



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

February 26, 2020

12:00 p.m. CITY COUNCIL WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

Meeting of February 26, 2020;
Her Honor Mayor Lucy Vinis Presiding

Councilors

Emily Semple, President
Mike Clark
Chris Pryor
Betty Taylor

Jennifer Yeh, Vice President
Greg Evans
Claire Syrett
Alan Zelenka

12:00 p.m. CITY COUNCIL WORK SESSION

Mayor: *I call the February 26, 2020, work session of the Eugene City Council to order.*

- 1. WORK SESSION: Parks and Recreation System Development Charge Methodology Update**
- 2. WORK SESSION: E-Scooters and Micromobility**

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EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Parks and Recreation System Development Charge Methodology Update

Meeting Date: February 26, 2020
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Carolyn Burke
Contact Telephone Number: 541-682-4914

ISSUE STATEMENT

The purpose of this work session is to review options that respond to public hearing testimony and to provide direction on the proposed ordinance and resolutions to adopt updates to the parks and recreation system development charge methodology.

BACKGROUND

In July of 2018, City Council unanimously adopted *Picture. Plan. Play. A Vision and Implementation Plan for Eugene's Parks and Recreation System*, commonly referred to as the Parks and Recreation System Plan. This plan was built on the input of over 12,000 individuals who participated in a multi-year, award-winning public engagement process. With the adoption of that plan, a new project list and priorities for project implementation were established. That project list and its accompanying priorities are the basis for the updated SDC methodology.

The City Council held work sessions in July and October of 2019 and a public hearing in January of 2020. Four individuals provided testimony, two of which were representing the Lane County Homebuilders and the Eugene Springfield Chamber of Commerce. This testimony expressed concern for the impact of a fee increase on affordable housing and requested no fee increase for two years. Additional areas of concern were: a current administrative fee of nine percent, the need to maintain the City's ability to move forward with projects approved on the 2018 bond that require SDC matching funds, potential disincentivizing of multi-family housing, and the availability of operational funding to keep pace with new park development. The following sections describe strategies and options to address those issues.

Administrative Fee: Staff have reviewed the administrative fee and determined that a reduction from 9 percent to 5 percent can be achieved. A motion is included to implement this fee reduction regardless of which direction council takes on the overall SDC fee and rate structure.

Implementing 2018 Parks and Recreation Bond: Council can adopt components of the proposed methodology and the proposed project list to enable bond-related projects that require SDC matching funds to be eligible for the use of SDC funds. Similar to the administrative fee, this

can be done regardless of which direction council takes on the overall fee and rate structure discussion. A motion to implement is included.

Potential Disincentivizing of Multi-Family Housing: Staff reviewed the methodology to evaluate ways to reduce impacts on multi-family housing. In the original proposal, multi-family units that are smaller than two-bedrooms see a reduction or very little fee increase due to their lower occupancy rates. In order to reduce fees on the larger two and three-bedroom units, the following additional actions could be considered that are consistent with previous council direction:

- Eliminate the category for three plus bedroom multi-family units. This category would have seen the largest percentage increase of 123 percent.

- Provide fee adjustments to the two plus bedroom category that vary with location:

- 30 percent fee reduction within $\frac{1}{4}$ mile of a Frequent Transit Network route
- 20 percent fee reduction within $\frac{1}{2}$ mile of a Frequent Transit Network route
- 10 percent fee reduction in all other areas of the city

This fee reduction is consistent with policy direction from Envision Eugene to encourage housing in proximity to key transit corridors. It is also consistent with the Climate Recovery Ordinance to reduce fossil fuel usage. Note that this reduction requires a progressive rate structure and can therefore not be applied to fee implementation Option 4: Status Quo. Attachment A shows the proposed fee adjustment for multi-family housing and Attachment B shows the corresponding map of Frequent Transit Networks.

Fee Implementation Options: Several options for implementing a fee increase are described below. Attachment A shows the fee and rate structure associated with each option.

OPTION 1: Original Proposal- Adopt proposed fee and rate structure with a two-year phase-in plan.

The advantages of this option include:

- Allowing bond projects to be supported with SDC funds
- Proposed lower rates for smaller single-family and multi-family homes will go into effect in year one
- Predictability of future fees and revenue
- Supports funding for other priority one projects during bond completion

The disadvantages of this option include:

- Not responsive to public testimony regarding a delay of fee increase

OPTION 2: Delayed Implementation- Same as the original proposal, but with a two-year delay on implementation.

The advantages of this option include:

- Allowing bond projects to be supported with SDC funds
- Predictability of future fees and revenue
- Responsive to public testimony by delaying fee increase

The disadvantages of this option include:

- Proposed lower rates/incentives for smaller single-family and multi-family homes will not go into effect for two years
- Limited funding for other priority one projects until bond completion

OPTION 3: Phased Implementation- Same as the original proposal, but with a four-year phase-in plan.

The advantages of this option include:

- Allowing bond projects to be supported with SDC funds
- Proposed lower rates for smaller single-family and multi-family homes will go into effect in year one
- Predictability of future fees and revenue

The disadvantages of this option include:

- Partially responsive to public testimony by reducing the impact of a fee increase through a longer phase-in period
- Limited funding for other priority one projects until bond completion

OPTION 4: Status Quo- Do not increase fees or change rate structure for two years and review for possible fee increase and progressive rate structure within two years.

The advantages of this option include:

- Allowing bond projects to be supported with SDC funds
- Responsive to public testimony by delaying fee increase

The disadvantages of this option include:

- Proposed lower rates for smaller single-family and multi-family homes will not go into effect for at least two years
- No predictability of future fees and revenue
- No funding for other priority one projects until bond completion

IMPLEMENTATION OPTION SUMMARY	Bond project funding	Affordable housing incentives	Predictability of future fees/ revenue	Funding for other project list priorities	Responsive- ness to testimony
Option 1: Original Proposal					
Option 2: Delayed Implementation					
Option 3: Phased Implementation					
Option 4: Status Quo					

Proposed Next Steps

Following direction from City Council, the City Manager will bring the revised ordinance and resolutions back to council for adoption. Action will be scheduled following the spring council break.

PREVIOUS COUNCIL DIRECTION

[July 16, 2018, Public Hearing](#)

City Council unanimously adopted *Picture. Plan. Play. A Vision and Implementation Plan for Eugene's Parks and Recreation System*. The projects and priorities in this plan are the basis for the proposed Parks and Recreation SDC methodology.

[July 8, 2019, Work Session](#)

[October 9, 2019, Work Session](#)

[January 21, 2019, Public Hearing](#)

COUNCIL OPTIONS

- A. Direct the City Manager to prepare for adoption a reduction in the SDC Administrative Fee.
- B. Direct the City Manager to prepare for adoption the proposed project list and components of the proposed methodology to ensure funding for 2018 Parks and Recreation bond measure projects.
- C. Move forward under one of the following options with respect to the rate structure and SDC fee increase:

OPTION 1: Original Proposal (includes a two-year phase-in plan for SDC increases)

OPTION 2: Same as Option 1, but with a two-year delay on the new rate structure and SDC increases (no increase until 2022, then the two-year phase-in would begin)

OPTION 3: Same as Option 1, but with a four-year phase-in plan for SDC increases

OPTION 4: Status Quo – Continue to charge SDCs under current rate structure and fees and, in two years, reconsider new rate structure and SDC fee increase

- D. Provide for an SDC adjustment for large multi-family units that implement Envision Eugene and Climate Recovery goals. **(Requires implementation options C.1, C.2 or C.3.)**
- E. Take no action at this time.

CITY MANAGER'S RECOMMENDATION

Regardless of the fee and rate structure City Council chooses to approve, the City Manager recommends 1) adopting a reduction in the SDC administrative fee from nine percent to five percent and 2) adopting the proposed project list and components of the proposed methodology to ensure funding for 2018 Parks and Recreation bond measure projects.

In order to balance council's previous policy direction and goals that implement Envision Eugene and the Parks and Recreation System Plan, while also prioritizing housing, the City Manager recommends Options 1 or 3, which allows for immediate implementation of proposed lower rates for smaller single-family and multi-family homes while allowing a predictable phase in timeline of two to four years.

If council chooses an option other than status quo, the City Manager also recommends adopting an SDC adjustment for large multi-family units that implement Envision Eugene and Climate Recovery goals.

SUGGESTED MOTIONS

- A. Move to direct the City Manager to prepare for adoption a reduction in the SDC administrative fee from nine percent to five percent.
- B. Move to direct the City Manager to prepare for adoption the proposed project list and components of the proposed methodology to ensure funding for 2018 Parks and Recreation bond measure projects.
- C. Move to direct the City Manager to prepare Option 1 or 3 for adoption.
- D. Move to direct the City Manager to prepare for adoption an SDC adjustment for large multi-family units that implement Envision Eugene and Climate Recovery goals.

ATTACHMENTS

- A. Fee Implementation Options
- B. Frequent Transit Network Map for Multi-Family Housing Adjustments

FOR MORE INFORMATION

Staff Contact: Carolyn Burke, Parks and Natural Resource Planning Manager
Telephone: 541-682-4914
Staff E-Mail: cburke@eugene-or.gov

Parks and Recreation SDC Fee Implementation Options

February 18, 2020

	Current Rates	Option 1: Original Proposal		Option 2: Delayed Implementation				Option 3: Phased Implementation				Option 4: Status Quo		
Development Type		Year 1 (1/2 fee increase)	Year 2 and Beyond (full fee)	Year 1 (no increase)	Year 2 (no increase)	Year 3 (1/2 fee increase)	Year 4 and Beyond (full fee)	Year 1 (10% or less increase)	Year 2 (10% or less increase)	Year 3 (10% or less increase)	Year 4 and Beyond (full fee)	Year 1 (no increase)	Year 2 (no increase)	Year 3 and Beyond (unknown)
Single-Family (Avg)	\$ 4,308	\$ 5,193	\$ 6,077	\$ 4,308	\$ 4,308	\$ 5,193	\$ 6,077	\$ 4,739	\$ 5,213	\$ 5,734	\$ 6,077	\$ 4,308	\$ 4,308	
Accessory Dwelling Unit	\$ 3,492	\$ 3,035	\$ 3,035	\$ 3,492	\$ 3,492	\$ 3,035	\$ 3,035	\$ 3,035	\$ 3,035	\$ 3,035	\$ 3,035	\$ 3,492	\$ 3,492	
800 or less		\$ 3,035	\$ 3,035			\$ 3,035	\$ 3,035	\$ 3,035	\$ 3,035	\$ 3,035	\$ 3,035			
801-1500		\$ 4,524	\$ 4,740			\$ 4,524	\$ 4,740	\$ 4,739	\$ 4,740	\$ 4,740	\$ 4,740			
1501-3000		\$ 5,435	\$ 6,561			\$ 5,435	\$ 6,561	\$ 4,739	\$ 5,213	\$ 5,734	\$ 6,561			
Over 3000		\$ 6,235	\$ 8,162			\$ 6,235	\$ 8,162	\$ 4,739	\$ 5,213	\$ 5,734	\$ 8,162			
Mobile Home	\$ 3,492	\$ 3,877	\$ 4,262	\$ 3,492	\$ 3,492	\$ 3,877	\$ 4,262	\$ 3,841	\$ 4,225	\$ 4,262	\$ 4,262	\$ 3,492	\$ 3,492	
Multifamily (Avg)	\$ 2,725	\$ 3,494	\$ 4,262	\$ 2,725	\$ 2,725	\$ 3,494	\$ 4,262	\$ 2,998	\$ 3,297	\$ 3,627	\$ 4,262	\$ 2,725	\$ 2,725	
0 Bedrooms		\$ 2,640	\$ 2,640			\$ 2,640	\$ 2,640	\$ 2,640	\$ 2,640	\$ 2,640	\$ 2,640			
1 Bedroom		\$ 2,816	\$ 2,906			\$ 2,816	\$ 2,906	\$ 2,906	\$ 2,906	\$ 2,906	\$ 2,906			
2+ Bedrooms (see adjustments below)*		\$ 3,772	\$ 4,819			\$ 3,772	\$ 4,819	\$ 2,998	\$ 3,297	\$ 3,627	\$ 4,819			
3+ Bedrooms		\$ 4,402	\$ 6,079			\$ 4,402	\$ 6,079	\$ 2,998	\$ 3,297	\$ 3,627	\$ 6,079			
Nonresidential														
A (Hote/motel) Unit = rooms	\$ 1,718	\$ 2,085	\$ 2,451	\$ 1,718	\$ 1,718	\$ 2,085	\$ 2,451	\$ 1,890	\$ 2,079	\$ 2,287	\$ 2,451	\$ 1,718	\$ 1,718	
B (Office, Eating&Drinking)	\$ 1,148	\$ 1,374	\$ 1,599	\$ 1,148	\$ 1,148	\$ 1,374	\$ 1,599	\$ 1,263	\$ 1,389	\$ 1,528	\$ 1,599	\$ 1,148	\$ 1,148	
C (Industrial)	\$ 703	\$ 845	\$ 986	\$ 703	\$ 703	\$ 845	\$ 986	\$ 773	\$ 851	\$ 936	\$ 986	\$ 703	\$ 703	
D (Retail, General Service)	\$ 418	\$ 498	\$ 578	\$ 418	\$ 418	\$ 498	\$ 578	\$ 460	\$ 506	\$ 556	\$ 578	\$ 418	\$ 418	
E (Warehousing)	\$ 169	\$ 202	\$ 235	\$ 169	\$ 169	\$ 202	\$ 235	\$ 186	\$ 204	\$ 225	\$ 235	\$ 169	\$ 169	

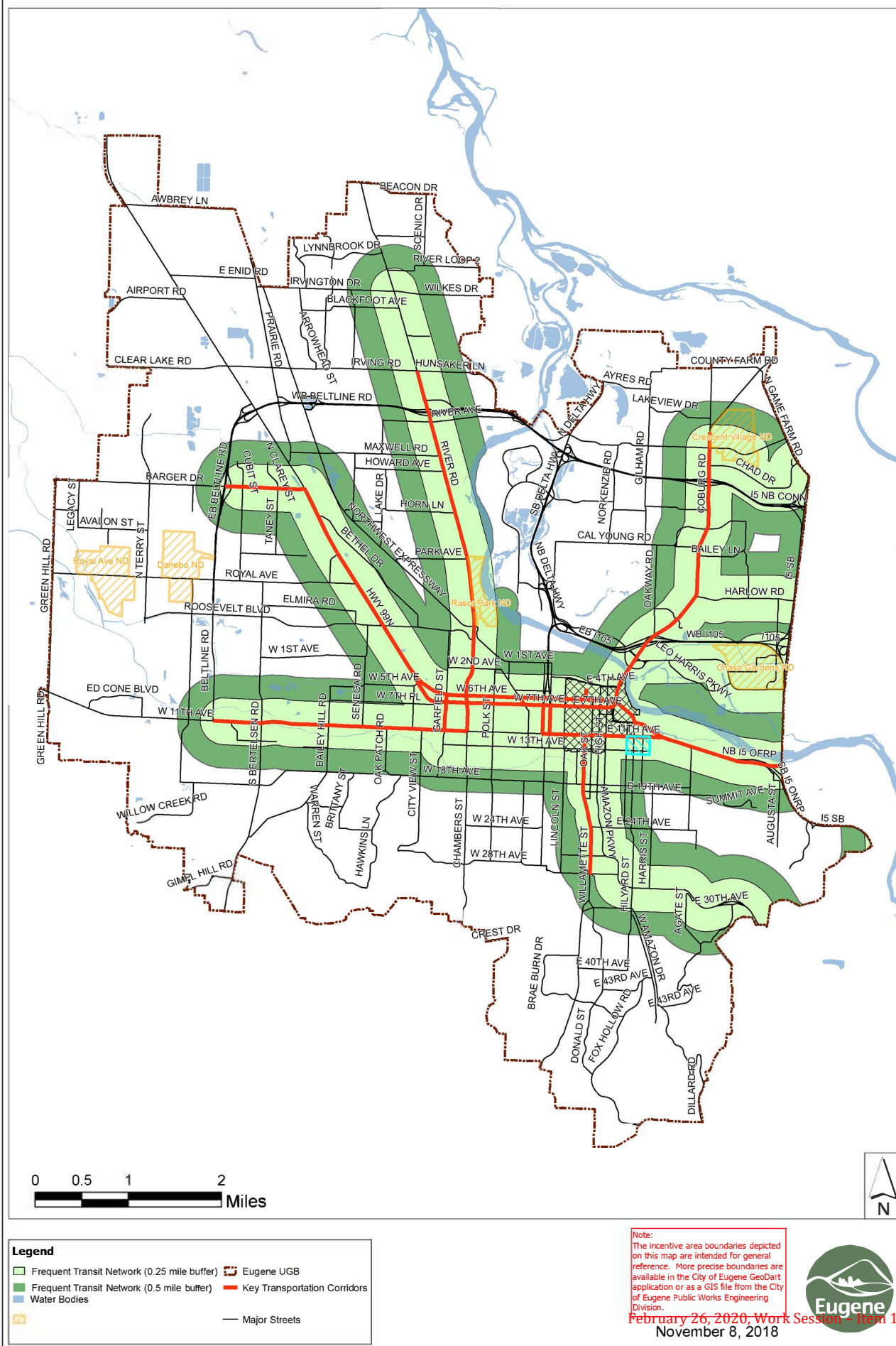
Note: Rate Schedule does not account for annual inflationary increase

Multi-Family Housing Fee Adjustments

Development Type	Proposed Rate	Within 1/4 mile of FTN route		Within 1/2 mile of FTN route		All other areas of City	
		Discount	Proposed Rate with Discount	Discount	Proposed Rate with Discount	Discount	Proposed Rate with Discount
Multi-Family							
2+ Bedrooms	\$ 4,819	30%	\$ 3,373	20%	\$ 3,855	10%	\$ 4,337

*Discounted rate to be applied to phasing schedule above

Parks and Rec SDC Incentive Areas for Large Multi-family Units



EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: E-Scooters and Micromobility

Meeting Date: February 26, 2020
Department: Public Works Engineering
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Rob Inerfeld
Contact Telephone Number: 541-682-5343

ISSUE STATEMENT

Through an adopted ordinance and plan, the City Council has set aggressive targets for reducing fossil fuel use and greenhouse gas emissions from transportation in our community. On July 27, 2016, the City Council adopted the Climate Recovery Ordinance that set Climate Action Goals that include reducing community-wide fossil fuel use by 50 percent compared to 2010 usage with a benchmark target of a 25 percent reduction by 2020. On June 26, 2017, the City Council adopted the Eugene 2035 Transportation system Plan. The TSP has a goal of supporting the city's target of a 50 percent reduction in fossil fuel consumption and specifically calls for a tripling of the percentage of trips made on foot, by bicycle and by transit.

Over the last few years electric scooters (e-scooters) and other micromobility devices have become popular ways for people to travel. While many people own personal e-scooters, these devices have become increasingly popular through the e-scooter share services that are offered in over 100 cities throughout the United States. In 2018 alone, people took more than 38 million trips using shared e-scooters. Surveys of e-scooter users have indicated that a significant number of riders use them as an alternative to traveling in a private passenger vehicle. While the potential to reduce the number of private passenger vehicle trips by implementing shared e-scooter services is promising, numerous concerns have been raised related to safety of e-scooter riders, interactions between riders and people walking or biking, impacts to sidewalk accessibility, and sustainability of the e-scooters themselves.

BACKGROUND

While the City Council has set aggressive targets for reducing greenhouse gas emissions from motor vehicles and tripling the percentage of trips made by walking, biking and public transportation, available data indicates that, as a community, we have not made progress toward achieving these goals. It has been demonstrated in other communities that a significant percentage of shared electric scooter rides are replacing trips previously made by motor vehicle. An electric scooter pilot program presents an opportunity to bring this new form of shared mobility to Eugene to help achieve our goals around active transportation and climate recovery in a way that is also safe and equitable for our community.

“Micromobility device” is a fairly new term used to describe small human- and electric-powered transportation devices and includes bicycles, e-bikes, scooters, e-scooters, skateboards and e-skateboards. These devices are both privately owned and provided through shared services such as PeaceHealth Rides for bicycles and numerous companies that provide shared e-scooter services in cities throughout the world. These companies include Bird, Lime, JUMP, Skip, Scoot and Razor.

One way to introduce shared e-scooters into our community is to conduct a pilot program where one or more companies would be invited through a request for proposals process to provide shared e-scooter services in Eugene for a set amount of time. During the pilot program, data would be collected and evaluated, and a final report would be issued at the end of the pilot to help inform the decision of whether to move forward with shared e-scooter implementation. This approach has been used in Portland and other cities.

Even though e- scooters present an opportunity to achieve city goals, there are concerns that have manifested in other cities and raised by members of our community. These include the safety of e-scooter riders, e-scooter riding on sidewalks endangering people walking, parked scooters blocking sidewalks and curb ramps, and the sustainability of the scooters themselves. To get a better understanding of the public’s perspective on these issues and how to address them, city staff conducted an outreach campaign through a combination of an online survey and listening sessions with key stakeholder groups. The survey, which had 541 responses, asked people to prioritize criteria for selecting e-scooter companies that would operate in Eugene in the categories of safety, sustainability and equity. People were also asked to recommend additional evaluation criteria and to share their thoughts regarding whether e-scooters should be allowed on shared use paths and whether the scooter speeds on paths should be kept lower than the legal limit of 15 mph through a technology called geo-fencing. Staff will provide more information about the public outreach and potential e-scooter pilot at the work session. The results of the public outreach are provided as an attachment.

Should City Council choose to facilitate development of a pilot project and micromobility more broadly in Eugene, a couple of changes to city code could be considered:

- Explicitly defining micromobility device in the city code so that these services can be regulated by the city; and
- Allowing electric micromobility devices on shared use paths in Eugene; other than electric bicycles, such devices are currently prohibited on the city’s shared use paths. All electric micromobility devices, including electric bicycles, are currently prohibited in East Alton Baker Park.

Next steps if City Council elects to move forward with the pilot program:

- Hold a public hearing on changes to the city code.
- Adopt changes to city code.
- City staff will develop and issue a request for proposals in order to select one or more companies to offer shared e-scooter services in Eugene.
- Staff will select a scooter company and launch pilot program.
- Conclude pilot program, develop final report and provide findings to City Council.

PREVIOUS COUNCIL DIRECTION

None

COUNCIL OPTIONS

The City Council may consider the following Options:

- A. Support implementation of an e-scooter pilot program and initiating a code amendment process to consider allowing devices on shared use paths.
- B. Support implementation of an e-scooter pilot program, but do not include allowing use on shared use paths at this time.
- C. Deny implementation of an e-scooter pilot program.
- D. Request additional information or work sessions prior to making decision about whether to proceed with pilot program.

CITY MANAGER'S RECOMMENDATION

Given City Council's previous policy direction to triple mode share from walking, biking and transit and reduce community-wide fossil fuel use by 50 percent by 2030, the City Manager recommends supporting a pilot program to evaluate the possibilities and concerns of e-scooters and other micromobility devices in Eugene. Since these devices are already being used on our shared path system, the City Manager also recommends clarifying this as an approved use as part of this pilot program.

SUGGESTED MOTIONS

- A. Move to direct the City Manager to bring back for council consideration an ordinance amending the code to allow the administrative establishment of a pilot program for licensing e-scooter share services in Eugene.
- B. Move to direct the City Manager to bring back for council consideration an ordinance amending the code to allow *e-scooters and other electric micromobility devices (e.g., e-skateboards)* on shared use paths (outside of East Alton Baker Park).

ATTACHMENTS

- A. E-Scooter Pilot Program Public Outreach Summary

FOR MORE INFORMATION

Staff Contact: Rob Inerfeld
Telephone: 541-682-5343
Staff E-Mail: rinerfeld@eugene-or.gov

E-Scooter Pilot Program Evaluation Criteria Public Outreach Summary

December 2019

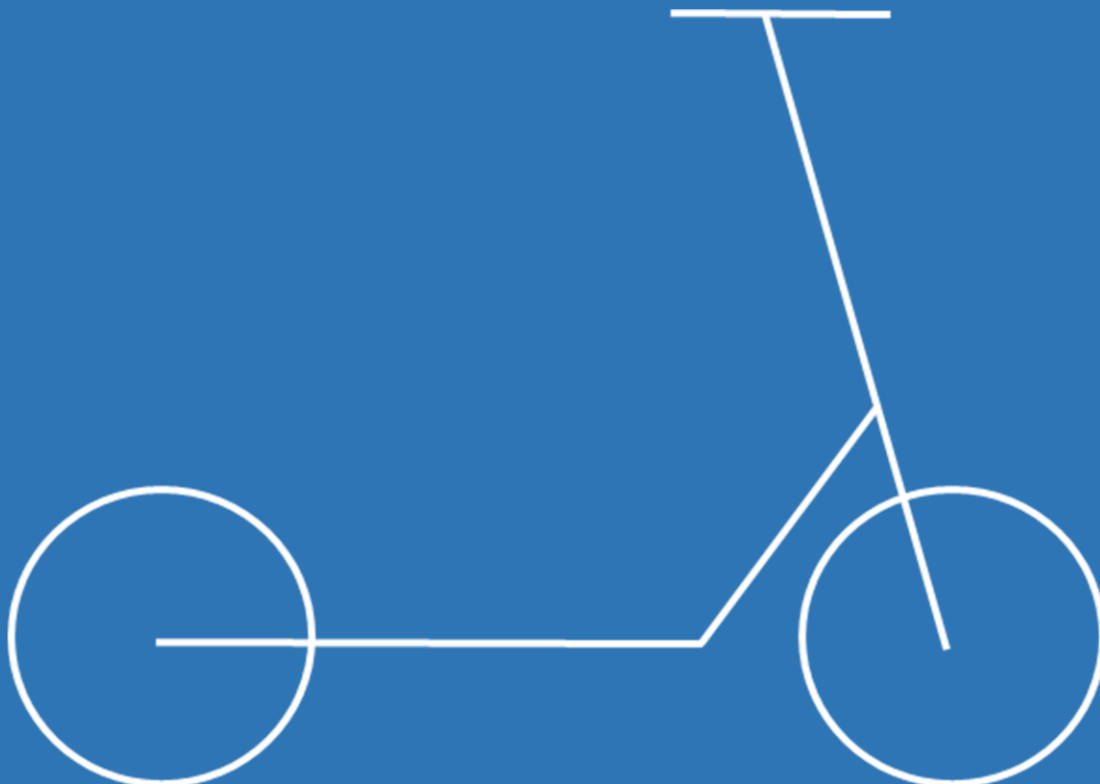


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Introduction

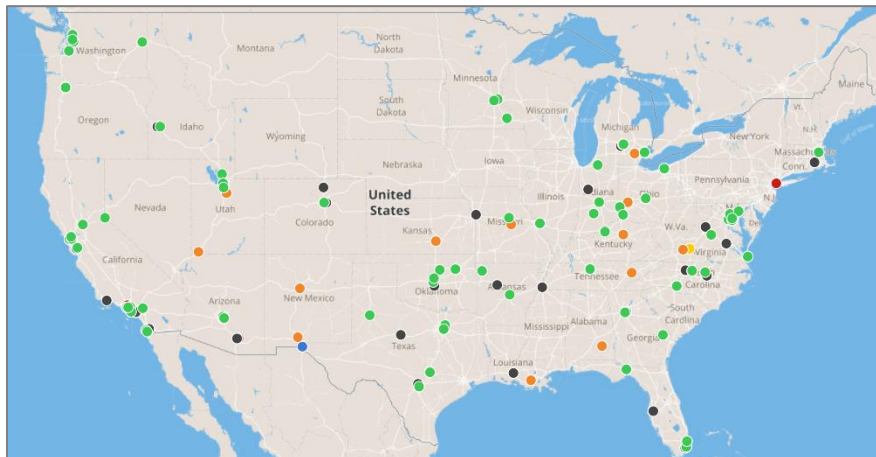
Project Background

The first electric shared-use scooters (e-scooters) appeared on the streets of Santa Monica, CA in September of 2017. By December 2019, fourteen electric scooter companies were operating across 122 American cities. The popularity and rate of adoption of this new mode has been remarkable and undeniable. The City of Eugene (the City) is preparing to join the ranks of those 122 cities by launching an e-scooter pilot program of its own.

E-scooters present an opportunity for the City to achieve its stated goals of (a) tripling the percentage of trips completed that do not involve the use of an automobile, and (b) climate recovery through the reduction of fossil fuel consumption to half that of 2010 numbers. These goals are supported by the Climate Recovery Ordinance and policies in both the city's 20-year long range land use (Envision Eugene) and transportation plans (Eugene 2035 Transportation System Plan).

To inform the pilot creation process, city staff sought to understand the values, ideas, and concerns of the community. Staff did this by using an online survey, conducting listening sessions, and cataloging public comment emails. Information gathered through these processes will be used to develop evaluation criteria that will be used to review future e-scooters companies' applications and ultimately determine which company(ies) will be selected to operate in Eugene.

Figure 1: Map of U.S. Cities with E-Scooter Programs, December 16, 2019



Source: SmartCitiesDive

Survey Background

The online survey was hosted on the City's Engage Eugene website at <https://engage.eugene-or.gov/escooters>. It was open from October 3, 2019 to November 24, 2019, during which time it received 541 responses. The survey was promoted through social media, e-newsletters, public meetings, and media interviews. To better engage traditionally underrepresented communities, community ambassadors representing Centro Latino Americano, Latino Professionals Connect, and the Eugene-Springfield chapter of the NAACP were contacted and asked to promote the survey through their channels.

Persons who took the online survey answered a series of six questions. The first question was a general temperature-check of how respondents feel about a pilot program being launched in Eugene. The second, third, and forth questions presented criteria established by city staff through research about safety, sustainability, and equity. Respondents were asked to select from the list which criteria they considered most important. They were also invited to share additional evaluation criteria they believe the city should consider using.

Next, it was explained that (a) the City might allow e-scooters to operate on shared-use paths, and (b) that if they were allowed on the paths, the City might require e-scooter companies to utilize technologies that would moderate the speed of scooters to less than 15mph. Respondents were then asked to share their thoughts about whether the City should moderate the speed of e-scooters on shared-use paths. Finally, respondents were asked to share any additional thoughts, concerns, or commentary about an e-scooter pilot in Eugene.

Listening Sessions Background

Listening sessions are commonly used to critique and improve ideas. They are used by company work-groups and by public agencies alike, and the number of participants can range from a few to many. For the e-scooter pilot, city staff conducted five listening sessions across three months. Sessions were conducted with organizations and interest groups that represent larger community interests.

Each listening session began with a brief PowerPoint presentation by city staff. The presentation explained reasons for pursuing a scooter pilot, the necessary steps to create a pilot, an acknowledgement of potential scooter concerns, and an introduction to techniques that could be used to alleviate and/or prevent those concerns. After the presentation, the sessions were opened to questions and discussion. **Table 1** provides an overview of who participated in listening sessions; for more detail, see **Appendix A**.

Figure 2: Survey Portal on Engage Eugene Website



Table 1: Listening Sessions Participants

Date of Listening Session	Organization or Interest Group in Attendance	Number of Attendees
September 12, 2019	Active Transportation Committee	11 Committee Members 5 Members of the Public
October 17, 2019	Friends of Downtown	7 Group Members
November 14, 2019	Active Transportation Committee	10 Committee Members 11 Members of the Public
November 15, 2019	Local Government Affairs Council	25 Committee Members 2 Chamber of Commerce Staff
December 9, 2019	Lane Independent Living Alliance	6 Staff Members

Evaluation Criteria

When adopting e-scooters, cities across the country have taken various approaches. Some, like San Diego, CA, and Austin, TX, applied a hands-off, laissez-faire style to regulating e-scooters. Others, like Portland, OR, and San Francisco, CA, have been more hands-on when regulating scooters. City staff in Eugene are working to create terms and conditions that would apply to (a) scooter operation on the part of scooter companies, and (b) scooter use on the part of scooter users. By creating rules and adding structure to an e-scooter pilot, city staff are working to mitigate concerns and potential issues.

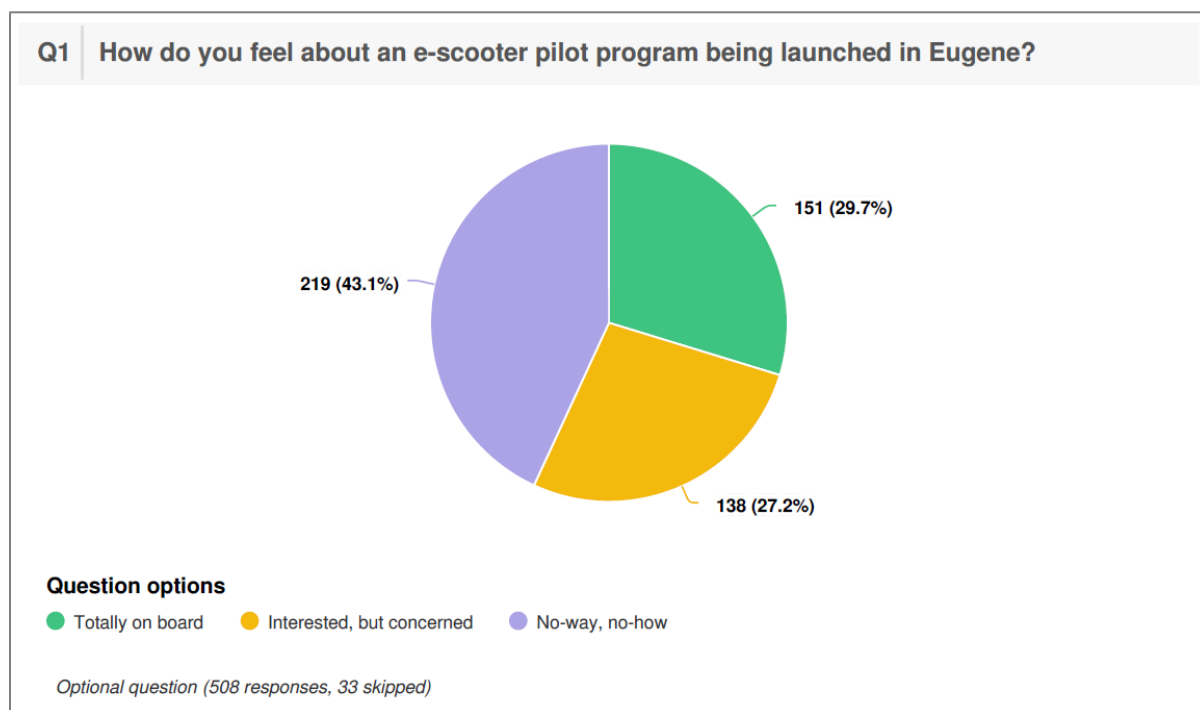
Creating evaluation criteria that will be used to screen future e-scooter companies' applications for permission to operate is integral to this process. Feedback from the online survey, listening sessions, and public comment emails are being used to inform the development of both evaluation criteria, and what "asks" the City may place upon applicant companies. For instance, concern about helmet use is mentioned by respondents to the survey. An applicant company that utilizes technology to recognize if a user is wearing a helmet could be scored more generously than an applicant company that does not.

What We Heard: Summary of Responses

Attitude Toward Scooters

Generally, survey respondents support an e-scooter pilot being launched in Eugene. The majority of survey takers replied that they were either "Totally on board" (30%) or "Interested, but concerned" (27%). Concerns about e-scooters center on safety, sustainability, and mobility and access for seniors and persons with disabilities. These topics were cited by the 43% of persons who replied that they do not support an e-scooter pilot as reasons why. Additional reasons provided not to support a pilot include either personal experience with, or media accounts of, scooters in other cities', or that city resources should be focused on other issues. Conversely, common reasons provided by respondents who support the pilot are that scooters reduce reliance on cars and thus reduce fuel consumption and congestion, that they are fun, and that they provide a unique sense of freedom of movement.

Figure 3: Survey Respondent's Attitude Toward an E-Scooter Pilot in Eugene



Safety/Mobility and Access

Sidewalk riding and improper parking practices (scooters being left anywhere and everywhere) are cited as major safety issues by persons who either (a) do not support the pilot, or (b) are interested in the pilot but have concerns. While sidewalk riding and improper parking practices have safety implications for all members of the community, they pose a special safety issue for seniors and people with disabilities. One respondent commented that when scooters appear out of nowhere, especially in spaces they should not be, it causes psychological stress in addition to physical stress.

Poor helmet use, self-injury, injuries inflicted by scooter-riders onto others, and intoxicated riding are other commonly cited issues.

Sustainability

Several survey takers questioned the public perception of scooters, stating that scooters are commonly viewed as toys and not serious transportation options. Other respondents cited the mental health and drug-dependency issues faced by some members of Eugene's unhoused population. Still others criticized the lifespan of scooters. These issues were cited as reasons for concern about potential theft and vandalism of scooters, or as potential motivations for scooters to be thrown into the Willamette River.

Other commonly cited sustainability concerns include the sourcing of components used in e-scooter batteries, the use of electricity to charge scooters, plastic use in scooter bodies, and that scooters might reduce walking and biking trips instead of driving trips.

Evaluation Criteria

By creating rules and adding structure to an e-scooter pilot, city staff are working to mitigate the concerns and issues cited in the previous section. Evaluation criteria proposed by city staff and listed in the survey focus on the topics of safety, sustainability, and equity. Survey respondents were asked to select the criteria they considered most important for each topic and were invited to propose their own ideas for evaluation criteria as well. While the questions asked respondents to select the criteria they considered *most* important, there was no limit on the number of criteria survey takers could select.

Safety

The survey proposed five safety-focused evaluation criteria. The criteria, in order of most to least selected, are:

1. The company has a plan with concrete actions to promote safe riding and proper parking practices.
2. The company uses technology (such as GPS) to detect and discourage sidewalk riding and improper parking.
3. Scooter design specifications include a lock-to mechanism that locks to fixed objects (ie. bike racks).
4. The company has a plan with concrete actions to promote helmet use.
5. The company does not contract out scooter recharging responsibilities as gig-work (meaning persons are paid per charge scooter and are not considered employees.)

When given the option to propose additional safety-related evaluation criteria, criteria commonly proposed were either programmatic, operational, or design-oriented. Programmatic recommendations include the creation of (a) an etiquette and safety campaign and (b) training courses. Operational recommendations include the need for a means to speed-control scooters and that companies be required to share data. Design recommendations include front and rear lights (which are required by state law), bells or some other means of making noise to alert others to their presence, and seats.

Sustainability

In the sustainability category, two pre-determined criteria were proposed. Survey respondents indicated that they value the need for a company to include an end-of-life plan for the recycling, reuse and/or sustainable disposal of scooters more highly than the use of non-fossil fuel-based vehicles to redistribute and recharge scooters.

Additional criteria proposals centered around energy use for charging scooters, the production of scooters, maintenance and disposal practices, and incentives for scooter use. Examples include that companies should have an anti-fossil fuel commitment, have a strong policy and performance record about using conflict minerals in battery production, should use replaceable components, and should provide incentives to scoot instead of drive.

Equity

Survey takers were provided with five equity-oriented evaluation criteria. Of the 541 persons who participated in the survey, 466 responded to the equity-based question. The top three criteria each received nearly the same number of selections by respondents (214, 212, and 208). The criteria, in order of most to least selected, are:

1. The company provides a means of accessing scooters that does not require the use of a smartphone (i.e. can unlock a scooter via text message).
2. The company provides service in multiple languages, Spanish at a minimum. This includes the company's customer service phone line, website, user-app, and marketing materials.
3. The company offers a low-income plan.
4. The company provides a means of accessing scooters that does not require the use of a bank account, debit card, or credit card.
5. The company provides a seated option for all or part of its fleet.

Other commonly mentioned recommendations for additional equity-based evaluation criteria include that companies need to ensure accessibility for persons with disabilities and that companies have a plan to distribute scooters to underrepresented and low-income areas.

Speed Monitoring

The City is considering allowing scooters on shared-use paths, such as the Ruth Bascom Riverbank Path System. Shared-use paths are paths that are wider than standard sidewalks. In Eugene, they are usually at least 12 feet wide. Due to their width, they are designed to accommodate a variety of recreation and transportation options such as walking, biking, skating, and potentially electric scooting.

Oregon state law requires that electric scooters travel no faster than 15mph. If e-scooters are allowed on the shared-use paths, the City might require scooter companies to use tools and technologies to automatically slow scooters down to a speed below 15mph when they are on shared-use paths. This could potentially be done using GPS and geofencing technologies. Geofencing refers to the creation of a virtual geographic boundary that triggers software to respond when a mobile device enters or leaves a designated area.

Provided with the above information, survey respondents were asked to share their thoughts about if the City should moderate the speed of e-scooters on shared-use paths. There were 442 responses to this question, of which only 66% of survey takers answered the question about speed moderation. The other 34% of responses either stated that they do not want scooters to be allowed on the shared-use paths (18%), that they do not want a scooter pilot in general (12%), or used the question to voice concerns about other issues, such as potential 5G cellular service (4%).

Overall, survey-takers who responded to the topic of speed moderation support moderating the speed of scooters on the paths. The most commonly cited reason why are safety and the potential for speed reduction to mitigate collisions between path users and thus reduce the possibility of injuries occurring. Additionally, multiple respondents suggested potential shared-use path speed limits, which can be found in **Table 2**. Of those who do not support moderating the scooter speed, the dominant argument is that bicycles can exceed 15mph but do not have their speed moderated.¹

Table 2: Suggestions from Survey Respondents for Shared-Use Path Scooter Speeds

5mph	2
6-8mph	2
7-9mph	2
≤ 10mph	9
10mph	9
10-12mph	3
12 mph	6
12-15mph	1
< 15mph	7
≤ 15mph	17
15mph	21
15-20mph	3
20-25mph	1
Bicycle Speed	8
	91

Open Comments

The final survey question asked respondents to share any remaining thoughts, ideas, and concerns they had regarding an e-scooter pilot in Eugene. Comments provided covered a wide range of topics, from reasons why respondents either support or do not support a scooter program, to suggestions for scooter distribution, to recommendations for how to incentivize desired scooter-riding behavior. **Table 3** provides a summary of open comment topics. A more detailed, synthesized list of all comments is provided in **Appendix D**.

Table 3: Common Themes from Open Comments

Do Not Support Pilot Because:	Safety Parking Mobility and Access Sustainability Other Cities' Experience They Are Unnecessary Money Could Be Better Spent	Concerns:	Safety Parking Mobility and Access Sustainability Equity Enforcement Abuse
Recommendations:	General Infrastructure Improvements Scooter Parking Scooter Enforcement	Where Scooters Should Operate:	In the Right of Way Distribution
		Where to Focus Funding (Instead of Scooters)	
		Double-Standard (Scooters vs. Automobiles)	
Reasons to Support Pilot			

¹ Oregon state law regulates the speed of electric-assisted bicycles to 20mph.

Appendix A: Listening Session Participants

September 12, 2019

Active Transportation Committee

Committee Members in Attendance:

Nick Alviani
Bob Beals
Bob Blyth
Michael DeLuise
Robbie Dow
Allen Hancock
Marina Herrera
Brian Johnson
Josh Kashinsky
Sam Miller
Michele O'Leary

Members of the Public in Attendance:

Connie Berglund
Vicky Mello
Robert Patterson
Claire Ribaud
Holly Rockwell

October 17, 2019

Friends of Downtown

Members in Attendance:

Claire Barnum, Downtown Eugene, Inc.
Jen Bell, Downtown Eugene Merchants
Sarah Bennett, Downtown Eugene, Inc. and Bennett Management Company (BMC)
Rob Bennett, Downtown Athletic Club
Michael DeLuise, Downtown Neighborhood Association
Peter Knox, Downtown Neighborhood Association
Matt Sayre, Technology Association of Oregon

November 14, 2019

Active Transportation Committee

Members in Attendance:

Bob Beals
Bob Blyth
Mike DeLuise
Robbie Dow
Allen Hancock
Marina Herrera
Josh Kashinsky
Sam Miller
Michele O’Leary
Holly Rockwell

Member of the Public in Attendance:

Connie Berglund
Gwen Burkard
Mary Christensen
Brad Foster
Luke Habberstad
Peter Hollingsworth
Grace Kaplowitz
Vicky Mello
David Sonichson
Daniel Wilson

November 15, 2019

Local Government Affairs Council

Members in Attendance:

Larry Banks, PIVOT Architecture
John Barofsky, La Perla Pizzeria
Arin Carmack, Cardinal Services
Liz Cawood, CAWOOD
John Doty, Citizens Bank
Brian Erickson, Chambers Construction
Debi Farr, Trillium Community Health Plan
Gerry Harris, PES Environmental
Joel Johnson, Wayfair
Mark Johnson, Lane Transit District
Ingrid Kessler, Emergency Veterinary Hospital
Lee Lashway, Hurrang Long
Larry Newby, Retired Commercial Real Estate

Milton Oilar, Campbell Commercial Real Estate
Jeannine Parisi, EWEB
Ralph Parshall, Mercedes Benz of Eugene
Darcy Phillips, Cornerstone Community Housing
Matt Roberts, University of Oregon
Sherry Schaefer, State Farm
Carol Schirmer, Schirmer Satre
Betsy Schultz, Realtors Association
Kate Reid, LTD Board, Public Streetwear
Bill Whalen, Summit Bank
Victoria Whitman, Windermere
Tenille Woodward, Pension Planners Northwest

Chamber of Commerce Staff in Attendance:

Joshua Monge, Director of Economic Development
Brittany Quick-Warner, CEO

December 9, 2019

Lane Independent Living Alliance

Persons in Attendance:

Kathleen Dusing, Work Incentives Coordinator
Cora Jones, Independent Living Program Supervisor
Erycka Organ, ADA Access Specialist & Trainer
Eugene Organ, ADA Coordinator
Tim Shearer, Independent Living & Outreach Specialist
Kathy Jenness, Independent Living Specialist

Appendix B: Demographics of Survey Participants

General Demographics

Table B1: Are you a student enrolled at a school in Eugene?

Yes, K-12	6	1%
Yes, Undergrad or Grad	72	14%
No	454	85%
	532	100%

Table B2: What is your age?

Under 18	2	0.4%
18-24	55	11%
25-34	100	20%
35-49	137	27%
50-64	116	23%
65+	98	19%
	508	100%

Table B3: What pronouns do you use?

She/Her/Hers	256	52%
He/Him/His	203	41%
They/Their/Theirs	33	7%
	492	100%

Table B4: What Council ward do you live in?

Ward 1	133	25%
Ward 2	128	24%
Ward 3	55	10%
Ward 4	35	6%
Ward 5	36	7%
Ward 6	18	3%
Ward 7	50	9%
Ward 8	47	9%
I don't live in Eugene	40	7%
	541	100%

Table B5: What ethnicity(ies) do you identify with?

African/Black	9	2%
Asian	10	2%
Caucasian/White	419	88%
Hispanic/Latinx	23	5%
Native American / Alaska Native	7	1%
Pacific Islander / Native Hawaiian	2	0%
Other	7	1%
	477	100%

Table B6: What is your annual income (before taxes)?

Under \$15,000	65	14%
Between \$15,000 & \$29,999	57	12%
Between \$30,000 & \$49,999	109	23%
Between \$50,000 & \$74,999	89	19%
Between \$75,000 & \$99,999	77	16%
Over \$100,000	73	16%
	470	100%

Support for Scooter Pilot by Demographics

Table B7: Support for Pilot by Student Type

	Totally On Board	Interested, but Concerned	No-way, No-how	
K-12	50%	17%	33%	100%
Undergrad or Grad	62%	18%	21%	100%
No	25%	28%	47%	100%

Table B8: Support for Pilot by Pronouns

	Totally On Board	Interested, but Concerned	No-way, No-how	
She/Her/Hers	26%	29%	45%	100%
He/Him/His	42%	23%	35%	100%
They/Their/Theirs	13%	39%	48%	100%

Table B9: Support for Pilot by Age

	Totally On Board	Interested, but Concerned	No-way, No-how	
Under 18	50%	50%	0%	100%
18-24	66%	21%	13%	100%
25-34	46%	22%	32%	100%
35-49	30%	31%	40%	100%
50-64	19%	35%	46%	100%
65+	10%	26%	64%	100%

Table B10: Support for Pilot by Ethnicity

	Totally On Board	Interested, but Concerned	No-way, No-how	
African/Black	67%	11%	22%	100%
Asian	20%	0%	80%	100%
Caucasian/White	34%	29%	38%	100%
Hispanic/Latinx	29%	19%	52%	100%
Native American / Alaska Native	29%	14%	57%	100%
Pacific Islander / Native Hawaiian	0%	0%	100%	100%
Other	0%	67%	33%	100%

Table B11: Support for Pilot by Income

	Totally On Board	Interested, but Concerned	No-way, No-how	
Under \$15,000	46%	28%	26%	100%
Between \$15,000 & \$29,999	33%	17%	50%	100%
Between \$30,000 & \$49,999	30%	31%	39%	100%
Between \$50,000 & \$74,999	27%	28%	46%	100%
Between \$75,000 & \$99,999	29%	29%	42%	100%
Over \$100,000	31%	27%	42%	100%

Representation of Select Demographics

Table B12: Representation of Collegiate Students Compared to Total Student Body and Non-Students Compared to Total Non-Collegiate Eugenean Adult Population

	Total Respondents	Total Population	% Pop Represented by Respondents
Undergrad or Grad Student	72		0.15%
Not Student	454		0.32%
Total UO + LCC Student Enrollment*		48,975	
Total Eugene Population Aged 18+, 2018**		141,978	
*Enrollment figures for University of Oregon are for academic year 2018-2019, and for Lane Community College are academic year 2019-2020			
**Source: Total Population (ACS 2018, V2018) MINUS Population Aged 17 or Younger (ACS 2013-2017 5-Yr Est, S0101)			

Table B13: Representation of Ethnic Groups in Survey Responses Compared to Percent of Total Population

	% of Population, 2018*	% of Total Respondents**
African/Black	2%	2%
Asian	4%	2%
Caucasian/White	84%	88%
Hispanic/Latinx	10%	5%
Native American / Alaska Native	1%	1%
Pacific Islander / Native Hawaiian	0.3%	0.4%
Other	--	1%

*Source: ACS 2018, V2018

**As determined by number of persons who answered ethnicity demographic question (n=477), not by total survey takers (n=541)

Appendix C: Evaluation Criteria Survey Results

Figure C1: Number of Selections for Proposed Safety Evaluation Criteria

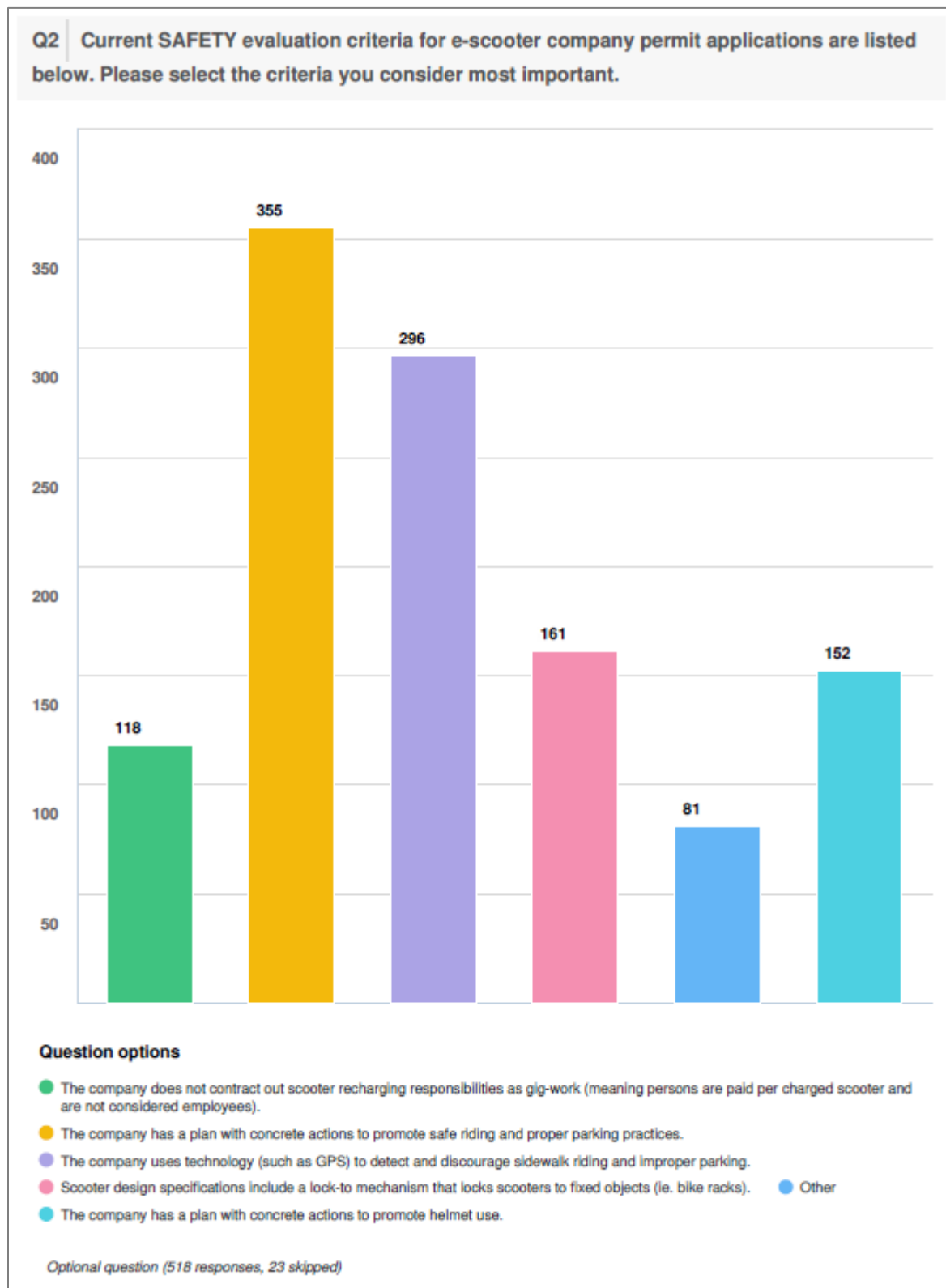


Figure C2: Number of Selections for Proposed Sustainability Evaluation Criteria

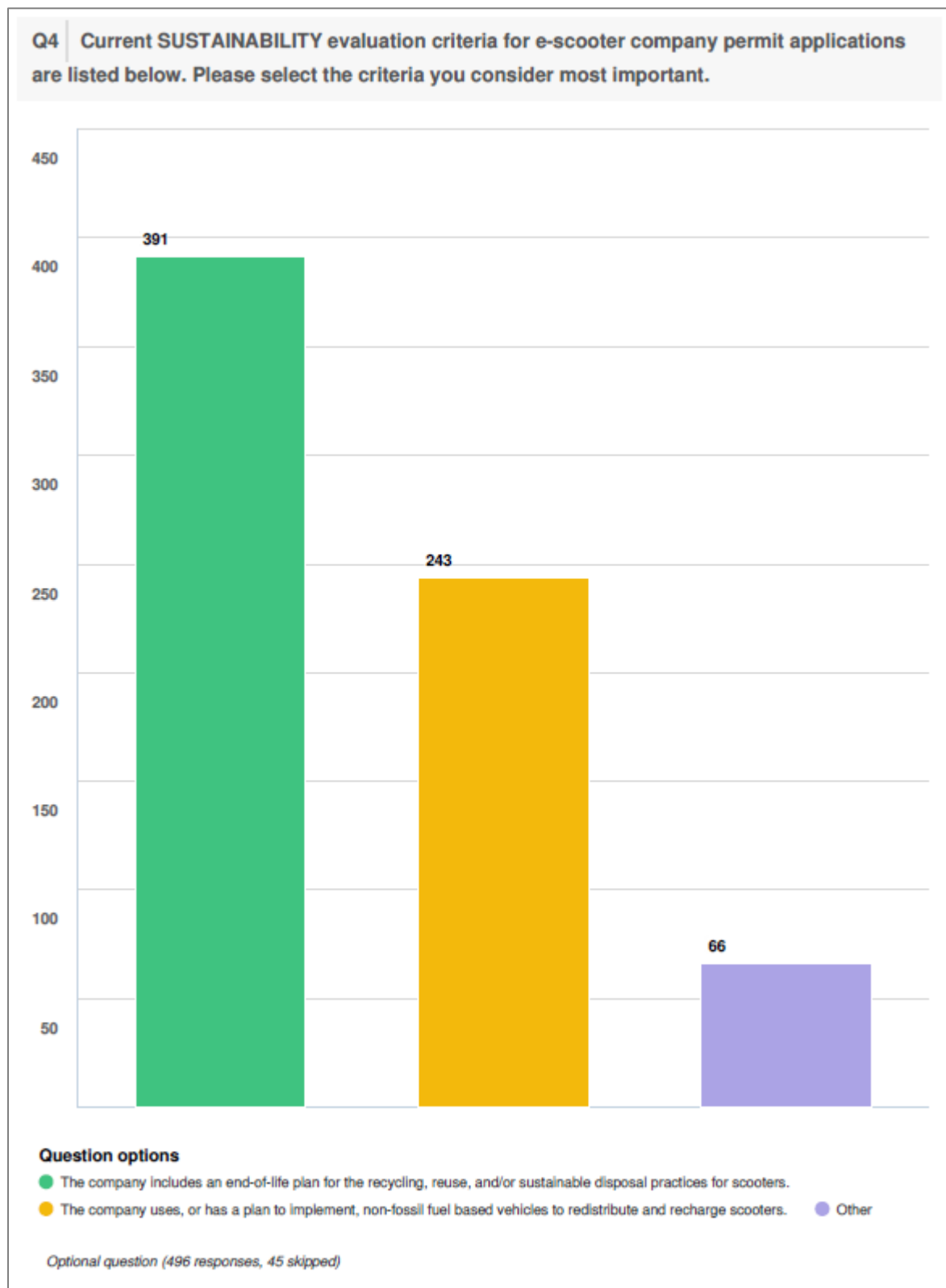
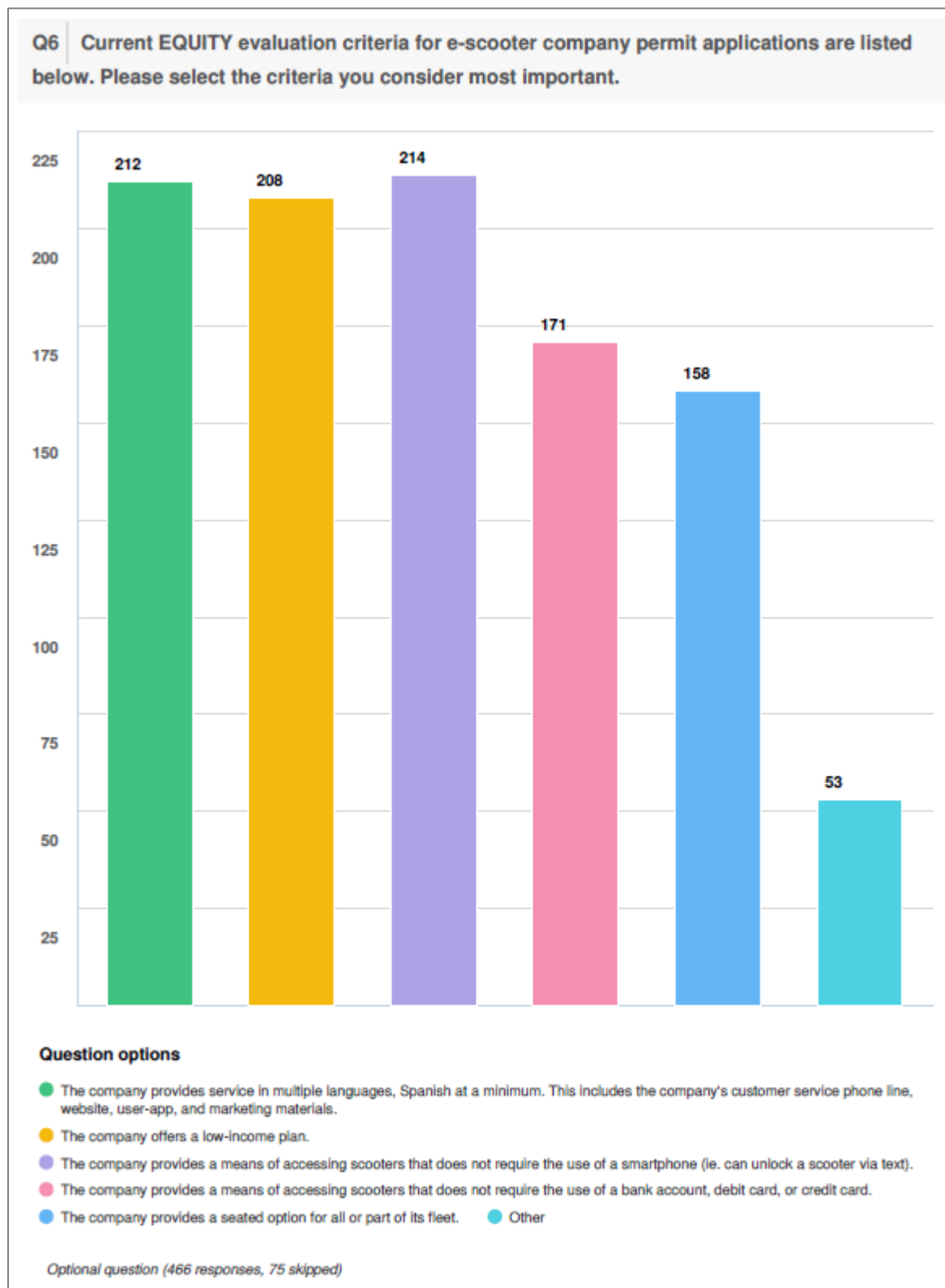


Figure C3: Number of Selections for Proposed Equity Evaluation Criteria



Appendix D: Open Comments – Categorized

SUPPORT FOR PILOT BECAUSE...

- Reduced reliance on cars
- They are fun!
- Great last-mile option
- Will reduce fuel use and relieve congestion
- Allow people to save money (gas, taxis) and create a booming community if used properly with correct safety measures.
- Quick and inexpensive travel
- Anything to get fewer folks driving
- Continues shift away from car-centric to human-centric streets
- Great alternative to car when exploring cities
- Using scooters in other cities greatly improved ability to travel longer distances without impacting traffic
- Convenient when don't have car
- Can use for both recreation and commuter trips!
- More freedom of movement, not bound by a bus schedule
- Great option for people who don't feel comfortable on bikes
- Helps those with mobility problems get around more easily
- Hope that scooters will push city closer to safer streets – separated infrastructure, slower car speeds, more traffic calming
- People from all walks of life using them in Portland
- Cars are the MOST dangerous thing - both directly and indirectly (climate change)
- Lower carbon footprint
- More equitable than car-ownership
- Privately owned scooters are already here!

MAYBE

- Could lessen fossil fuel use, but also unsafe
- Scooters have potential, but also have problems
- Waiting till it successfully implemented elsewhere

DOUBLE-STANDARD

- Higher set of expectations from status quo (read: cars) is impeding achieving Envision Eugene goals
- Unfair to place such a higher bar for scooters than automobiles
- Apply same standards to automobiles as are asking of scooters

CONCERNS	
SAFETY	SUSTAINABILITY
<ul style="list-style-type: none"> • Injury, to self or others • Potential collisions/conflicts with other persons • Sidewalk riding • Helmet use • Intoxicated riders • Inexperienced riders • Not enough safe infrastructure • Bike lanes not safe option • Potential to cause traffic collisions • Speeding • Underaged riders • Unsafe Riding • Might result in deaths • Impact of wet winter weather on safety and ridership • Scooters will make pedestrians and bicyclists feel unsafe • Unsafe operation of scooters in roadways • People riding where they shouldn't • Might add danger to sidewalks • Street riding seems dangerous 	<ul style="list-style-type: none"> • Might end up in the river • Might replace walking and biking trips, not car trips • Scooter lifespan • Will fill landfills • Battery components and plastics • Do not believe scooters are eco-friendly • Negative environmental impact: use electricity • Will negatively impact bikeshare • Potential to cause more traffic and pollution • EVs in general are not sustainable • Energy security via renewable energy is a myth • Will not get people out of their cars
	EQUITY
	<ul style="list-style-type: none"> • Only serves the young and able-bodied • Is only for the wealthy • Potential to further class divisions • Only for a few, not the whole
PARKING	UNCATEGORIZED
<ul style="list-style-type: none"> • Unwanted parking behavior • Parking stations will take valuable sidewalk/parking real estate • Parking outside of designated areas 	<ul style="list-style-type: none"> • Ability of City to conduct enforcement • Liability • Scooters seen as toys, not to be valued - encourages abuse • Will create more problems than solutions • Obstruction of waterfront • Would create an uninviting Downtown experience • Don't trust citizens to handle e-scooters • Reliance on 5G tech • Limits of Technology • Drivers will be blamed for poor scooter use • Non-local companies not paying fair share of Oregon taxes • Sidewalks too small
Mobility and Access	
<ul style="list-style-type: none"> • Sidewalk obstruction • Blocked bike lanes • Congestion in bike lanes 	
EQUIPMENT ABUSE	
<ul style="list-style-type: none"> • Vandalism • Theft 	

DO NOT SUPPORT BECAUSE...

SAFETY

- Scooters are Unsafe/Dangerous/Hazardous
- Injuries (to self and others)
- Sidewalk riding
- Riders tend not to obey traffic laws when on road
- Scooters not as safe as bikes or e-bikes
- Potential for conflicts/collisions with other users
- Fast riding
- Wrong-way riding
- Lack of helmet use
- Antithetical to Vision Zero
- Sidewalks are already unsafe (poorly lit, unmaintained vegetation, sidewalk riding)
- Hard to see at night
- Traffic hazard
- Unsafe for car drivers
- Scooters will enrage drivers who don't like sharing the road
- Unsafe to pedestrians on sidewalks
- People do not pay attention to their surroundings
- Personally injured on one elsewhere

SUSTAINABILITY

- Will end up in the river
- Not sustainable
- Lifespan too short
- Must mine rare minerals, use electricity, and/or use plastic
- Will replace walking trips
- Net negative for carbon neutrality

PARKING

- Improper parking in undesignated areas
- Lack of docks makes them susceptible to being tossed around

Mobility and Access

- Sidewalk obstacles

OTHER CITIES

- Because have been to other cities with them
- Hasn't worked in other cities
- Accidents/injuries occurred in other cities

UNNECESSARY

- They are unnecessary
- Already have sidewalks to walk on, bikeshare, and/or public transit
- Eugene is already very bike-friendly and doesn't need this extra thing
- Bikes are more effective in any situation that a scooter would be used.

UNCATEGORIZED

- Money better spent (on what is in another column)
- E-scooters are novelty, trend, fad, not a practical transportation alternative
- Vandalism
- Not a practical winter option
- Nuisance
- Will worsen Downtown's bad reputation
- Not well-suited for use on either the streets or the sidewalks
- Bad for bikes
- Impede car and bike traffic
- Rich companies are the ones pushing this agenda

WHERE SCOOTERS SHOULD OPERATE

- Do not allow on sidewalks
- Only allow in bikes lanes
- Do not allow in bike lanes
- Don't allow scooters on shared-use paths
- Should only be allowed on streets
- Set restrictions for where can operate
- Amend code to allow on shared-use paths
- Only allow on shared-use paths if they are quiet
- Do not allow on park paths
- Should have scooter-only zones
- Should allow on sidewalk when there is no bike lane present
- Should not be allowed on any public right of way
- Should limit use to parking-limited areas

DISTRIBUTION

- Service outside of downtown
- Distribute all around Eugene
- Include it near/on campus.
- Service in North Eugene (north of Beltline)
- Good for downtown and UO, not beyond that

RECOMMENDATIONS

- Learn from other cities
- Better option may be to provide e-bikes
- Better to implement more incentives to bike and walk
- Better to upgrade PeaceHealth bikes to e-bikes first
- Bikeshare is better option
- Company needs solid plans for retrieving abandoned scooters
- Company should clearly be required to deal with abandoned scooters left at business and private spaces.
- Coordinate with UO and other key partners
- Do not contract with Razor or Lime
- Employees recharge and redistribute (not gig workers)
- iBikeEug should be updated/renamed for can report hazards in micro-mobility lanes
- Integrate into transit
- Make it easy to access
- Need an independently elected city auditor
- Prevent overcharges
- Promote message that this is net positive to community
- Scooters, along with bikeshare, should be treated like critical last mile transportation option
- Use similar incentives model to PeaceHealth Rides
- Users need to agree that they will be held liable
- Use same level of oversight post-pilot
- Contract condition that can't pull scooters suddenly overnight - must give at least 30-day notice

ENFORCEMENT

- Fines for not parking at dock/designated area
- Need enforcement
- Do not have ability to enforce
- Sizable penalties to companies for not following through on sustainability and equity requirements
- Smart fees - deposit for damage, late-return fee, no-return-penalty if scooter not returned to where it belongs, or offer 24-hour rental if can't make it to parking station
- Allocate that enforcement energy into enforcing high-risk behaviors like distracted driving, not helmet use
- Scooters should adhere to same traffic regulations as bicycles
- Penalize users who don't comply with rules
- Disable scooter when rules aren't being followed

PARKING

- Need designated parking
- Need designated on-street parking
- Scooters should be docked
- Designated parking with locking mechanisms
- Can use strategy of no-parking zones in high-traffic pedestrian areas such as along the river
- Improper parking will happen and will deter people from alternative modes
- Oppose lock-to mechanisms unless provide additional infrastructure
- Parking lots outside of downtown to lessen downtown congestion and promote active transit within downtown
- Docking station to prevent sidewalk blockage

INFRASTRUCTURE

- Need more protected infrastructure to deter sidewalk riding
- City should call bike lanes "micro-mobility lanes/paths" and maintain/improve/expand them accordingly
- Build it and they will come (designated infrastructure)
- Need fully integrated multi-modal transportation network first

FINANCIAL ALLOCATION (Money Would Be Better Spent On...)

- Bikeshare
- Public transit
- Homeless population issues
- Affordable housing / Housing
- Electric busses
- ADA compliancy
- Building additional bridges over Willamette River
- Charging stations
- Distracted Drivers
- E-bikes
- Economic/environmental/housing issues
- Electric cars

- Emergency Services
- Healthcare
- Mentally Ill

Infrastructure

- Bike lanes
- Intersections & pedestrian crossings
- Protected infrastructure
- Roads
- Street paving

MISCELLANEOUS

- City shouldn't put any money into pilot
- Need transparency of how much city funding is going into program

UNCATEGORIZED

- No criteria more important than getting more cars off the road
- Stop making this so much more complicated than necessary.
- It's pretty cool that the city is thinking about these categories!
- Great opportunity - don't mess it up!
- Don't let older generation ruin it for the younger generation
- People are scared of new things
- Scooters are coming regardless - privately owned ones already increasing
- May have utility in densely travelled areas
- Stand-up scooters are for recreation, seated are for longer trips and errands
- DO allow gig-work charging
- Gig-work offers flexible, reasonably paid work opportunity