

MINUTES

Citizen Advisory Committee
of the
Central Lane Metropolitan Planning Organization
Eugene Public Library – Bascom Room
100 West 10th - Eugene, Oregon

May 19, 2011
5:30 p.m.

PRESENT: Edward Winter, Co-chair; Sarah Strand, Co-chair; Dave Jacobson, Wendy Butler-Boyesen, Eleanor Mulder, Bill Morganti, Jennifer Smith, Richard Beers, Gary Gillespie, Alexandre Lockfeld, members; Paul Thompson, Kathi Wiederhold, Andrea Riner, Lane Council of Governments; Sonny Chickering, MPC Liaison, ; Wade Hicks, LCOG Minutes Recorder.

ABSENT: Phil Farrington, Phillip Carroll, Paul Adkins, Rosalia Marquez, members.

1. Welcome, Introductions, and Agenda Review

Ms. Strand called the meeting to order at 5:32 p.m. and asked those present to introduce themselves.

Ms. Strand noted that certain portions of the agenda might be cut short in order to provide sufficient time for the committee reviews at the end of the meeting.

2. Comments from the Audience

Ms. Strand noted there were no members of the public present who wished to provide comment or testimony.

3. Approve March 17 and April 21, 2011 Minutes

Mr. Jacobson offered corrections to the minutes and clarified that Eryca McCartin served as the Acting Regional Director for ODOT Region 2 while Sonny Chickering served as the Area 5 Manager.

Ms. Mulder arrived to the meeting at 5:36 p.m.

Ms. Strand, responding to a comment from Ms. Butler-Boyeson regarding the minutes, stated that the Annual Review Subcommittee report specified in the minutes had been postponed to a later CAC meeting.

Mr. Jacobson reported that former LTD representative Mary Archer had taken a position with the Marin County Transit District in California.

Ms. Butler-Boyesen, seconded by Mr. Jacobson, moved to approve the minutes of the March 17, 2011 MPO CAC meeting. The motion passed unanimously, 9:0.

Mr. Gillespie provided his committee report from the Eugene Transportation Community Resource Group (TCRG) and further noted that the TCRG counted members of the Envision Eugene initiative among its members. He noted that Phil Farrington had also attended the most recent meeting. He noted that the next meeting of the TCRG had been scheduled for 1:00 to 3:00 p.m. on June 1, 2011 at a location to be determined. He noted that the June 1 meeting would involve several smaller roundtable discussions among the group members.

4. RTP Update: Project List Development - New Projects

Mr. Thompson reminded the CAC that he had presented a review of all of the existing RTP projects at their November meeting and that LCOG staff had next worked to identify new projects proposed over the 24-year horizon of the new RTP that would run through 2035.

Mr. Thompson noted that fewer new projects are proposed for addition to the current RTP update because local jurisdictions are still in the process of completing their local transportation plans and also because of a lack of funding caused by the economic recession.

Mr. Winter asked if more new projects could be added to the RTP if additional funding was identified.

Mr. Thompson noted that less money was currently available for planning for RTP projects and that local jurisdictions currently had most of their transportation projects classified as constrained.

Mr. Lockfeld arrived to the meeting at 5:44 p.m.

Mr. Thompson briefly described the four new RTP roadway projects.

Mr. Jacobson described the specific location for the Glenwood Riverfront Collector project listed on the RTP update. Mr. Thompson reviewed the nine new RTP bicycle/pedestrian projects.

Mr. Thompson, responding to a question from Ms. Smith, noted that some of the bicycle/pedestrian projects had been taken from the City of Eugene's bicycle/pedestrian master plan.

Mr. Thompson, responding to a question from Mr. Beers, noted that the Coburg Loop Path project would be a bicycle and pedestrian multi-use path. He further described the proposed route and the design elements that had been incorporated for the project.

Mr. Thompson, responded to a comment from Ms. Smith regarding the North Bank Rehabilitation and Lighting project. He noted that the Citizen Planning Committee for the Whilamut Natural Area is opposed to increased artificial lighting within that portion of the park. Ms. Riner added that the prohibition against artificial lighting was likely a specific component of the adopted plan for the Whilamut Natural Area.

Mr. Thompson noted that City of Eugene Transportation Planning Manager Rob Inerfeld had informed him that staff were looking in to the possibility of low impact lighting solutions that might be appropriate for use in the Whilamut Natural Area.

The CAC members and staff briefly discussed the nature of the North Bank Path area.

Ms. Riner, responding to a question from Ms. Strand, stated that the Blair-Van Buren Streetscape project was designed to enhance that area to be more bike and pedestrian friendly.

Mr. Thompson clarified that illustrative projects were those where the funding for the project was still indeterminate and not considered reasonably likely at this time, while the constrained projects were considered reasonably likely to be funded.

Mr. Thompson, responding to a question from Mr. Morganti, stated that stakeholders including members of several local churches and residents in the Coburg area had expressed an enormous amount of support for the bike path system planned for that area.

Mr. Thompson, responding to a question from Mr. Gillespie, described the physical parameters of the Alder Street improvements project on the RTP. He noted that portions of the utility work for that project had already been initiated.

The CAC members briefly discussed the placement of traffic signals at various intersections involved in both the roadway and bicycle/pedestrian RTP projects.

Mr. Lockfeld commented that the section of Alder Street in the south Eugene area was a major bike lane and suggested that it might be used more by motorists if the street was improved. Mr. Thomspson responded that the City of Eugene had considered making that section of Alder Street a dedicated bicycle lane but had been unable to gather support for that objective.

Mr. Gillespie maintained that a lot of cyclists did not use Alder Street in south Eugene because of the amount of cross traffic present in that section.

Mr. Jacobson noted that the portion of Alder street between 13th and 18th Avenues was one-way for vehicles but two-way for bicycles and extremely hazardous for cyclists. Mr. Thompson noted that the streetscape project for Alder street would provide increased signage and striping in order to improve safety for cyclists traveling in both directions.

Mr. Gillespie noted that some LTD bus routes went down the south Eugene areas of Alder Street.

Mr. Chickering arrived to the meeting at 5:58 p.m.

Mr. Thompson, responding to a question from Ms. Strand, stated that both phases of the review of the existing project lists for the RTP had been completed.

Mr. Thompson noted that CAC members were welcome to contact him or city staff with additional questions regarding the added RTP projects.

Mr. Gillespie excused himself from the meeting at 6:00 p.m.

Mr. Thompson, responding to a question from Ms. Strand, described the various timelines by which some of the new RTP projects had been added.

Mr. Chickering, responding to a request from Mr. Jacobson, discussed the City of Springfield's proposal to make some of the one-way streets in the downtown Springfield area two-way streets and further noted the steps that ODOT had taken to help facilitate that project. Mr. Chickering further described the state and local jurisdictions that were involved in the project and how it might be difficult for Springfield to reconfigure the streets without assistance from ODOT.

Mr. Thompson commented that the total cost of the reconfiguration of the one-way streets in Springfield had been projected to be approximately \$12 million.

Mr. Thompson understood that the City of Eugene wanted to improve bicycle and pedestrian access between the University and riverfront areas.

5. RTP Update: Modernized Goals and Objectives

Ms. Riner directed the CAC members to the agenda materials regarding the RTP Goals and Objectives and asked the CAC members to provide input and feedback regarding the proposed goals and objectives included as Appendix A. Ms. Riner noted that the draft language had recently been reviewed by the members of the Metropolitan Policy Committee (MPC).

Ms. Riner, responding to a question from Mr. Jacobson, stated that the MPC's feedback regarding the language of the goals and objectives had not yet been incorporated into the current draft of the document.

Ms. Strand asked how the proposed language of the RTP goals and objectives had been developed. Ms. Riner responded that they had been developed based upon the set of emerging issues that the MPC and CAC had developed. In addition, staff were using preliminary responses from online surveys and public engagement activities as they related to these issues. She noted that input had also been obtained from the City of Springfield's technical advisory committee, the Springfield City Council and the City of Eugene's TCRG.

Ms. Riner noted that the first draft of the RTP goals and objectives had been reviewed by the regional transportation committee that included Lane County, Eugene, Springfield, Coburg, ODOT, Lane Transit District and LCOG.

Mr. Thompson excused himself from the meeting at 6:11.

Ms. Butler-Boyesen appreciated the brevity of the proposed new RTP goals and stated that she supported the proposed new objectives that had been added.

Mr. Beers commented that some of the concepts that had been incorporated into the most recent draft of the RTP goals and objectives had been around in some fashion since 1999. Ms. Riner concurred with Mr. Beers' statement.

Mr. Lockfeld referred to the recommendation to eliminate Objective No. 3 and cautioned against the substitution of an objective that focused only on greenhouse gas emissions instead of an overall focus on environmental responsibility.

Ms. Riner responded to Mr. Lockfeld's comment and noted that representatives from the MPC and ODOT shared similar concerns. She noted that staff subsequently intended to develop language that was more descriptive than the phrase "environmentally responsible" but which indicated a focus on the comprehensive benefits of environmentally sustainable transportation policies.

Mr. Winter suggested that language be included in the objectives that prescribed transportation system policy changes that would improve the quality of air, water and land.

Ms. Strand noted that an MPC member at a recent meeting had advocated for the rights of automobile users.

The CAC members and staff briefly discussed how various automobile related issues might be addressed in the RTP goals and objectives.

Ms. Riner described the current RTP goals. She stated that the first goal addressed linkages between local land use and transportation planning policies while the second goal served as an omnibus for a variety of other transportation concerns. The goals had been revised with the first one continuing to describe the importance of the important link between transportation and land use connections. The second goal relates to the value of sustainability within our transportation system.

Mr. Winter appreciated the brevity and the comprehensive nature of the two overarching RTP goals and further noted his support for the RTP objectives that addressed social equity issues.

Mr. Lockfeld suggested that the first RTP goal might be considered more acceptable if it referred to development patterns that provided alternatives to the use of automobiles rather than references to reduced reliance on automobiles.

Ms. Riner discussed how the revisions to the draft RTP objectives had been developed and further described how social equity concerns had been incorporated into the objectives.

Ms. Riner referred to the objectives that had been recommended for addition to the RTP and described how the transportation options emerging issue had been applied to the recommendations.

Mr. Beers maintained that the application of specific references to modes of transportation in a transportation options objective might be limiting and further suggested that the objective include references to "alternate forms of transportation."

Mr. Chickering commented that only a few of the representatives on the MPC supported the inclusion of separate and specific references to transportation modes in the transportation options objective.

Ms. Smith asked why transit had been classified as a separate emerging issue apart from other modes of transportation. Ms. Riner responded that the challenges of providing a high quality transit system had been identified as an emerging issue.

Ms. Smith objected to transit being singled out as a unique emerging issue.

Ms. Butler-Boyesen responded to Ms. Smith's comment and discussed the unique nature of how funding for regional transit systems had developed and how such development might have necessitated the separation of transit as its own emerging issue within the RTP.

Mr. Winter suggested that the transit and bicycle/pedestrian matters needed to be mentioned in separate RTP objectives. He commented that both areas were vital to achieving the local transportation goals of reducing reliance on automobiles.

Ms. Strand stated that references to multi-modal transportation uses were sufficient for the objectives and that more specific transportation references were not necessary.

The CAC members and staff briefly discussed how the RTP objectives and the emerging issues identified therein might make references to specific or general transportation categories. Ms. Riner noted that the staff update was for information purposes only and that no vote regarding specific versus general references to transportation modes would be necessary.

Ms. Strand called for a break at 6:38 p.m. and reconvened the meeting at 6:44 p.m.

6. Federal Certification Review

Ms. Riner informed the CAC members that the federal review referenced in the staff memorandum was essentially a required audit of the operations and programs of the Central Lane MPO. She noted that staff from the Federal Highway Administration (FHWA) and Federal Transit Administration would be in the area for three days in June to perform the review.

Ms. Riner noted that a public meeting with local and federal officials regarding the review had been scheduled for 6:30 p.m. on Monday, June 6 at the ODOT office in Springfield.

Mr. Winter and Ms. Riner encouraged the CAC members to attend the June 6 meeting to provide feedback on the review process and the various transportation planning processes of the Central Lane MPO.

Ms. Riner, responding to a question from Mr. Jacobson, noted that the certification review of the Central Lane MPO was required to be conducted every four years and that the last review had been completed in 2007.

Ms. Riner stated that the federal review was generally designed to ensure that the MPO's various work and decision making processes were fair and thorough.

Ms. Riner noted that MPOs with populations over 200,000 were referred to as transportation management areas.

Ms. Riner, responding to a question from Ms. Strand, stated that the review meeting on June 7 was open to the CAC members but that the information to be discussed would be technical in nature.

Ms. Riner suggested that the CAC might want to attend the recap meeting for the review at 8:30 a.m. on June 8.

Ms. Riner noted that there had been two items from the previous federal review of the MPO that required follow-up, including the Title VI plan and documentation of the congestion management processes. She noted that not only had both of those areas been addressed in the intervening years, but that the Title VI plan had exceeded federal expectations.

Ms. Riner, responding to a question from Mr. Jacobson, noted that the CAC freight subcommittee had come out of recommendations from the previous federal review. Mr. Jacobson further noted that he had served on that subcommittee to develop a proposal to develop a freight advisory committee for the MPC. Ms. Wiederhold and Ms. Riner commented that certain information from the subcommittee had been carried forward to various MPC work projects.

The CAC members and staff discussed the nature of the public comments that were likely to be provided during the federal review meetings for the MPO.

Mr. Jacobson suggested that members of the public could write or email the CAC to carry their concerns to the federal review meetings.

Ms. Strand stated her intention to attend the federal review meeting that was open to the public on June 6th.

7. Update on Greenhouse Gas Planning

Ms. Riner noted that LCOG staff had met with representatives from DLCD, ODOT and the Portland Metro MPO on May 18 to discuss scenario planning and modeling efforts required as part of greenhouse gas planning.

Ms. Riner noted that the Central Lane MPO was required to conduct the same scenario planning work as the Portland Metro MPO, but were not required to meet the target nor to adopt the preferred scenario. She further noted that some of the scenario modeling tools that had been developed by ODOT and Portland Metro MPO would likely be adapted for use by the Central Lane MPO.

Ms. Riner noted that DLCD was scheduled to meet on May 19 to adopt the target rules for the greenhouse gas reductions for each MPO in Oregon. She noted that the target for the Central Lane MPO had been set at a 20% reduction in greenhouse gas emissions per capita. Ms. Riner noted that she had presented information regarding the target rules at a recent Springfield City Council meeting.

Mr. Jacobson maintained that the efforts outlined by ODOT and the DLCD with respect to the greenhouse gas emission reduction targets was necessary but insufficient. He noted that it would be extremely important for state and local governments to increase efforts to plant trees throughout the region.

Mr. Beers disagreed with Mr. Jacobson's comment and maintained that more trees currently existed than had been lost over the last hundred years.

Ms. Riner commented that reducing greenhouse gas emissions would be discussed at the City of Eugene's TCRG meeting on June 1.

Ms. Riner discussed the general role of the MPC and the MPO CAC in greenhouse gas reduction scenario planning. She further noted that it might be helpful for the CAC to consider what personal changes they might make to reduce their individual GHG emissions, such as taking transit more often or moving closer to their jobs, or purchasing a hybrid or electric vehicle. She described how such reduction strategies might be either supported, incentivized or discouraged based on the policies and actions of various government agencies.

Mr. Jacobson commented that he was very pessimistic with respect to modern society's capacity to adequately address environmental issues such as greenhouse gas reductions.

8. Updates

Ms. Smith noted that a pedestrian summit event had been scheduled for 9:00 a.m. on June 1 at the Eugene Public Library.

Ms. Riner, responding to a request from Ms. Strand, stated that she would send out a reminder about the pedestrian summit to the CAC members.

Mr. Beers noted that he had attended a speech given by LCOG Director George Kloeppe at the Rubicon regarding LCOG and its contributions to the community.

Mr. Jacobson reported on the most recent meeting of the Lane County Area Commission on Transportation (ACT) and noted that that group had appointed four designated stakeholders for trucking, bicycle/pedestrian, environmental land use and rail concerns. He further noted that four additional citizen members had also been appointed.

Mr. Jacobson noted that ODOT staff member Savannah Crawford would be providing the ACT members with an overview of the STIP funding processes at the group's next meeting. Mr. Jacobson further expressed that the relationship between the ACT and the Oregon Transportation Commission would be similar to that between the MPO CAC and the MPC.

Mr. Jacobson noted that the ACT had planned to conduct an orientation meeting for its new members.

Mr. Jacobson commended the work of the MPO CAC support staff and noted that Savannah Crawford had also done exceptional work in supporting the ACT.

Ms. Riner described how the Envision Eugene public involvement process had informed the formation of the TCRG on which Mr. Gillespie currently served.

Mr. Winter stated that he and Ms. Strand had attended the most recent meeting of the MPC and noted that that group had approved a congestion management process and had also discussed amendments to the transportation improvement program.

Ms. Strand noted from the MPC meeting that she had been very impressed by the level of inter-agency cooperation that had been fostered by the MPC.

Mr. Chickering responded to Mr. Winter's comment and briefly noted how the STP-U funding had been allocated for the Hyacinth Street sidewalk project.

9. Wrap-up

Ms. Strand believed that the public outreach charge of the CAC to include a broad representation of community interests had been seriously damaged by Springfield City Councilor David Ralston's recent comments regarding Latinos in the community. Ms. Strand noted that she had recently spoken before the Springfield City Council to share her concerns regarding Mr. Ralston's comments.

Ms. Strand specified that she had spoken as an individual, and had not spoken on behalf of the MPO CAC at the Springfield City Council meeting.

Ms. Mulder suggested that the CAC had not been successful in soliciting a broad representation of community interests because its discussions had not been considered controversial enough.

Mr. Morganti volunteered to serve on the MPO CAC subcommittee to determine the next location for the CAC's field trip. Ms. Mulder noted that she no longer can serve on the subcommittee although she had previously volunteered to do so. Ms. Wiederhold noted that Phil Farrington had volunteered to serve as Chair of the field trip subcommittee.

Ms. Wiederhold commented that the CAC's field trip would most likely be sometime in July .

Mr. Jacobson suggested that the CAC members might discuss the upcoming field trip during their officers meeting on Tuesday, May 24 at 2:00 p.m

Mr. Winter reminded the CAC members that it was National Bike to Work Week and also the Business Commute Challenge week.

Mr. Lockfeld noted that Adams Sustainable Table would be offering beer and refreshments on May 20 to those who were participating in the National Bike to Work Week.

Ms. Riner commented that the HUD Sustainable Communities Grant had been before the Lane County Board of Commissioners twice recently. She further noted that the grant would be presented to the Springfield City Council on May 23 and at a joint elected officials meeting on May 26th.

Ms. Strand adjourned the meeting at 7:29 p.m.

(Recorded by Wade Hicks)