

MINUTES

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

September 23, 2010
5:30 p.m.

PRESENT: Dave Jacobson, chair; ; Wendy Butler-Boyesen, Diana Alldredge, Edward Winter, Bill Morganti, Richard Beers, Gary Gillespie, Alexandre Lockfeld; Eleanor Mulder, Rosalia Marquez, members; Sonny Chickering, MPC liaison; Andrea Riner, Kathi Wiederhold, Petra Schuetz, Lane Council of Governments; David Reesor, City of Springfield; Kurt Yeiter, City of Eugene; Mary Archer, Lane Transit District.

ABSETNT: Paul Adkins; Phillip Carroll; Philip Farrington; Jennifer Smith; Sarah Strand.

Welcome, Introductions, and Agenda Review

Mr. Jacobson called the meeting of the Citizen Advisory Committee (CAC) to order and those present introduced themselves. There were no changes to the agenda.

Comments from the Audience

There were no comments from the audience.

Approve May 20 and July 15, 2010 Minutes

Mr. Morganti, seconded by Ms. Butler-Boyesen, moved that the May 20, 2010 minutes be approved as submitted. The motion passed unanimously 8:0.

Mr. Morganti, seconded by Mr. Gillespie, moved that the July 15, 2010 minutes be approved as submitted. The motion passed unanimously 8:0.

Mr. Chickering arrived at 5:35 p.m.

Member Spotlight

This item was deferred to the next meeting.

Ms. Marquez arrived at 5:40

I-5 Bridge

David Sonnichsen identified himself as a member of the Whilamut Natural Area Citizen Planning Committee (CPC) of Alton Baker Park. He reported that the City of Eugene as well as several local representatives from the Oregon Legislature, Congressman Peter DeFazio and the Confederated Tribes of the Grand Ronde had endorsed “Whilamut Passage” as the name for the new I-5 bridge over the Willamette River. The Springfield City Council and Lane County Board of Commissioners were expected to endorse the proposal in the near future.

Charlotte Behm identified herself as a member of the Whilamut Natural Area CPC. The CPC had collaborated with the Kalapuya people in naming the park Whilamut Natural Area and installation of the Talking Stones. She commended Doug Beauchamp of the Lane Arts Council for developing the proposed “Whilamut Passage” name.

Esther Stutzman, who is a Kalapuya elder, was pleased that there were finally Kalapuya names on geographic locations to demonstrate that the Kalapuya culture had not disappeared, but had survived. The name Whilamut Passage indicated what the bridge was all about, illustrating not only a passage of time but a passage of the people who had once floated the river in long canoes visiting and carrying news up and down the river. She said Whilamut meant a place where the water ripples and runs fast. She urged the CAC to look favorably upon the CPCs work.

Mr. Chickering stated State of Oregon Department of Transportation (ODOT) staff had indicated they would support the proposed name if the Cities of Eugene and Springfield City Councils, the Board of County Commissioners, and the MPO/CAC endorsed the name. The request would be submitted to the Oregon Geographic Names Board for final approval.

Mr. Winter thanked the CPC for its work on the project.

Ms. Butler-Boyesen, seconded by Mr. Morganti, moved that the CAC support the name Whilamut Passage for the new I-5 bridge over the Willamette River in honor of the cultural heritage of the location. The motion passed unanimously, 10:0.

Eugene Transportation System Plan (TSP) Stakeholder Advisory Committee

Kurt Yeiter, Senior Transportation Planner, City of Eugene, stated the City of Eugene and City of Springfield separately were updating and customizing TransPlan due to the split of the urban growth boundary (UGB) pursuant to House Bill (HB) 3337. The City of Eugene was using a public participation process entitled *Envision Eugene* to review the land use components of the UGB. He reviewed the public outreach component of the TSP process. A 20 member department advisory committee would meet approximately eight times during the next year to advise staff and the project consultants. The DAC would be tasked with developing a recommendation for the City Council by February 2011. He asked that the CAC select a representative and an alternate to serve on the Eugene Transportation System Plan Department Advisory Committee.

The CAC briefly discussed membership on the committee.

Ms. Butler-Boyesen, seconded by Mr. Morganti, moved that the CAC recommend that Gary Gillespie be appointed to serve as the CAC representative and Phillip Farrington be appointed to serve as the alternate representative on the Eugene Transportation System Stakeholder Advisory Committee to the Metropolitan Policy Committee (MPC). The motion passed unanimously, 10:0.

Overview of Regional Transportation Options Plan (RTOP)

Ms. Schuetz reported LCOG was undertaking a regional transportation planning process, or transportation demand management (TDM). In addition to the local TDM, the State required an update of the Regional Transportation Plan (RTP) by 2011. There were not enough resources or land to enable urban areas to build their way out of congestion. Additionally, a well established sustainability effort would affect travel demand for investment in safer, more livable communities with a better range of transportation choices. The need to manage travel demand had become increasingly urgent for a number of reasons including:

- Peak oil.
- Efforts to reduce greenhouse gas emissions.
- Vehicle travel's link to poor air quality, road accidents, and reduced physical activity.
- Emerging federal and state regulations to create more balanced and efficient transportation systems.

Ms. Schuetz stated the RTOP project was intended to deliver two products. The RTOP would update the TDM portion of the federal RTP and it would provide a best practices document designed to assist both regional and local governments in strategically expanding the reach of their RDM programs. As the designated MPO for the Eugene-Springfield metropolitan area, LCOG was responsible for preparation of the RTP, the federal long-range regional transportation plan. The MPO was also responsible:

- For providing technical modeling of the transportation system to local governments.
- Facilitating the interaction of federal, state, and local agencies dealing with transportation issues.
- Managing the analysis and process for maintaining conformity with federal air quality standards.
- Preparation of financial analysis and project programming.
- Providing opportunities for public involvement, along with other responsibilities.

In response to a question from Mr. Jacobson, Ms. Schuetz explained the process to date. Staff had offered updates to all of the local planning commissions. She said the project would have a project management team, but no technical advisory committee. The regional processes would be dependent on the public outreach at the local level. Information relative to demand management collected from local processes would be used to develop a regional snapshot of what people were interested in talking about. Staff also would participate at the local level in the existing MPO process.

Responding to a question from Ms. Alldredge related to Policy 3, Congestion Management, Ms. Schuetz stated the policies before the CAC were existing RTP policies. The Employee Transportation Coordinator System had been provided on a voluntary basis since its inception. She opined mandatory environments were generally more effective, but required more maintenance and offered more political risk. She thought the community had an obligation to look at a mandatory obligation in some areas, perhaps in congestion pricing, participation from large employers, and motivating employees to consider alternate modes of transportation.

Ms. Alldredge expressed hope that if mandatory requirements were implemented, consideration would be given for alternatives available to individuals, noting those alternatives were limited in some areas.

Ms. Schuetz agreed safety, distance, and individuals' personal mobility were big issues for people that needed to be taken into consideration. It would be important for local governments to concentrate on providing the infrastructure, safety and potential incentives to encourage people to use alternative transportation.

Mr. Winter noted that he and many other people commuted regularly on the Fern Ridge trail which was considered by many to be a recreation facility.

Mr. Beers cautioned staff that increasing costs to the community in the current economy should be approached carefully.

Ms. Schuetz stated performance measurements needed to be fully defined to enable completion of a cost benefit analysis to establish appropriate price points and identification of incentives. It was important to be able to track those improvements and strategies that worked and those that did not work well.

Announcements

Mr. Jacobson announced Lane Transit District would hold a public workshop to take comments on its long range transit program on October 11, 2010, 5:30 p.m. to 8:00 p.m. at the Eugene Public Library.

The CAC took a short break at 6:35 p.m.

Overview of Regional Policy Discussion and Public Involvement

Ms. Riner stated LCOG had been involved in extensive planning as directed by federal, state and local jurisdictions officials efficiently and seamlessly as possible. She reviewed the following charts on the wall

- Regional Transportation Work Plan and GHG Planning
- Transportation Planning/Public Involvement Programs

that illustrated regional goals and objectives, regional transportation work plan timeline, and public involvement coordination. Copies of the charts were included in the agenda packets.

Ms. Riner explained LCOG was clear in its contract with the State that assumptions concerning the plan would be based on the existing MPO boundary. She said the Cities of Eugene and Springfield were developing their own transportation plans, and LCOG was leading the planning process on a regional basis. ODOT was generously funding a large proportion of the plans as well as helping with project coordination of public involvement and the website. Ms. Wiederhold opined that development of the Eugene/Springfield Metropolitan Area Plan (Metro Plan) was the genesis of the current collaborative transportation planning process.

Ms. Riner reviewed the Goals and Objectives, which were included as Attachment 1 in the agenda packet. The MPC had requested that the current goals and objectives from TransPlan be reviewed and revised as needed to ensure they were current and inclusive of current issues. She noted the MPC would review the

goals and objectives in October 2010 and provide direction for inclusion in the public involvement processes. She distributed and reviewed a handout entitled *REGIONAL POLICY SUBCOMMITTEE Process Recommendations for Development of New Region Policy Set June 11, 2010*. She asked CAC members for suggestions on additional information for the *Preliminary List of Issues* included on the document.

CAC members offered the following suggestions as additions to be considered for the *Preliminary List of Issues*:

- Freight and movement of goods (pipelines, truck, rail).
- Pedestrians/walkability—elevate to goals and objectives.
- Connectivity/multi-modal—rail, transit, bike, pedestrian, car, etc.
- Safety and accessibility—complete projects and information.
- Bicycles—safety, information, infrastructure.
- Electrification.
- Rail reliability.

Ms. Marquez expressed concerns regarding safety issues on River Road, observing that drivers did not see or ignored pedestrians. She asserted when road projects were developed, they should be completed. She was concerned for safety for people with disabilities. She thought flashing lights at the pedestrian crossings would be helpful.

Mr. Jacobson thanked everyone for attending the meeting. Those agenda items not addressed would be reviewed for inclusion at the next meeting.

Ms. Mulder thanked staff for arranging for interested CAC members to attend the Oregon Planning Institute conference held at the University of Oregon in September.

CAC members commended Ms. Wiederhold for her efforts to produce the Oregon Planning Institute.

The meeting was adjourned at 7:35 p.m.

(Recorded by Linda Henry)