE DELIVERING THAT TYPE OF INFRASTRUCTURE TO THE COMMUNITY.

WE WALKED THROUGH SEVERAL PROJECTS INCLUDING CAPITAL SAFETY PROJECTS ON HIGH CRASH CORRIDORS.

SUCH AS THE HIGHWAY 99 STREETLIGHT PROJECT.

THE HIGHWAY 99 BIKE FACILITY IMPROVEMENTS, BUS FACILITY IMPROVEMENTS, A COUPLE OF INTERSECTION [AUDIO ISSUES] AND WE WENT ON TO TOUCH ON IMPORTANT AREAS OF SAFETY WORK HAPPENING IN OUR COMMUNITY INCLUDING SOME POLICY IMPROVEMENTS, WORK ON THE SPEED MANAGEMENT STRATEGY, COMPLETE STREET DESIGN STANDARDS AND MORE.

WE TALKED ABOUT REGIONAL SAFETY EDUCATION CAMPAIGNS UNDERWAY INCLUDING REGIONAL DUI MEDICATION PUBLIC INFORMATION CAMPAIGNS AND REGIONAL SPEED REDUCTION CAMPAIGNS THAT WE WERE DOING IN PARTNERSHIP WITH [AUDIO ISSUES] AND WE TALKED ABOUT THE WORK EPD IS DOING IN THE COMMUNITY EVERYDAY ENFORCING TRAFFIC SAFETY LAWS AND EDUCATING THE COMMUNITY ON WHAT SAFE BEHAVIORS ARE.

WITH THOSE REMINDERS I WANT TO START BY REVISITING A SMALL HANDFUL OF QUESTIONS FROM OUR LAST SESSION THAT WE WANTED TO FOLLOW UP WITH. BEFORE OPENING THINGS UP TO NEW QUESTIONS.

THE FIRST TOPIC WOULD BE STREET LIGHTING, THIS WAS BROUGHT UP WITHIN THE CONTEXT OF HIGHWAY 99 AND TALKING ABOUT DARK SKIES ADVOCATES.

WE ARE PLANNING SOME SPECIFIC ENGAGEMENT ON THIS TOPIC.

BUT I ALSO WANTED TO TAKE THIS OPPORTUNITY TO ZOOM OUT A LITTLE BIT AND SPEAK TO THE FACT THAT THE CITY OF EUGENE HAS COLLABORATED WITH DARK SKIES ADVOCATES ON MANY PROJECTS OVER MANY YEARS AND WE HAVE TAKE SOME OF THOSE UNDERLYING CONCERNS ABOUT LIGHT POLLUTION INTO OUR STANDARD PRACTICES WHEN IT COMES TO LIGHTING.

I HAVE LISTED SOME MITIGATION MEASURES, THE TWO MOST UTILIZED ARE PROBABLY THE COLOR TEMPERATURE STANDARDS, STREETLIGHTS, PATH LIGHTS, THOSE ARE DESIGNED TO HELP MITIGATE IMPACT ON A VARIETY OF SPECIES.

IN ADDITION TO THAT THE USE OF SHIELDS ON STREETLIGHTS TO HELP PHYSICALLY BLOCK LIGHT FROM TRAVELING IN DIRECTIONS IT IS NOT SUPPOSED TO TRAVEL.

IS IT MITIGATION WE USE ON A FREQUENT AN ONGOING BASIS?

AND CONVERTING TO LEDS IS MORE DIRECTIONAL LIGHTING AND WE LOSE US LIGHTING UP WORDS.

SO THOSE ARE A HANDFUL OF HIGH-LEVEL MITIGATION MEASURES I WANTED TO HIGHLIGHT.

I ALSO WANTED TO TOUCH ON A COMMENT MADE LAST TIME ABOUT WANTING MORE INFORMATION ON COMMON CRASH CAUSES.

I WANT TO EMPHASIZE THE ACTION PLAN, WHICH WE HAVE THE UPDATED, FINALIZED VERSION RIGHT NOW.

IT HAS A LOT OF GREAT INFORMATION ABOUT COMMON CRASH CAUSES ON A CITYWIDE SCALE. WE DON'T HAVE TIME TO GO THROUGH ALL OF THE CRASH STATISTICS AND PLAN BECAUSE IT IS A LONG DOCUMENT BUT TO SHARE A COUPLE OF KEY CHARTS FROM THE DOCUMENT, THIS IS A CHART THAT SHOWS COMMON CRASH CAUSES FLAGGED IN FATAL AND SERIOUS INJURY CRASHES FROM THE ANALYSIS PERIOD FOR THE UPDATED ACTION PLAN.

WHICH WAS 2,014 -2,022 AND WE SEE A LOT OF SIMILAR TRENDS FROM THE FIRST ACTION PLAN INCLUDING FAILURE TO YIELD, SPEEDING, RECKLESS DRIVING, DISREGARDING TRAFFIC SIGNALS, COMMON OCCURRENCES, I WILL CALL OUT ON MOTORISTS ILLEGALLY AND ROADWAY DESIGNATION IS A TERM THAT CAN DESCRIBE A WIDE RANGE OF BEHAVIORS, SOMETIMES THAT CAN LOOK LIKE SOMEONE MISJUDGING A GAP IN TRAFFIC IF THEY CROSS AT A LOCATION BUT

ALSO IT CAN REFER TO A LOT OF UNEXPECTED BEHAVIORS WE SEE ON OUR ROADWAY.

JUST WANTED TO GIVE CONTEXT BECAUSE WE GET QUESTIONS ABOUT THAT.

ALCOHOL AND DRUGS ARE A SUBSTANTIAL FACTOR IN OUR FATAL CRASH HISTORY.

FROM THE ANALYSIS PERIOD AND UPDATED ACTION PLAN, 68% OF THE FATAL CRASHES INVOLVE DRUGS OR ALCOHOL SO IT IS A CONCERNING, PROMINENT FACTOR.

I WANTED TO SAY MORE ABOUT QUICK BUILD STYLE PROJECTS AND POP UP EVENTS.

I GAVE THE EXAMPLE OF THE CLARK AND ADAMS ROUNDABOUT THAT IS CONSTRUCTED AND THERE IS AN IMAGE FROM WHEN IT WAS FIRST BUILT BUT I WANTED TO TAKE THE OPPORTUNITY TO SAY THERE ARE MANY LOCATIONS WHERE WE HAVE DONE IMPROVEMENTS SOONER USING CHEAPER MATERIALS, YOU CAN SEE AN EXAMPLE OF A MEDIAN REFUGE ISLAND AND WE HAVE DONE CURVE EXTENSIONS, IT IS CERTAINLY SOMETHING WE DO, MANY OF THE INSTALLATIONS WE HAVE DONE HAVE BEEN IN CONJUNCTION WITH A LARGER CONSTRUCTION PROJECT THAT WAS HAPPENING IN THE AREA.

IT WAS AN OPPORTUNISTIC ADD-ON BUT THERE ARE SOME EXAMPLES WHERE WE HAVE DONE THESE IN A STANDALONE FASHION INCLUDING THE TWO IMAGES I HAVE SHOWN BUT THAT BEING SAID THERE IS A LOT OF PLANNING AND COORDINATION THAT GOES INTO THE WORK, A LOT OF COORDINATION BETWEEN ENGINEERING, MAINTENANCE, COORDINATION WITH THE COMMUNITY, FIRE, WHILE THESE LOOK LIKE FAIRLY SIMPLE, STRAIGHTFORWARD INSTALLATIONS THERE IS A LOT OF WORK PUT INTO PREPARING FOR THEM.

AND TO SPEAK TO SHORTER-TERM, MORE TEMPORARY STYLES OF INSTALLATIONS, I WILL SAY THERE HAVE BEEN EXAMPLES WHERE THE CITY HAS GONE AND DONE THINGS WITH NON- BOLD OUTCOMES, THIS IS AN EXAMPLE OF THE OPEN STREETS PROGRAM WE WERE RUNNING EARLIER IN THE PANDEMIC WHERE WE ADDED TEMPORARY TRAFFIC DIVERTERS TO CERTAIN NEIGHBORHOOD STREETS TO CREATE MORE OUTDOOR SPACE FOR PEOPLE TO WALK AND BIKE IN A SOCIALLY DISTANCED MANNER.

WE DID HAVE ISSUES WITH FOLKS MOVING THE INSTALLATIONS, IN SOME CASES WE LEFT THEM OUT FOR A FEW WEEKS AT A TIME.

THAT IS A PROGRAM WE GAVE A SHOT AND IT HAD CHALLENGES BUT IT ALSO HAD SUCCESSES.

AND ANOTHER EXAMPLE IS WE DO A LOT OF EVENT -BASED STREET CLOSURES FROM THE STREETS OF EVENTS THE CITY USED TO RUN.

ANOTHER EXAMPLE OF US DOING A TEMPORARY POP-UP STYLE CLOSURE TO MAKE SPACE FOR PEOPLE WALKING AND BIKING.

ANOTHER QUESTION I WANT TO TOUCH ON IS A REQUEST TO SEE MORE GRAPHICS THAT INCLUDE PROJECT DISTRIBUTION.

THIS MAP IS A LINK TO A LARGER VERSION OF THE MAP IN THAT AIS FROM APRIL 15.

AND IN 2,025 THE PROJECTS I REFERENCED EARLIER AND WE ALSO HAVE A MAP WITH THE 2,026 -2,028 PROJECTS INCLUDED IN THE FUNDING TOTALS I REFERENCED.

IF ANYONE WANTS TO SEE A LARGER VERSION THERE ARE LINKS AVAILABLE IN THE AIS FROM APRIL 15TH AND I WANTED TO MAKE SURE EVERYBODY HAS THAT.

THOSE ARE MY SLIDES FOR TODAY. I HAVE ALL THE SLIDES FROM OUR LAST PRESENTATION IN THE DECK IF THERE IS SOMETHING WE WANT TO FLIP TO FROM LAST TIME.

WITH THAT I WILL TURN IT OVER FOR QUESTIONS.

>> THANK YOU, STAFF.

[AUDIO ISSUES].

>> THANK YOU FOR THE PRESENTATION. I THINK THIS HELPS TO ILLUMINATE WHAT YOU PRESENTED EARLIER. I WANT TO GO BACK TO THE STREET LIGHTING ISSUE.

I HAVE EMPHASIZED BEFORE IN OTHER WORK SESSIONS AND CONVERSATIONS, CONCERNS WITH THE LACK OF DIRECTION ON HIGHWAY 99.

I WOULD LIKE TO ASK A QUESTION ABOUT LIGHTING WITHIN RESIDENTIAL NEIGHBORHOODS, RESIDENTIAL STREETS, THAT ARE FLOWING INTO HIGHWAY 99 OR WEST 11TH OR WHATEVER THE CASE MAY BE.

WHAT ARE WE DOING ABOUT LIGHTING IN SOME OF THESE AREAS BECAUSE I HAD TO GO BACK AND DO A LITTLE ANCIENT HISTORY WITH A COUPLE NEIGHBORS AND I WAS TOLD WHEN MY SUBDIVISION WAS CREATED, THE IDEA WAS FOR THE INDIVIDUAL HOUSES IN THAT SUBDIVISION TO HAVE LIGHTS AT THE END OF THE DRIVEWAY THAT WAS GIVING OUT LIGHT GOING UP BUT THE PROBLEM IS THAT WE DON'T HAVE STREET LIGHTING THAT WILL CREATE THE KIND OF SAFETY THAT WE ARE LOOKING FOR IN TERMS OF PEOPLE TRAVERSING WHETHER IT IS DRIVING, WALKING, WALKING YOUR DOG OR WHATEVER.

CAN YOU SPEAK TO THAT?

>> NOT NECESSARILY TO THE SPECIFIC LOCATION YOU ARE REFERENCING.

>> THERE ARE A NUMBER OF LOCATIONS ALL OVER THE CITY.

>> SURE, ZOOMING OUT AND TALKING ABOUT FUNDING FOR STREET LIGHTING WE ARE FUNDING THE ADDITION OF STREET LIGHTING THROUGH THE TRANSPORTATION BONDS AND IN SOME CASES OPPORTUNISTICALLY WITH OTHER PROJECTS SO AS WE ARE LOOKING TO ADD MORE STREET LIGHTING OUT IN THE COMMUNITY I THINK THE FIRST QUESTION IS HOW ARE WE FUNDING IT BECAUSE IN SOME CASES THAT THE DATES THE LOCATIONS WE CAN LOOK AT FOR STREET LIGHTING ADDITION ESPECIALLY IF WE ARE LOOKING AT SOMETHING LIKE A GRAND OPPORTUNITY AND WE WANT TO MAKE SURE WE ARE

CHOOSING A LOCATION IN DESIGNING AN APPLICATION THAT IS A FIT FOR THE PROGRAM.

WITH THE BOND THERE IS MORE FLEXIBILITY IN CHOOSING WHAT WE GO FOR BUT THAT BEING SAID THERE IS ALWAYS THE CONSTRAINT OF TRYING TO GET THINGS, GET OUR PRIORITIES TO FIT WITHIN THE AMOUNT OF FUNDING WE HAVE AVAILABLE SO THERE IS A NEED FOR STRATEGIC PROJECT PRIORITIZATION SO THAT IS A FACTOR IN WHICH LOCATION IS SELECTED FOR FUNDING.

>> SO YOU ARE SAYING WHEN YOU HAVE A PROJECT AND WE ARE LOOKING AT SOME ADDITIONAL THINGS THAT COME ALONG WITHIN THAT FUNDING, THAT IS WHEN WE GET ADDITIONAL INFRASTRUCTURE ADDED BASED ON WHAT THAT FUNDING WAS FOR IN THE ORIGINAL PROJECT.

LIKE MORE OF AN AFTERTHOUGHT THAN ACTUALLY PART OF THE STRATEGY ORIGINALLY?

>> SOMETIMES, THERE ARE EXAMPLES WHERE WE HAVE GONE AND SPECIFICALLY PROGRAMMED FUNDING FOR STREETLIGHT INFILL.

FOR EXAMPLE IN THE LAST BOND WE FUNDED STREETLIGHT INFILL FOR RIVER ROAD AND THAT IS ITS OWN STANDALONE BUCKET OF MONEY.

SO IT CAN BE BOTH.

>> THANK YOU VERY MUCH FOR THE PRESENTATION.

I WOULD LIKE TO GO BACK TO SITE SEVEN.

MY TIME IS TICKING AWAY.

SO PEDESTRIANS AND NON-MOTORIST ILLEGALLY IN THE ROADWAY AND PEDESTRIANS IN THE FAILURE TO YIELD, CAN YOU TIE THOSE TOGETHER FOR ME?

FOR FATALITIES.

>> NON-MOTORIST ILLEGALLY IN A ROADWAY WOULD MORE COMMONLY BE APPLIED TO A CIRCUMSTANCE. LIKE I POINTED OUT, IMAGINE SOMEONE CROSSING AT A MIDBLOCK LOCATION AWAY FROM INTERSECTIONS, MARKED CROSSWALK, THEY ARE TRYING TO CROSS THE STREET.

IN THAT INSTANCE THE PEDESTRIAN IS SUPPOSED TO YIELD AND SOMETIMES LIKE I SAID PEOPLE HAVE A DIFFICULT TIME JUDGING WHEN THEY HAVE A SAFE GAP IN TRAFFIC AND IF A COLLISION OCCURS THAT MIGHT BE MARKED AS NON-MOTORIST ILLEGALLY IN THE ROADWAY.

IF YOU LOOK AT FAILURE TO YIELD, I EXPECT MOST OF THOSE INCIDENTS WOULD BE A PEDESTRIAN CROSSING AN ILLEGAL LOCATION SO MODE YOU SEE ON THE CHART IS NOT AN INDICATION OF WHO

SPECIFICALLY DID WHAT, IT IS AN INDICATION OF WHAT MODE WAS AFFECTED BY THE CRASH.

SO THE BLUE COLUMNS WOULD BE ALL PEDESTRIAN FATAL OR SERIOUS INJURY.

NOT NECESSARILY SAYING WHAT BEHAVIOR THE PEDESTRIAN WAS ENGAGING IN.

>> WE DON'T COLLECT DATA ON THAT.

>> IT IS POSSIBLE TO DO CRASH ANALYSIS THAT LOOKS AT WHO SPECIFICALLY DID WHAT, IT IS A LITTLE BIT MORE COMPLICATED WITH HOW THE CRASH DATA IS ORGANIZED BY THE STATE BUT IT IS POSSIBLE.

>> THIS IS FATAL AND SERIOUS INJURIES.

MY POINT IS WE HAVE PEOPLE GOING INTO TRAVEL LANES, SHOULDN'T BE THERE.

WHETHER IT IS TRANSFER OF GOODS AND MONEY, WHICH THIS COUNCIL DIDN'T AGREE WITH THAT.

WE DO HAVE A PROBLEM WITH IT AUSTRIANS GETTING HIT IN ROADWAYS, CORRECT?

THAT IS ONE OF OUR LEADING CAUSES OF PEOPLE BEING IN THE ROADWAYS.

>> THAT IS SOMETHING THAT HAS CAUSED FATAL CRASHES IN RECENT HISTORY.

>> BY ALLOWING TRANSFERS WE ARE BASICALLY ENTICING PEOPLE TO COME INTO TRAVEL LANES WHERE VEHICLES ARE AND THAT NEVER HAS GOOD OUTCOMES.

>> WHEN YOU SAY ENTICING TRANSFERS CAN YOU SAY MORE?

>> PEOPLE IN THE STREETS SO THEY CAN HAND THEM MONEY.

>> I DON'T BELIEVE I HAVE FIRSTHAND KNOWLEDGE OF THE FATAL CRASH THAT WAS IMMEDIATELY PRECEDED BY SOMEONE DOING THAT.

I USUALLY HEAR IF THE DETAILS OF CRASHES THAT RISE UP TO A CERTAIN SEVERITY LEVEL, IF WE WERE IN A ROOM FULL OF LAW ENFORCEMENT OFFICERS, THEY MIGHT HAVE RESPONDED TO LOWER LEVEL INCIDENTS THAT INVOLVE THAT.

WITH PEDESTRIANS I WILL SAY EVEN MINOR CHANGES IN THE SPEED AND IMPACT ANGLE CAN HAVE A BIG IMPACT ON THE SURVIVABILITY OF THE INCIDENT.

I WOULD WANT EPD TO SPEAK TO WHETHER THEY HAVE EXPERIENCE WITH LOWER-LEVEL PEDESTRIAN CRASHES THAT WERE IMMEDIATELY PRECEDED BY THAT.

>> THERE IS NO PLACE ON INCIDENT REPORTS TO PUT THAT, THERE IS NOT A BOX YOU CHECK, I KNOW THAT.

THAT IS NOT A QUESTION, THAT IS A STATEMENT AND I KNOW OUR RESPONDERS UNDERSTAND THIS IS A PROBLEM. WHAT ARE WE DOING TO TRY TO KEEP PEOPLE SEPARATED FROM VEHICLE TRAFFIC AS MUCH AS POSSIBLE?

>> THERE IS A LOT OF DIFFERENT TREATMENT TYPES THAT GET IT, THE SIDEWALK PROJECTS WE DO ARE RELATED TO THAT.

WE DO SIGNAL PROJECTS ALL ABOUT IMPROVING THE SEPARATION BETWEEN PEOPLE WALKING AND BIKING AND THE VEHICLE MOMENT THROUGH INTERSECTION.

A LOT OF THE CROSSING PROJECTS WE DO ARE ALSO ORIENTED AT GETTING PEOPLE SAFE OPPORTUNITIES TO GET ACROSS AND MINIMIZE THE EXPOSURE AND MAXIMIZING VISIBILITY SO COLLISIONS DON'T OCCUR.

>> WHAT ARE WE SPENDING A YEAR TO MAKE THOSE INFRASTRUCTURE IMPROVEMENTS?

>> I WOULD NEED TO GET BACK TO YOU ON THOSE SPECIFIC TREATMENT TYPES OUT OF THE OVERALL TOTAL.

>> I WOULD BE INTERESTED IN SEEING THAT. THANK YOU.

I JUST WANTED TO MAKE THAT POINT.

>> THANK YOU.

APPRECIATE THE PRESENTATION AND ADDRESSING OUR CONCERNS FOR A PREVIOUS WORK SESSION.

ON THAT SLIDE SEVEN, CRASH SLIDE, I NEED HELP ANSWERING,
TRYING TO VISUALIZE WHICH COHORT THIS IS.

ON MY WAY TO COUNCIL TONIGHT I DROVE FROM SOUTH EUGENE AND I
PASSED A PERSON WHO I MIGHT THINK IS A NON- LEGAL MOTORIST IN
THE ROADWAY.

AND PASSED ANOTHER COMING DOWN HILLIARD INTO DOWNTOWN ON
THE CORNER OF 13TH AND HILLIARD.

THERE IS SOME CONSTRUCTION. RATE BY THE OLD HOSPITAL.

THERE IS A PERSON IN A LAWN CHAIR, NOT IN THE MEDIAN BUT IN
TRAFFIC.

A LAWN CHAIR WAITING FOR PEOPLE TO STOP AT THE CORNER OF 15TH
AND HILLIARD.

ARE THOSE TWO EXAMPLES OF PERSONS I PASSED ON MY WAY TO
COUNCIL TONIGHT PERSONS WHO ARE ON MOTORIST ILLEGALLY IN THE
ROADWAY?

>> I DIDN'T QUITE CATCH YOUR FIRST DESCRIPTION.

>> THE PERSON WAS SITTING DOWN IN THE MEDIAN WITH A SIGN.

FOR TRAFFIC THAT IS COMING FROM SOUTH EUGENE FROM HIDEAWAY BAKERY ONTO HILLIARD AND YOU ARE COMING DOWN HILLIARD ON THE CORNER OF HILLIARD AND 30 OF.

PERSON RIGHT IN THE MEDIAN.

A PERSON IN THE MEDIAN OR THE SECOND EXAMPLE ON 13TH AND HILLIARD BE A PERSON WHO IS A NON-MOTORIST ILLEGALLY IN THE ROADWAY.

>> THOSE ARE UNIQUE CIRCUMSTANCES.

THERE WOULD BE A CERTAIN AMOUNT OF DISCRETION ABOUT DISH THAT IS OBSCURE TO ME.

YOU ARE CORRECT PEOPLE CAN'T BE SITTING IN THE ROADWAY.

THAT IS SOMETHING THAT SHOULD BE LOOKED AT. >> I WOULD RESPECTFULLY SUBMIT THOSE INSTANCES ARE NOT UNIQUE.

THEY ARE QUITE FREQUENT.

SLIDE 10, PAGE 5, QUICK OLD PROJECTS IN POP-UP EVENTS.

VISUALLY THIS IS A BIT CONFUSING.

IS THE LANE ON THE RIGHT A BIKE LANE AND I WAS UNDER THE IMPRESSION THAT EUGENE -- WHAT PERCENTAGE ARE PAINTED GREEN?

>> I DON'T HAVE A PERCENTAGE.

NOT THAT MUCH, DO WE HAVE A GOAL TO PAINT THEM?

>> WE ARE TYPICALLY USING THE GREEN PAVEMENT MARKINGS TO HIGHLIGHT CONFLICT POINTS.

SO COMMON LOCATIONS WHERE A VEHICLE MIGHT MERGE ACROSS A BIKE LANE TO GET INTO A RIGHT TURN LANE SO IT IS USUALLY TREATED AS A CONFLICT POINT VISIBILITY IMPROVEMENT VERSUS HAVING A GOAL OF HAVING A BIKE LANE.

>> VISUALLY APPROACHING THIS IT IS CONFUSING FOR ME WHETHER I AM A BICYCLIST, PEDESTRIAN, I WOULD LONG FOR INCREASED OPPORTUNITY TO VISUALIZE LANES, WHAT SEPARATES FROM CYCLISTS AND MORE THROUGHOUT THE CITY.

>> LOOKING AT THE COMMON CAUSES, IF I REMEMBER CORRECTLY THIS DATA, A SINGLE CRASH COULD HAPPEN WITH MULTIPLE CAUSES SO THEY FAILED TO YIELD AND SPEED AT THE SAME TIME.

AND I KNOW THIS IS DATA GOING UP TO 2022, WE HAVE HAD MULTIPLE FATAL CRASHES OVER THE PAST FEW MONTHS THAT INVOLVED -- IF I UNDERSTAND CORRECTLY, SOMEONE CROSSING AT A CROSSWALK WHERE THERE IS A DOUBLE ONE-WAY STREET AND SOMEONE GOING AROUND AND HITTING THEM IN THE CROSSWALK.

AND THAT HAS HAPPENED MULTIPLE TIMES.

AND THAT IS NOT IN THIS DATA BECAUSE THIS DOESN'T INCLUDE THE LAST YEAR OR SO BUT HOW WOULD THOSE TYPES OF CRASHES SHOW HERE?

>> I WOULD EXPECT FAILURE TO YIELD IN MANY CIRCUMSTANCES BECAUSE THE PEDESTRIAN OR CYCLIST WAS IN THE CROSSWALK.

I WOULD EXPECT THAT TO BE MARKED AS A FAILURE TO YIELD AND CROSSING ILLEGAL BEHAVIOR.

>> WHEN YOU ARE THINKING ABOUT STRATEGIES AND TACTICS AND THINGS YOU WANT TO FOCUS ENFORCEMENT ON AND THINGS WE WANT TO -- WHERE WE WANT TO PUT THESE PROJECTS, HOW DO YOU PRIORITIZE, HOW DO YOU SAY THIS IS THE STREET WE ARE GOING TO PUT THIS ON. I GET FOLKS SAYING AND POINTING THIS INTERSECTION IS DANGEROUS.

HOW DO YOU DO THAT PRIORITIZATION?

>> SO OUR ACTION PLAN IS A GREAT REFERENCE DOCUMENT AND IDENTIFIES OUR HIGH CRASH CORRIDOR'S AND LOOKS AT OUR TOP 15 CORRIDORS FOR PEOPLE DRIVING, TOP 15 OF PEOPLE WALKING, PEOPLE BIKING AND YOU CAN IMAGINE THERE IS A LOT OF OVERLAP BECAUSE IN MANY CASES THE SINGLE STREET IS DANGEROUS FOR MULTIPLE LOADS.

THAT IS A GREAT REFERENCE DOCUMENT FOR US TO HELP IDENTIFY PRIORITIES IF YOU WORK IN THE FUTURE AND ON TOP OF THAT WE UTILIZE GRANT FUNDING HEAVILY THAT OFTENTIMES WE ARE LOOKING FOR STRATEGIC FIT FOR EACH GRANT FUNDING OPPORTUNITY WE ARE APPLYING FOR.

SO TO GIVE YOU AN EXAMPLE, WE UTILIZED THE TRANSPORTATION SAFETY GRANT ON A REGULAR BASIS AND THAT LOOKS AT FOR THE MOST RECENT FIVE YEARS OF DATA IT OPENS EVERY THREE YEARS AND OFTEN TIMES WE ARE GOING AND LOOKING AT THE CRASH DATA YEARS THE GRANT FUNDING OPPORTUNITY IS TARGETING AND WE ARE TRYING TO IDENTIFY AMONG OUR PROBLEM AREAS, WHICH ARE THE BEST STRATEGIC FIT FOR THE FUNDING OPPORTUNITY AND MAXIMIZE OUR CHANCES AT RINGING IN MORE RESOURCES FOR SAFETY WORK.

>> SOME IS BASED ON WHERE WE SEE THE BIGGEST PROBLEMS, THINGS CAUSING THE MOST TROUBLE AND SOME -- THE LIST IS LONGER THAN WE HAVE MONEY TO FIX, SOME IS BASED ON WHERE CAN WE GET MONEY TO FIX IT?

BETTER TO GET THE MONEY AND FIX IT THAN NOT.

THANK YOU.

>> WE HAVE ABOUT FIVE MINUTES LEFT BUT MULTIPLE COUNSELORS WHO WOULD LIKE ANOTHER ROUND AND MULTIPLE ROUNDS WILL CONTINUE WITH US SO I WOULD SUGGEST WE WRAP OUR SESSION UNLESS THERE IS A MOTION TO EXTEND BUT I THINK THERE WILL BE THE OPPORTUNITY TO COME BACK AND CONTINUE THE CONVERSATION AND WE KNOW THIS IS AN AREA OF FOCUS WITH EPD AND THE CALENDAR YEAR, THERE IS COMMUNITY INTEREST IN THIS TOPIC.

ALL OPTIONS ARE OPEN.

>> THANKS FOR COMING BACK. REALLY APPRECIATE IT.

WHEN I LOOK AT THE INFORMATION SIMILAR TO YOUR FIRST MEETING ONE OF MY HUGE TAKEAWAYS IS DRUG AND ALCOHOL USE ARE ONE OF OUR LEADING PROBLEMS. WHEN IT COMES TO FATAL CRASHES AND PROBABLY A LOT OF SERIOUS INJURIES. I AM WONDERING ARE YOU SEEING, ARE WE SEEING THIS AS AN INCREASING PROBLEM, DECREASING PROBLEM, DOES A PLATEAU OVERTIME AT THIS LEVEL?

>> AS YOU HAVE HEARD ME SAY 2,025 WAS OUR FIRST REDUCTION IN TRAFFIC DEATHS SINCE 2,020.

I WILL SAY, IT IS A LIMITED SAMPLE SIZE OF CRASHES TO SPEAK SO SOON ABOUT WHAT IS DRIVING THE REDUCTION.

IT IS NOTABLE THAT A DECREASE IN DRUG AND ALCOHOL INVOLVED FATAL CRASHES STANDS OUT TO ME AS BEING A COMPONENT OF THAT.

SO TAKE THAT WITH A GRAIN OF SALT. THAT IS MY CURRENT STATE OF THINKING ABOUT SEEING A REDUCTION.

>> IF WE ARE SEEING ONE IF THIS IS A FACTOR OF OUR INFRASTRUCTURE IS BETTER KEEPING PEOPLE SEPARATED SO WHEN THESE -- WHEN FOLKS ARE DRIVING IMPAIRED, MAYBE THE IMPACT IS LESS OR ARE WE -- IS ENFORCEMENT DOING A BETTER JOB OR DO WE KNOW?

>> THERE IS A ROLE FOR BOTH AND EVEN IN INSTANCES WHERE SOMEONE IS IMPAIRED AND DRIVING ON THE ROADWAY, STREET DESIGN CAN HELP MITIGATE RISK THROUGH THINGS LIKE SPEED REDUCTION, WE KNOW SPEEDS ARE ONE OF THE PRIMARY DETERMINING FACTORS AND HOW SEVERE INJURIES ARE WHEN CRASHES OCCUR.

EVEN IF SOMEONE'S JUDGMENT IS COMPROMISED IT HAS A ROLE TO PLAY IN HELPING REDUCE RISK AS MUCH AS POSSIBLE.

>> I'M GOING TO INSERT MYSELF INTO THE QUEUE AND SUGGEST WE CONTINUE THE CONVERSATION BECAUSE THERE IS A LOT MORE TO COVER AND TWO COUNSELORS WITH MORE TO DISCUSS. I WANT TO BRIEFLY HIGHLIGHT SOMETHING I ALLUDED TO, THE FOCUS ON TRAFFIC SAFETY IN THIS CALENDAR YEAR AND SOME OF [AUDIO ISSUES] IN TERMS OF AWARENESS AND ACCOUNTABILITY WHERE THEY DRIVE IN A WAY THAT IS NOT CONSISTENT WITH LAWS AND MAYBE AREN'T AWARE AND WHEN THEY DRIVE UNSAFELY THAT IS AN IMPORTANT PART OF THE WORK WE ARE DOING BECAUSE THERE IS AN INFRASTRUCTURE AND DESIGN COMPONENT AND I APPRECIATE THE EFFORT AT STAFF MADE TO PUBLICIZE THE FACT THAT EPD WAS GOING TO BE DOING NETWORK AND RAISING AWARENESS AROUND SAFE INTERFACE BETWEEN VEHICLES AND PEDESTRIAN CROSSINGS AND HAVING A DECOY PEDESTRIAN INTERFACING WITH A RED AWAY AND WE WILL LEARN ABOUT THAT IN REAL TIME. I WANT TO HIGHLIGHT SOMETHING HAPPENING WHICH UNDERSCORES THE COMMUNITY INTEREST IN THE CONVERSATION.

AND THAT IS ON WEDNESDAY, MAY 20TH, AT THE PARK ON RIVER ROAD THERE WILL BE A [AUDIO ISSUES] AND GATHERING AND I WILL BE AT THIS EVENT OUR CITY STAFF WILL BE ATTENDING, OTHERS AS WELL [AUDIO ISSUES] GREATER EUGENE AREA, COMMUNITY ORGANIZATIONS, LTD, GTFF, TRANSPORTATION SERVICES, JEFF SKINNER AND CITY EXECUTIVE LEADERSHIP REALLY UNDERSCORING THE FACT THAT THERE IS A LOT TO TALK ABOUT IN THE COMMUNITY AND THE WORK AND COLLECTIVELY WE ARE STRIVING TO DO TO ENSURE OUR STREETS ARE SAFE AND PEOPLE CAN USE OUR TRANSPORTATION SYSTEM TO ACCESS WHAT THEY NEED. MY ONE QUESTION RELATED TO THIS IS THAT YOU HAVE SHOWED EXAMPLES OF PROJECTS AND POP UP EVENTS AND WE KNOW THERE IS AN INTEREST IN OUR COMMUNITY TO SEE US SCALE UP THE WORK AND MAKE INVESTMENTS OVER TIME BUT ALSO INTERVENE WHEN AREAS ARE DANGEROUS AND AS SOON AS WE POSSIBLY CAN. I AM CURIOUS IF YOU HAVE ANY ADVICE FOR HOW WE MIGHT STRATEGIZE COMMUNITY CONVERSATIONS RELATED TO QUICK PROJECTS AND THESE INTERVENTIONS OR IF THEY ARE FEATHERED IN

SO TO SPEAK WITH LONGER-RANGE STRUCTURE INVESTMENTS YOU HAVE OUTLINED.

>> I WANT TO HIGHLIGHT EPD DID SHARE DATA FROM A CROSSWALK ENFORCEMENT AND I HAVE PULLED IT UP ON THE SCREEN FOR ANYONE WHO MIGHT BE INTERESTED.

GETTING BACK TO YOUR QUESTION ON THE PIECE AND AS I ALLUDED TO EARLIER THE INSTALLATIONS DO REQUIRE MORE PLANNING AND PREPARATION THEN I THINK THE AVERAGE PERSON WOULD ASSUME AND DEPENDING ON THE TREATMENT TYPE WE ARE TRYING TO CONSTRUCT OUT OF QUICK MATERIALS THERE COULD BE A LOT OF COORDINATION WITH LTD SO THAT IS SOMETHING I WANT TO HIGHLIGHT IS THERE IS A LOT OF STAFF TIME CONSIDERATIONS ASSOCIATED WITH THE INSTALLATIONS AND ALSO THERE IS THE NEED TO NOT JUST PROCURE THE MATERIALS BUT ALSO HIRE A CONTRACTOR TO INSTALL THEM BECAUSE IN MANY CASES OUR MAINTENANCE STAFF DO NOT HAVE THE AVAILABILITY TO GO AND INSTALL THOSE MATERIALS THEMSELVES BECAUSE THEY ARE OUT MAINTAINING EXISTING ROADWAY ASSETS.

SO I THINK THOSE ARE TWO BIG CONSTRAINTS THAT AFFECT OUR ABILITY TO TAKE ON THIS WORK IN AN ON-DEMAND MANNER.

WE HEAR THE URGENCY THE COMMUNITY IS FEELING RIGHT NOW AND WE UNDERSTAND AND I THINK OUR APPROACH THUS FAR IS ORIENTED ON TRYING TO EMPHASIZE WE ARE WORKING ON IT IN THE CASE OF PATTERSON WE ARE LOOKING INTO A NUMBER OF POTENTIAL OPTIONS, SOME WILL WHICH UTILIZE BUILT MATERIALS AND WE ARE DOING THE LEGWORK TO FIGURE OUT WHEN IT IS FEASIBLE AND COORDINATE WITH THE PARTNERS WE NEED TO COORDINATE WITH SO IT IS DIFFICULT TO KNOW EXACTLY WHAT TO SAY BUT THERE IS THE

LOCATIONS WHERE WE HAVE THESE INCIDENTS AND THEY ARE SO DIFFERENT FROM EACH OTHER.

THE TREATMENTS THAT MIGHT BE APPROPRIATE FOR A TWO LANE LOCAL STREET ARE DIFFERENT FROM A FIVE LANE ARTERIAL AND THESE TYPES OF INSTALLATIONS MAY BE MORE APPROPRIATE IN ONE CONTEXT VERSUS THE OTHER.

WE ARE TAKING THIS ON A CASE-BY-CASE BASIS BUT GIVE IT DUE CONSIDERATION WHEN IT IS POTENTIALLY AN OPTION.

>> THANK YOU TO STAFF, THANK YOU FOR THE WORK AND CONSIDERATION.

I HAVE COUNSELOR EVANS AND COUNSELOR KIDDING. THE NEXT TIME WE WILL CONTINUE AND WITHOUT I WILL SAY THANK YOU AND THIS CONCLUDES OUR AGENDA FOR TODAY AND I CLOSED THEM 18TH, 2,026 WORK READING. WE ARE ADJOURNED.