



October 5, 2011

To: Metropolitan Policy Committee

From: Kathi Wiederhold

Subject: Item 5.a: Report from the Citizen Advisory Committee

**Action Recommended: Appoint liaison to CAC. Provide feedback to staff regarding the CAC recommendation about the Student Transit Pass Program.**

This memo includes two action items in addition to the report: a request for appointment of a MPC liaison to CAC and providing feedback to staff regarding the CAC recommendation about the Student Transit Pass Program. The report follows the two action items.

#### **Liaison to CAC**

The CAC requests the appointment of a MPC member to replace Sonny Chickering as MPC liaison. The September CAC meeting was the last for Sonny to attend as liaison, a position he has filled since appointment by MPC in January 2009. The members thanked Sonny for his service and presented him with a card and many expressions of gratitude and best wishes as he heads off to his new position in Salem as ODOT Regional Manager.

The bylaws state that the MPC may appoint one of its members to serve as liaison between the CAC and the MPC, serving in an *ex officio* nonvoting capacity on the CAC. The position has rotated among several MPC members over the years. The liaison attends CAC meetings, which are held on the third Thursday from 5:30 to 7:30 PM in the Eugene Public Library, and CAC officer meetings, which are held on the fourth Thursday from 11:30 to 12:45 AM at LCOG.

#### **Student Transit Pass Program**

The CAC requests that MPC write a letter to the legislature strongly encouraging legislators to identify funding for the student transit pass program. Staff suggests that MPC direct staff to draft a letter for approval at the November MPC meeting. If MPC were to approve the letter then, that should still be timely for the upcoming legislative session.

## **Report**

The Citizen Advisory Committee (CAC) held their regular meeting on September 22, 2011, with 12 voting members and the MPC liaison present. The meeting was rescheduled from the regular date of September 15, 2011, due to a conflict with the Oregon Planning Institute. The main agenda item was to review, discuss, and provide initial comment on the Draft Regional Transportation Plan in preparation for making recommendations to MPC at the October meeting. The committee also received an update on greenhouse gas planning, the latest in an ongoing series to keep the committee informed about this developing topic that is of keen interest to them.

### Draft Regional Transportation Plan

Paul Thompson, Senior Planner, Lane Council of Governments, gave an overview of the draft and summarized comments received to date. He reminded the committee that they had reviewed the separate pieces that comprised the draft as they were completed over the last many months. Now they had before them a complete document, although the pieces should be familiar. Before opening for comments and questions, Paul assured the committee that they would have plenty of time as most of their next meeting also would be devoted to review of the draft and making recommendations to MPC.

The questions and discussion flew fast and furious and did not let up for 45 minutes. There was a long and lively discussion on bikeways—here are some of the questions and points that were made: Aren't off-street bike paths also for pedestrians? Bike paths that are separated from cars improve safety and attract lots of different types of bicyclists, but they cost more so fewer can be built with the same amount of money. It's never safe to have bicycles separated from traffic by paint. The intent section of the goals and objectives should address these considerations to influence where we want to be in 20 years. How would bikes be separated from cars? Pedestrians also should be separated from cars. There is local political support for separating bike paths. How are we going to fund separated bike paths? How much of regional transportation is funded by fuel taxes? Some discussion concerned specific paths—on Alder between 13<sup>th</sup> and 19<sup>th</sup> Avenues, the EWEB path in Springfield, the shared lane on East 11<sup>th</sup>, and the striped lane on Beaver and Hunsaker.

The Level of Service policy was another focus of discussion. Comments included: The Regional Transportation Plan should include a mechanism for modifying the acceptable level of service. We should be flexible on level of service as Portland has done—decide to live with a little more congestion. Lack of flexibility can preclude some type of development that might increase congestion. This has happened on West 11<sup>th</sup>.

The CAC is looking forward to continuing their discussion at the next regular meeting, which is on October 20. If more time is needed after that, staff will work to schedule a special CAC meeting to finish their work on the draft Plan. The CAC's recommendations on the Draft Regional Transportation Plan will be presented to MPC at the November 10, 2011, meeting.

### Update on Greenhouse Gas Planning

Andrea Riner, Transportation Program Manager, Lane Council of Governments, presented another in an ongoing series of updates to the committee on greenhouse gas planning. She outlined the work products and explained the MPO responsibilities for them. This topic always has sparked lots of comments and questions from the committee and this time was no exception: How will this be enforced? Won't this affect future planning documents if we adopt a target? Is the state looking at little things that individuals can do, such as not topping off your gas tank? When will the toolkit be ready? Since the Portland area is ahead of us in scenario planning, can we use some of their work?

### **Attachments**

1. Minutes for the September 22, 2011, CAC Meeting