

MINUTES

Metropolitan Policy Committee
Bascom-Tykeson Room—Eugene Public Library—100 West Tenth Avenue
Eugene, Oregon

October 13, 2011
11:30 a.m.

PRESENT: Hillary Wylie, Chair; Sid Leiken, Vice Chair; John Fox (arrived 12:05 p.m.) (City of Coburg), Kitty Piercy, Betty Taylor for Alan Zelenka (City of Eugene), Jay Bozievich (Lane County), Lisa Nell, (Oregon Department of Transportation), Greg Evans, (Lane Transit District), members; Gino Grimaldi (City of Springfield), Ron Kilcoyne, (Lane Transit District), Jon Ruiz (City of Eugene), Celia Barry for Liane Richardson (Lane County), *ex officio* members.

Byron Vanderpool, Andrea Riner, Kathi Wiederhold, Paul Thompson, Petra Schuetz, Ann Mortenson, Kim Hascall, (Lane Council of Governments); Savannah Crawford, ODOT; Rob Inerfeld (City of Eugene), Tom Boyatt (City of Springfield), Theresa Brand, John Evans, Tom Schwetz (Lane Transit District), Dave Jacobson, Sarah Strand, Edward Winter (Metropolitan Planning Organization Citizen Advisory Committee); Carleen Reilly, guests.

1. WELCOME AND INTRODUCTIONS

Ms. Wylie welcomed everyone to the meeting. Those present introduced themselves.

2. CALL TO ORDER/APPROVE SEPTEMBER 8, 2011 MEETING MINUTES

Mr. Kloeppel noted a scrivener's error on page two referred to Edward Winter as David Jacobson.

Mr. Leiken, seconded by Ms. Piercy, moved to approve the September 8, 2011 minutes as corrected. The motion passed unanimously.

3. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Ms. Wylie announced she had been appointed to the High Speed Rail Commission.

4. COMMENTS FROM THE AUDIENCE

Shane MacRhodes, Eugene School District 4J, Safe Routes School Program Manager, asked the MPC to follow through on the MPO CAC's recommendation to direct staff to write a letter to encourage the Oregon State Legislature to identify funding to reinstate the student bus pass program. The service was missed by many families. He asked the MPC to consider families with children and the transportation options available to them as it moved forward on the Regional Transportation Plan (RTP). Over the last few decades the independence and health of the children had declined while the percentage of students walking or biking to and from school had also declined. The trend could be reversed by making it safer and easier for families and children to choose a more active form of transportation. The school district and the City of Eugene had worked with several safe routes schools this summer on safety improvements for cyclists and pedestrians throughout the city. More work was needed to bring a more equitable and healthy transportation system to the community. The Eugene Pedestrian and Bicycle Strategic Plan held the potential to create a stronger regional transportation plan which encouraged walking and biking. He encouraged the MPC to direct staff to draft a strong RTP that considered schools, children and families and their desire to use healthy, active transportation options, which meant not only great plans but funding those plans. He distributed *Walk and Bike to School* buttons to those present.

Mr. Kilcoyne said the Springfield Public Schools and several private schools were purchasing bus passes for all high school students. He understood the Eugene School District made it possible for students who were eligible for the free and reduced school lunch program to obtain the passes. LTD was making progress on expanding the free pass program.

Ms. Brand, LTD point2point Program Manager, said staff would provide a complete report in November on the number of public, private and charter schools were participating in the bus pass program. The availability varied among the Springfield, Eugene and Bethel school districts, with approximately 4,000 students currently enrolled.

5. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

a. Report from the MPO Citizen Advisory Committee (CAC)

Sarah Strand and Edward Winter, representing the MPO CAC, joined the MPC. Mr. Winter reported the September meeting was lively. The CAC celebrated Mr. Chickering's service to the group. The CAC encouraged the MPC to appoint another liaison to the CAC. The CAC discussed the student bus pass program and recommended that the MPC write a letter to the Oregon State Legislature encouraging it to find funding for the program. The CAC had a Greenhouse Gas (GHG) planning update and discussed the Draft RTP. The CAC thought if there was more separation between bicycles and automobiles, people would feel safer and would be encouraged to use bicycles more often. The CAC also discussed the level of service policy.

Ms. Strand thanked LCOG for getting the CAC minutes out quickly. She iterated the CAC's appreciation of Mr. Chickering's dedication to the CAC. She encouraged the MPC to modify the

wording of the bicycle policy to make cycling safer and increase use of non-motorized transportation methods.

Ms. Wylie noted David Jacobson was the CAC's representative to the Lane ACT and had direct input on making priorities for the community.

Mr. Kloeppe reviewed the CAC's suggestions: that the MPC review the appointment of the MPC liaison to the CAC; the MPC write a letter to the legislature regarding funding the student bus pass program.

Ms. Wylie noted consensus by the MPC to direct staff to draft a letter to the Oregon State Legislature strongly encouraging the legislature to find funding for the student bus pass program.

Mr. Evans nominated Ron Kilcoyne to serve as the MPC liaison to the MPO CAC.

Mr. Kilcoyne agreed to serve.

Ms. Piercy suggested MPC build representation to the CAC as a regular responsibility of MPC members, and that members serve as the MPO CAC liaison on a rotating basis.

b. Draft Regional Transportation Plan (RTP) Update

Mr. Thompson offered the staff report. He reviewed the staff memorandum and the public involvement process. He noted there were no changes to the RTP since the September MPC meeting aside from the final update of the maps. He stated the MPO CAC had devoted significant time reviewing the draft RTP. In September the CAC adopted a motion recommending that language be added to the RTP TSI Bicycle Policy 1 policy definition: "It is preferable that bicycles and pedestrians be physically separated from the flow of traffic." Mr. Thompson asked the MPC if that language should be included in the draft for its presentation for adoption in November 2011.

In response to a question from Mr. Grimaldi, Mr. Thompson said the proposed language would become part of the policy statement through the definition and intent language, and encourage but not require jurisdictions to provide that type of facility wherever possible.

Mr. Grimaldi noted a difference between prefer and encourage.

Ms. Wylie said it was a wonderful idea, but questioned the feasibility.

Mr. Leiken said the proposal would impact right-of-way costs and feasibility needed to be determined.

Ms. Piercy said preferred meant the option would be available to jurisdictions.

Mr. Thompson suggested the MPC could direct the staff committee to draft language for review by the MPC.

Mr. Bozievich discouraged developing separate bike lanes as the standard. The current striped bike lanes provided room for disabled and emergency vehicles. Bike lanes separated by curbs constrained traffic to just the traffic ways which resulted in traffic backups in the event of accidents. Raised bike ways like those on Ayers Road with sloped shoulders presented a hazard for cyclists. He encouraged bike lanes with a wide separation from motor vehicle traffic. He noted the bike lane along 42nd Street in Springfield was a good example of a wide separation.

Ms. Taylor preferred to be separated from cars and would prefer to require a separation. Greater separation would encourage cyclists to ride more.

Mr. Leiken noted the right-of-way for the bike lane on 42nd Street was donated by Weyerhaeuser. He agreed with Mr. Thompson's proposal to direct staff to draft language for review by the MPC. He thanked the CAC for their work.

Ms. Piercy said it was important for the MPC to discuss the issue. She heard from families in the urban area that it was difficult to take kids along the bike paths because they felt they were too close to traffic.

Mr. Fox arrived at 12:05 p.m.

c. Letters of Support for ODOT Flexible Funds Program Funding Applications

Mr. Thompson reported that the timeframe for the second Flexible Funds application cycle had been short. Staff had developed a list of thirteen projects and nine applications were being submitted. The MPC was asked to approve letters of support for the nine applications.

Ms. Crawford confirmed the Lane ACT had reviewed the applications at its October 12, 2011 meeting.

Mr. Vanderpool added the full list would be circulated to the Lane ACT today and it was anticipated that the chair would execute letters of support next week on behalf of the ACT. He said other jurisdictions not represented by the MPC would also apply for the funding.

Mr. Thompson reviewed the letters that were included in the agenda packet.

Ms. Piercy, seconded by Mr. Leiken, moved to approve the Letters of Support. The motion passed unanimously.

d. MPO Planning Calendars

Ms. Riner reviewed the MPO Planning Calendars included in the agenda packet. She noted the public comment period for mobility standards was currently open. The MPC chair and vice chair

would be nominated and elected later this year, with a Lane County representative scheduled to serve as chair, and a City of Eugene scheduled to serve as vice-chair. Positions for representation to the Oregon MPO Consortium and other committees would also be reviewed.

Mr. Kloeppe said the MPC chair would offer a formal report to the LCOG Board of Directors on December 8, 2011.

e. Follow-up and Next Steps

- **ODOT Update**—Ms. Crawford said the regular ACT meeting was held on October 12, 2011. The ACT discussed least cost planning, the Oregon Highway Plan, and mobility standards amendments. The ACT would discuss STIP priorities and Senate Bill 264, Access Management Standards at the November meeting. The I-5 northbound to Franklin Boulevard ramp was recently closed on October 2, 2011 for two years. She had distributed a flyer to MPC members with detour and cost savings information.

Mr. Kloeppe noted the Chamber of Commerce was pressing for information on behalf of the businesses impacted by the closure.

Ms. Crawford said ODOT was working with the property and business owners to develop a signage plan in the area. She added Connect Oregon Four was open and applications which were due by November 20, 2011 were available on-line.

- **Rail Update**—Ms. Piercy said the first rail alignment committee was scheduled to meet October 21, 2011. The committee expected to meet for two years to develop a plan.
- **Greenhouse Gas (GHG) Update**—Ms. Riner reported the draft scenario planning guidelines were out for review by the technical advisory committee. Staff would work with local partners to distribute the guidelines for discussion and review. In response to a question from Ms. Wylie, Ms. Riner confirmed only Lane County and the Portland areas were required to do scenario planning. The Portland area was also required to develop two or three scenarios and adopt one of them for implementation. Meetings were underway whereby ODOT was developing the agreement to fund Lane County's work in this area. Lane County was not under the same requirements as Portland to develop and implement guidelines at this time. Mr. Bozievich asked Ms. Riner to bring information back to the MPC related to the aggressive State policies on GHG. She noted the State was looking at urban form land use, transportation solutions, pricing policies on facility use and parking, and technology.

- **MTIP Administrative Amendments**—Ms. Wylie noted Amendment 2011-38 and Amendment 2011-39 were included in the agenda packet. There were no comments offered on the amendments.
- **Next Steps/Agenda Build**—Ms. Wylie said the MPC had asked for staff feedback on the bicycle/pedestrian language in the RTP.

Mr. Leiken said Senator Ron Wyden was preparing to introduce the Secure Rural Schools Bill in the U.S. Senate. The amount of funding was significantly less than five or ten years ago, when the funding for the program was approximately \$282 billion. Senator Wyden's bill would provide funding for approximately \$400 million, \$15 million of which would come to Lane County. Ms. Barry said the coming fiscal year would face drastic measures for the Road Fund reserves. Mr. Leiken stated the Road Fund had been used in the past to provide matching funds for Oregon Transportation Commission (OTC) grants for the local jurisdictions. A coordinated effort was needed by local partners to support the legislation. Alex Cuyler would work with government, business and other partners to coordinate letter writing efforts to the Oregon Congressional delegation. Mr. Kloepfel said Gary Williams, the mayor of Cottage Grove, sat on the National Association of Regional Councils Board and had been promoting Secure Rural Schools in that venue. His efforts led to the national association adopting a resolution in concert with NACO which would be communicated to the U.S. Congress on the issue.

The next meeting was scheduled for November 10, 2011 at the Bascom-Tykeson Room, Eugene Public Library.

The meeting was adjourned at 12:35 p.m.

(Recorded by Linda Henry)