

## MINUTES

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

June 16, 2011  
5:30 p.m.

**PRESENT:** Edward Winter, Sarah Strand, Co-Chairs; Bill Morganti, Dave Jacobson, Eleanor Mulder, Diana Alldredge, Phillip Carroll, Paul Adkins, Rosalia Marquez, Gary Gillespie, Philip Farrington, members; Kathi Wiederhold, Paul Thompson, Stacy Clauson, Lane Council of Governments; Sonny Chickering, liaison from the Metropolitan Policy Committee; Rob Inerfeld, City of Eugene staff; David Reesor, City of Springfield staff; Mark Pangborn, Lane Transit District.

**ABSENT:** Alexandre Lockfeld, Wendy Butler-Boyesen, Jennifer Smith, Dick Beers, members.

### 1. Welcome, Introductions, and Agenda Review

Mr. Winter called the meeting of the Citizen Advisory Committee of the Central Lane Metropolitan Planning Organization to order. Everyone present introduced themselves.

There were no changes to the agenda.

### 2. Comments from the Audience

There were no members of the public who wished to provide comment at this time.

### 3. Approval of April 21, 2011 and May 19, 2011 Minutes

Mr. Gillespie, seconded by Ms. Marquez, moved to approve the April 21, 2011 minutes as written. The motion passed unanimously, 11:0.

Approval of the minutes for the May 19 meeting was deferred to the next meeting.

### 4. Annual Review of Title VI Plan

Stacy Clauson, Assistant Planner for the Lane Council of Governments (LCOG) had prepared the draft of the report to be submitted to the Oregon Department of Transportation (ODOT). She explained that this was an annual requirement, the purpose of which was to provide some history of what had been done in the previous year and to set some initiatives or focus for the next year. She stated that as they looked at the Regional Transportation Plan (RTP), they would be looking at an environmental justice analysis that needed to occur as part of the review of the benefits and burdens of the transportation system. She said they had done this in the past by preparing a series of "map-folios" that identified areas where there were concentrations of low-income and/or minority no vehicle household, based on demographics provided by the United States Census. She added that they also continued to

collect statistical data and would be able to update the demographic profile for the Metropolitan Planning Organization (MPO).

In response to a question from Ms. Alldredge, Ms. Clauson said they mapped down to the block group, which was smaller than tracts.

Ms. Clauson stated that they were working with a number of consultant contracts, which were evaluated to ensure that they met the disadvantaged business enterprise requirements. She noted that the region had received a Department of Housing and Urban Development (HUD) grant to deal with sustainability issues and one of the areas they looked at for programming funds from the grant was to hire Professor Gerardo Sandoval, who would work with them to do outreach specifically to the Latino community. She said the goal of this was to identify transportation performance metrics that would be meaningful to that community as well as communication and outreach strategies.

In response to a question from Mr. Gillespie, Ms. Clauson stated that the draft document was included in the MPO CAC packet.

Ms. Marquez asked Ms. Clauson to elaborate on Prof. Sandoval's involvement. Ms. Clauson explained that at this point it was intended that he would do community outreach, though it had not been fully scoped out. She said the idea was to work with the Centro Latino Americano to have focus groups to identify the issues.

Ms. Marquez suggested that they also involve communities of faith, school districts, and others. She said she would like to see other institutions involved. She felt that the more information they were able to get, the better the result.

Mr. Farrington suggested that the Chamber of Commerce Latino Business Network be involved for outreach.

In response to a question from Mr. Farrington, Ms. Clauson explained that the census population information was available but it had not been sorted into spatial components.

Mr. Farrington asked where the "product" would reside. Ms. Clauson responded that it was on the web site in a couple of locations. She stated that it would be part of the demographic profile for the Title VI plan and it would also be adopted as part of the Metropolitan Transportation Improvement Plan (MTIP) and Regional Transportation Plan (RTP), because the analysis of the overlaying of where the projects would occur in relation to the community concerns was a part of the plans.

Ms. Marquez asked if Prof. Sandoval would be paid for his services. Ms. Clauson affirmed that there was some funding for them included in the grant.

Mr. Jacobson observed, from looking at the maps, that the areas with the lowest income were also the areas in which the highest numbers of senior citizens lived.

Mr. Farrington asked what the contract with the consultant Urban Analytics was for. Ms. Clauson replied that the contract was in place to upgrade the land use modeling.

Mr. Farrington also inquired about the work programs that were being developed. Ms. Clauson responded that they were still working out how to proceed with some of them.

Mr. Winter asked what Lane Transit District's (LTD's) role was. Ms. Clauson explained that LTD had its own Title VI plan. She said any time they made route changes they went through an evaluation using the data from the plan.

Mr. Gillespie noted that when LTD had done its service reduction, one of the things that had been changed was related to Title VI density in one of the areas and that area was ultimately cut less than other areas.

Ms. Strand suggested that Prof. Sandoval come before the MPO CAC to show how he was presenting his research, once it was completed.

Mr. Winter thanked Ms. Clauson for her presentation.

## **5. Supplemental Surface Transportation Program Funding Request**

Paul Thompson, Senior Planner for LCOG, explained that the item was part of the current round of funding of the MPO's Surface Transportation Program-Urban (STP-U) revenues. He stated that they now had enough certainty for the current year to know that they had about another \$1.6 million available. Because of this they had entered into another round of applications and process to distribute the money. He called attention to the memorandum he had provided in the meeting packets, which indicated the details on the approximately \$3.5 million in funding requests for eight projects that had come in. He asked for feedback on the current funding recommendation and a possible recommendation to the Metropolitan Policy Committee (MPC).

Mr. Thompson reviewed the projects proposed for funding, summarized in the table included in member packets. He noted that an updated map of the City of Eugene North Bank Path project had been provided to everyone and was posted on the wall. He related that staff recommended to the MPC that the \$1.58 million should go to fully fund the Coburg Loop Path project, most of the funding requested for the North Bank Bike Path in Eugene, providing a small amount of funding for the Lane County 30th Avenue project, fully funding the bike study, and providing \$400,000 of the \$800,000 requested for the Springfield National Environmental Policy Act (NEPA) project for Franklin Boulevard.

Ms. Mulder concurred with the staff recommendation to provide funding for the City of Eugene's path improvement project. She felt it was very important.

Ms. Strand was interested in the STP-U funding process and how it was allocated. She recalled that a couple of people who were members of the Citizens Planning Committee (CPC) for the Whilamut Natural Area of East Alton Baker Park had spoken before the MPC to voice their concerns about path expansion in that area. She said they liked the idea but disliked that it included widening the path and taking out six trees. She was curious about the process of involving the bicycle community and noted that the current path did present some hazards to the bicyclists and pedestrians.

Rob Inerfeld, City of Eugene Public Works staff, said two people had testified against the aspects of the project that Ms. Strand referred to. He stated that the City's standard for paths was to have them be 12 feet wide and the goal was to build them in concrete because it had a longer lifespan than asphalt. He related that a couple of years earlier, ODOT had a program called Rapid Readiness in case there was more stimulus money so that there would be funds for design and engineering money to get projects ready for construction. He said if an entity received one of the grants it meant that a commitment was made to build the project. He listed the projects that the City had applied for funding for. He explained that a part of the section of the path was in the Whilamut Natural Area and when the planning had occurred staff had not realized this. He stated that they had proposed to add lighting and to widen the path for safety reasons but it had become pretty controversial, with Whilamut CPC members asking that the portion of the path be left as it was. As a result, staff had made an effort to compromise and to scale the project back. He related that staff had thought they had reached an agreement with CPC members on the project. He added that the City's Accessibility Committee had indicated a preference for wider more level paths and that better lighting would support the community's desire to have more people commute to work by bicycle. He stated that the City was

working on a Pedestrian/Bicycle Master Plan Update and one component of it was a study of East Alton Baker Park to determine what the recommended standards should be for lighting, etc.

Mr. Thompson reported that in addition to public comment, they had also received four letters, one of which did not speak to any of the projects. He said the other three letters spoke to the North Bank bike path project, one in favor and two expressing the concerns the CPC voiced about tree removal and lighting.

Mr. Jacobson ascertained from staff that bicycle paths were built to accommodate emergency vehicles but not vehicular traffic.

Mr. Farrington supported widening the bike path to 12 feet as it was the primary thoroughfare for commuting bicyclists and was exceedingly dangerous, especially at night.

Mr. Gillespie echoed this.

Ms. Strand had observed that the County had been unhappy because the county projects had not been recommended for more funding. She had heard that if the 30th Avenue project was not fully funded that some aspects of the project would not happen. Mr. Thompson responded that the county had indicated that if it did not receive full funding, they would do a full preservation on 30th Avenue on the travel lanes and not the shoulders and what would be lacking would be the ramps. He did not believe it would diminish the preservation on the travel lanes.

Mr. Thompson pointed out that one criterion for a project to be funded by the MPO was that there was sufficient funding identified to complete the project and another criterion was whether the agency had the ability to use the funds in the year requested. He said there had been discussion on how that would play out.

In response to a question from Mr. Farrington, Mr. Inerfeld affirmed that the Hilyard Street project was in the queue.

Ms. Strand found it interesting how the percentages of funding had been allocated to the different agencies.

Mr. Morganti, seconded by Mr. Gillespie, moved to support the projects recommended for the STP-U funding allocation as presented and forward it to the Metropolitan Policy Committee.

Mr. Farrington asked for more time to discuss the projects and it was decided to continue the discussion after the break and that item 7 on the agenda would be deferred.

## **Break**

Mr. Winter called for a ten-minute break at 6:32 p.m.

At the conclusion of the break, the discussion on the motion continued.

Mr. Farrington asked for more information on the Coburg project. Mr. Thompson pointed to a description of the project on page 8 of 58 in the packet. He said Coburg had indicated that there were efficiencies in doing the scoping and construction at the same time as the larger ODOT road project. He noted that Coburg had not received any STP-U funding for construction projects in the past ten years or so because of the requirement for a 10 percent local match, but a proposed new facility for Serenity Lane provided the opportunity to pair potential private match associated with that project with City of Coburg match, to fully meet the match requirement.

In response to a question from Ms. Strand, Mr. Thompson confirmed that jurisdictions submitted their two highest priority projects for STP-U funding allocation.

Mr. Winter called for a vote on the motion.

The motion passed unanimously, 11:0.

## **6. RTP Update: Calendar and Schedule Review**

Kathi Wiederhold, Senior Planner, initiated the discussion on the Calendar and Schedule provided in the member packets.

Mr. Thompson explained that the draft RTP was planned to be released for public comments on September 2. He said there would be a little over two months of public comment and in the interim they planned to enter into a speakers bureau type activity to spread the word about the opportunity to provide comment. He indicated that staff also hoped to provide "listening stations" over the summer and early fall at a number of community events. They had a list of these opportunities for the committee's perusal.

Ms. Wiederhold stated that though the list was not complete, it was broader than it would be possible to go to. She asked the MPO CAC members if they would be willing to participate in it and to sign up for them. She also asked the group to suggest which groups they should commit to reaching out to on the copies that were circulated to them.

Ms. Marquez suggested that they include the Springfield Neighborhood Watch and she indicated her willingness to visit the group.

The following groups were starred on the larger list on the wall and those people who volunteered to visit them are included:

- Springfield Chamber of Commerce
- Latino Chamber of Commerce - Ms. Marquez
- Rotary Clubs - Ms. Alldredge
- Lane Area Commission on Transportation - Mr. Jacobson and/or Ms. Mulder
- Homebuilders Association of Lane County
- Friends of Eugene and 1000 Friends of Oregon - Mr. Winter
- Greater Eugene Area Riders (GEARs) - Paul Adkins
- League of Women Voters - Ms. Mulder
- Springfield Stakeholder Advisory Committee - Mr. Reesor
- Radio shows on KPNW and/or KLCC - Ms. Marquez agreed to pursue the latter
- Springfield School District - Ms. Marquez

## **7. Federal Certification Review -- Update**

This item had been deferred to another meeting.

## **8. Updates**

Mr. Thompson reported that the Oregon Transportation Commission (OTC), which had five members representing the state geographically, had a new commissioner representing the area: Mark Frohnmayer, owner of Arcimoto.

Mr. Gillespie related that the LTD Board was interested in creating a citizens advisory committee. He had offered to bring the discussion to the MPO CAC. He said at minimum they were looking for a member of the MPO CAC to be willing to participate in a subcommittee to represent ridership.

Mr. Reesor stated that the Springfield City Council had asked him to put together a one-year pilot committee for a pedestrian and bicycle advisory committee. They were recruiting at present and applications should be submitted to him by June 24. He clarified, in response to a question, that to qualify a person would have to live within the Springfield Urban Growth Boundary (UGB).

Ms. Wiederhold said it was the time of year for the MPO CAC to have its annual field trip. She stated that the regular meeting was scheduled for July 21. She polled the members to determine whether the field trip could be held on July 14, July 28, or August 11 and the group could not come up with a definitive date. Mr. Jacobson suggested using Survey Monkey or another online method to poll people on their availability.

Ms. Wiederhold commented that Ms. Alldredge had a "great" idea regarding some follow-up on the work the committee had done on the EmX routes. She had suggested that LTD provide day passes for those who did not have them in order for people to familiarize themselves with the current EmX routes. Mr. Gillespie indicated that LTD could provide the day passes.

Mr. Winter said the public participation and planning committee had not met yet and asked if it was too late. Ms. Wiederhold responded that staff had been very busy and she had not been able to make the proposal just yet, but it was not too late. She said they were still "fine tuning the product."

## **9. Reports from CAC Representatives on Outside Committees**

Mr. Gillespie reported that the Eugene Transportation Community Resource Group (TCRG) would be meeting on June 30 in the library at 1 p.m.

Mr. Jacobson said the Lane Area Commission on Transportation (ACT) had heard a presentation on improvements on Highway 126 west of Eugene toward Veneta and a presentation on the Surface Transportation Improvement Program (STIP) provided by Savannah Crawford of ODOT. He reported that they were working on a workplan calendar with LCOG staff member, Paula Taylor. Additionally, all eight of the stakeholders had now been seated and they had initiated work on a public participation plan. The chair of the ACT had sent a letter to the other ACTs in Oregon to let them know what the Lane ACT was embarking on. He stated that they were working from the minimum requirement for public participation and he had volunteered to serve on a subcommittee in this regard, which had submitted suggestions to Ms. Crawford. He felt that Ms. Crawford had "done a fantastic job" of synthesizing the suggestions.

Mr. Thompson said there was a requirement for the ACTs to coordinate with MPOs within their boundary. He related that in the past there had been an agreement, when the Lane County Commissioners had performed in lieu of an ACT, between the Board of Commissioners and the MPO on how to do that. He explained that the feeling was that as they had been doing this for the past ten years, the process they had used would be adequate. They had taken this to the MPC and had received feedback. At this point, the recommendation is to form a joint subcommittee of the ACT and the MPC to talk further about it. He noted that the rural communities cared about what happened in the metro area because they used the facilities, too, and they indicated a desire to provide input on it.

Mr. Jacobson averred that the ACT was a dedicated group of people who wanted to set forth the best set of priorities for the area.

Mr. Winter noted that the MPC had met on June 9. He said, in addition to what had already been discussed at the MPO CAC, the MPC had indicated an interest in how other MPOs related to the ACTs.

Ms. Strand related that the MPC had been asked to do a better recommendation for a grant proposal for a Blair Boulevard bicycle project. She had noticed that the Mayor and others had not known much in regard to the details and asked for information on the process because of the gap she felt was there.

Mr. Morganti announced that the Accessible Transportation Committee meeting was scheduled for June 21. It had last met in April.

Mr. Gillespie announced that Ron Kilcoyne would start as the new general manager of LTD on July 19. He wanted to acknowledge Mark Pangborn, who was present, for his "many years of service and excellent leadership."

Mr. Pangborn received a round of applause.

## **10. Wrap-Up**

Mr. Winter adjourned the meeting at 7:31 p.m.

*(Recorded by Ruth Atcherson)*