



## BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

# AGENDA

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**Tuesday, August 25, 2020**

This meeting will have remote access.

At 7:00 p.m., join the meeting from your computer, tablet, or smartphone,  
by clicking the link below:

<https://www.gotomeet.me/CommunityDevelopmentCityofAlbany/bpac>

You can use your microphone or dial in using your phone.

[+1 \(408\) 650-3123](tel:+14086503123)

Access code/Meeting Id: 658-995-069

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES
  - a. July 28, 2020
4. SCHEDULED BUSINESS
  - a. Introduction of New Member
  - b. Safe Route to School Grant Update
  - c. Bike Share Discussion
  - d. Planning for Future Walk and Bike Events
5. BUSINESS FROM THE COMMITTEE
6. NEXT MEETING DATE: September 22, 2020
7. ADJOURNMENT

Microphones will be muted and webcams will be turned off for presenters and members of the public unless called upon to speak.

If participant(s) disrupt the meeting, the participant(s) microphone and webcam will be turned off.

If disruption continues, the participant(s) will be removed from the meeting.

Due to Governor Brown's Executive Orders limiting public gatherings during the COVID-19 pandemic, this meeting is accessible to the public via phone and video connection. Remote access information is listed at the top of this agenda.

[cityofalbany.net](http://cityofalbany.net)





CITY OF ALBANY  
BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

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**MINUTES**

Tuesday, July 28, 2020, 7:00 p.m.  
Periwinkle Room, 333 Broadalbin Street SW  
Approved: Draft

**CALL TO ORDER**

The meeting was called to order by vice-chair Virnig at 7:06 pm

**ROLL CALL**

Commissioners present: Chair Terry Virnig, Justin Peterson, Ann Ketter, and Rob Bornheimer  
Commissioners absent: Dennis Pendley, Lori Fluge-Brunker, and Jim Lawrence  
Staff present: Transportation Systems Analyst Ron Irish and Clerk III Lisa Kanaski  
Others present: None

**APPROVAL OF MINUTES**

The minutes from the February 25, 2020, meeting were approved unanimously.

**INTRODUCTION OF NEW MEMBER**

Dennis Pendley was not in attendance and will be introduced at a future meeting.

**BUSINESS FROM THE PUBLIC**

None.

**STATUS UPDATE ON CURRENT PROJECTS**

Irish updated the committee on the two safe routes to school projects open right now, stating that the application period closes at the end of August. He is going to council on August 10 to outline the two potential projects. City Council will decide whether to apply for one, both, or neither. Irish explained the projects in detail and stated that there is a staff recommendation to apply for both.

The first project is a sidewalk infill project on Geary Street from Grand Prairie Road south to 34th Avenue. Irish stated the project would cost 1.6 million dollars. This project would include right-of-way acquisitions, which would require contacting each property owner along the span of the project work area and buying frontage of their property. This grant would fund 80 percent of the work, and the City would pay 20 percent of the cost. The 20 percent the City matches would come from System Development Charge (SDC) funds.

The second project is on the north side of Queen Avenue from Periwinkle Creek to Geary Street. This project would include converting the sidewalk and on-street bike lane into a multi-use path. This would be the first step for the City to have a more direct path for the Periwinkle bike paths that are north and south of Queen Avenue. They would also be installing two enhanced crosswalk systems to benefit Sunrise Elementary. This project is also eligible for 80 percent funding and 20 percent City SDC funds.

Irish asked the commission to decide on which project to apply for so staff could present their vote at the upcoming council meeting. A discussion ensued about both projects and which one the commission preferred. Ann Ketter requested a vote. The commission agreed to apply for both grants but to prioritize the first project on Geary Street if the council asked them to choose only one project; however, the commission is concerned about right-of-way acquisition on Geary Street.

July 28, 2020

Irish reviewed projects under construction, which included the construction of a traffic signal at the intersection of Gibson Hill and Crocker Lane, improvements on Lochner Road from Marion Street to Oak Creek, an Oregon Department of Transportation (ODOT) safety project to modify four traffic signals, and a Highway 20 safety project that ODOT is working on a design for. The commission discussed the Bike Share System in Corvallis; however, Steph Nappa, with the Council of Governments who agreed to present to the commission, was out of town for this meeting. She will attend a future meeting for discussion and a presentation. Ketter asked about the Old Salem Road sidewalk project; discussion ensued. The commission inquired about a church property on North Albany Road and Gibson Hill Road; discussion ensued. Virnig mentioned how children were having to walk on the road going to school at Oak Grove Elementary; discussion ensued.

#### **TOPICS FOR FUTURE MEETINGS**

Virnig asked about receiving feedback on the projects discussed above. He also inquired about the budget and would like to discuss further in future meetings. He discussed being hopeful for events, that have been canceled this year, happening next year and would like start planning now. Irish will work on donations for the bike rodeo and walk downtown.

#### **BUSINESS FROM THE COMMISSION**

None

#### **NEXT MEETING DATE**

The next Bicycle and Pedestrian Advisory Commission meeting is scheduled for August 25, 2020

#### **ADJOURNMENT**

The meeting adjourned at 7:56 p.m.

Respectfully submitted,

Reviewed by,

Lisa Kanaski  
Clerk III

Ronald G. Irish  
Transportation Systems Analyst

# INTRODUCTION TO BIKESHARE

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AND LESSONS LEARNED FROM PEDAL CORVALLIS

Steph Nappa, Oregon Cascades West Council of Governments

Albany BPAC Meeting - 08/25/2020

# Overview

- History of Bikeshare
- System Types and Operating Models
- Current State of the Industry
- Oregon Examples
- Pedal Corvallis Program, History and Next Steps
- Questions and Discussion

# History of Bikeshare

- 70's-90's -First concept from bike advocates painting standard bikes and leaving them out for people to use for free
- Late 2000's - Cities formalize with specialized bikes, docs, and payment kiosks
- Mid 2010's – Concept gains popularity worldwide, more vendors available
- Late 2010's – Tech startups create “dockless” free-floating bikes accessed by smartphone
- “Micromobility” companies launch electric bikes and scooters



Paris Velib' bikeshare, launched in 2007, is one of the first municipal bikeshare systems

# System Types



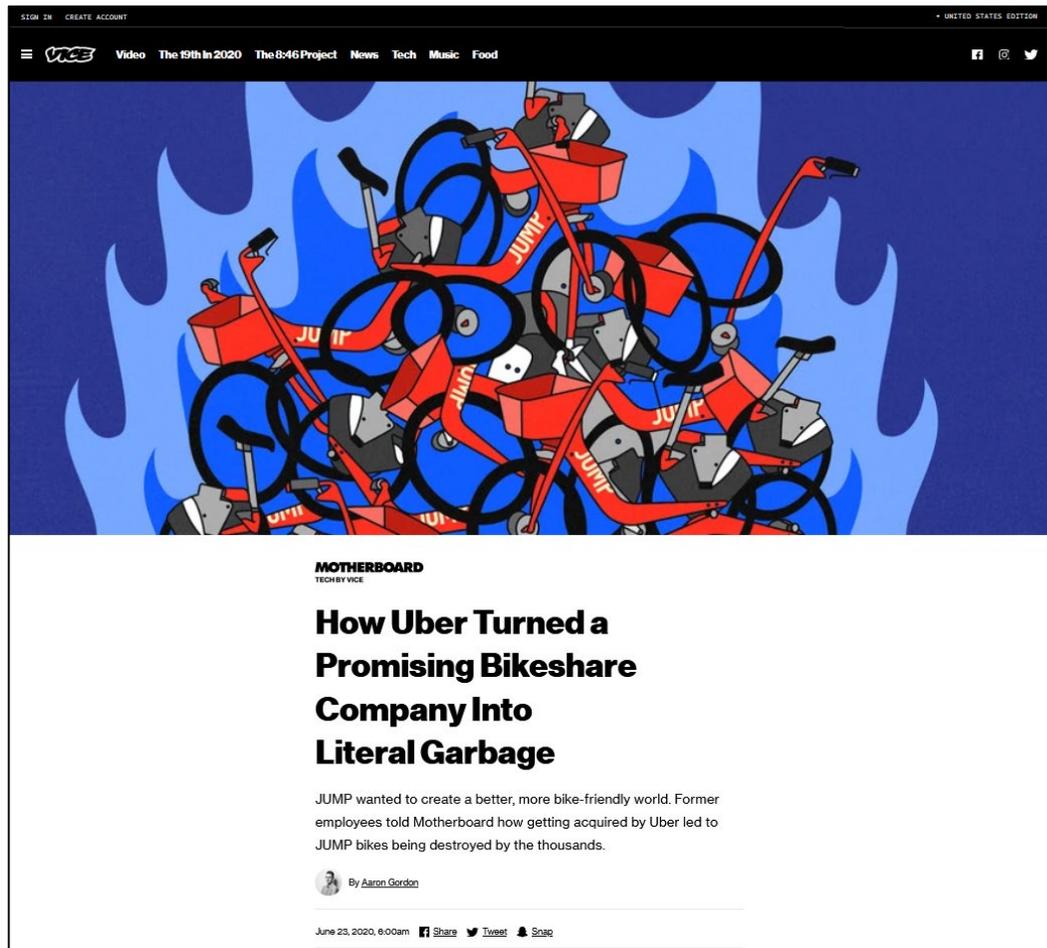
- Station-Based/Docked – Use specialized stations and docks where bikes can be accessed and must be returned to. Can have payment kiosks or use a smartphone app to rent bikes.
- Dockless – Bikes are free-floating and self-lock. They don't require a user return a bike to a specific location and are rented by a smartphone app.
- Hybrid – System uses stations but bikes can also be locked to standard bike racks. Can have payment kiosks or use a smartphone apps to rent bikes.

# Operating Models

- Equipment Ownership
  - Municipality
  - Private Company
- Operator
  - Municipality
  - Non-Profit, in Partnership with Municipality
  - Private Company, Contracted by Municipality
  - Private Company, with Municipal Permit



# State of the Industry



- E-scooters were cannibalizing some bikeshare trips, resulting in lost revenue
- COVID-19 has had impacts, like with every industry
- Some systems shut down due to health concerns, others operated as an essential service and cut rider fees
  - Many systems that stayed operating saw big ridership increases
- Zagster, vendor for many small systems including Corvallis, shut down
- Growing interest in considering bikeshare a component of public transit

# Oregon Examples

- Portland
- Eugene
- Bend
- Ashland
- Corvallis

# Portland BIKETOWN

- Launched in 2016
- Title Sponsor: Nike
- Hybrid System, Portland owns equipment, contracts out operations
- BIKETOWN For All and Adaptive BIKETOWN programs for low income and disabled riders
- New partnership with Lyft announced in 2020, switching entirely to e-bikes and expanding service area.



Image Sources: Instagram, clockwise from top left @biketownpdx (by Young King Flow), @indaheart, @atlprimeminister, @ashtynsmiles

# Eugene PeaceHealth Rides



- Launched in 2018
- Title Sponsor: PeaceHealth
- Hybrid System, Eugene owns equipment, operations were originally contracted out but are now being run by the City
- Adaptive Bikeshare program for disabled riders

Image Source: PeaceHealth Rides Instagram (@peacehealthrides)

# Ashland & Bend

- Ashland

- Launched 2015
- Originally started by Rogue Valley Council of Governments and covered Ashland and Medford, consolidated to Ashland and turned over to City management
- Station-based System, leased equipment and contracted operations (Zagster)
- Currently shut down with Zagster's closure

- Bend

- Launched in 2016
- Originally started by OSU Cascades, expanded to other Bend locations with City approval in 2017
- Station-based system, leased equipment and contracted operations (Zagster)
- Currently shut down with Zagster's closure

# Pedal Corvallis

- Launched in 2016
- OCWCOG pilot project with IHN-CCO
- 2017 & 2018 expansions on OSU campus
- Station-based system, leased equipment and contracted operations (Zagster)
- Currently shut down due to Zagster's closure



# Lessons Learned

1. Bikeshare is useful to Corvallis residents (avg 400 rides/month)
2. OSU students are key riders
3. Station density and system reach both need to be improved to make the system more useful



# Next Steps

- Bikeshare & Micromobility Plan about to start
  - What are the goals of micromobility in Corvallis?
  - What functionality is most important?
  - What type of system best fits goals and needs?
  - Financial and operational considerations
- Goal: New system launch late summer 2021



# Questions?



Pedal Corvallis Booth at 2019 Open Streets