

# MINUTES

Metropolitan Policy Committee  
City of Springfield Justice Center — 344 A Street  
Springfield, Oregon

April 4, 2019  
11:30 a.m.

**PRESENT:** Lucy Vinis, Chair; Claire Syrett (City of Eugene); Pete Sorenson (Lane County); Christine Lundberg, Joe Pishioneri (City of Springfield); Ray Smith, (City of Coburg) Frannie Brindle (Oregon Department of Transportation), Carl Yeh, Kate Reid (Lane Transit District); members; Sasha Vartanian for Steve Mokrohisky (Lane County), Gino Grimaldi (City of Springfield), Matt Rodrigues for Jon Ruiz (City of Eugene); Tom Schwetz for Aurora Jackson (Lane Transit District); Jeff Kernen for Anne Heath (City of Coburg); *ex officio* members.

Paul Thompson, Kelly Clarke, Dan Callister, Drew Pfefferle, Ellen Currier (Lane Council of Governments); Rob Inerfeld, Larisa Varela (City of Eugene); Emma Newman (City of Springfield); Bill Johnston (Oregon Department of Transportation); Becky Taylor (Lane County); Andrew Martin (Lane Transit District); Carleen Reilly (River Road); Pat Farr (Lane County), guests.

## **WELCOME, CALL TO ORDER AND INTRODUCTIONS**

Ms. Vinis called the meeting of the Metropolitan Policy Committee (MPC) to order and those present introduced themselves.

## **APPROVE MARCH 7, 2019, MEETING MINUTES**

Mr. Pishioneri, seconded by Ms. Lundberg, moved to approve the March 7, 2019, MPC meeting minutes as submitted. The motion passed, 8:0.

## **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**

Ms. Vinis announced that City Manager Jon Ruiz had recently signed a Vision Zero ordinance for the City of Eugene. Mr. Rodriguez said the ordinance established a Vision Zero plan for the next five years

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Metropolitan Transportation Improvement Program (MTIP) Amendment**

Mr. Callister said the City of Springfield had requested the amendment, which would cancel the 28th Street pavement preservation project and move those Surface Transportation Block Grant-Urban (STBG-U) funds to two other Springfield projects: the Virginia-Daisy surface preservation project and the Mill Street reconstruct project. Details of the projects were provided in the agenda packet. He said public comments on the amendment could be made through April 28 and the MPC would be asked to take action at its May 2019 meeting. He asked that a public hearing be held.

Ms. Syrett arrived.

Ms. Vinis opened the public hearing. There was no one wishing to speak and the hearing was closed.

### **Unified Planning Work Program (UPWP)**

Mr. Thompson presented the FY2020/2021 UPWP and requested that a public hearing be held. The MPC would be asked to take action on the program at its May 2019 meeting. He said the federal government required all MPOs to develop a UPWP in conjunction with state departments of transportation and the U.S. Department of Transportation to assure the MPO was conducting the work that was required under federal regulations and doing so in a transparent manner. He said UPWPs were typically developed for a one-year period but the Central Lane MPO developed a two-year program as it was easier administratively. A mid-point addendum was done to incorporate any changes. He said other significant transportation work being done within MPO boundaries was also reflected in the document. He said the UPWP had been reviewed by cognizant state and federal agencies and their comments and suggestions had been included in the version available for public review.

Ms. Vinis opened the public hearing. There was no one wishing to speak and the hearing was closed.

### **Beaver/Hunsaker Update**

Mr. Thompson said the Beaver/Hunsaker corridor was the site of a recent pedestrian fatality and had been the subject of safety concerns for some time. Lane County safety concerns about that area had been discussed at previous MPC meetings.

Ms. Taylor stated safety was a top priority for Lane County and in response to the death of Irene Ferguson while walking along Hunsaker Lane, agencies, businesses and neighbors had reached out to the county and offered to assist in improving safety in the corridor. She shared some examples such as yard signs warning motorists to slow down, reflective vests for residents and safety education events in the neighborhood. Although there was a lack of enforcement officers, other efforts such as speed feedback signs, the presence of park police vehicles and a reduction of the speed limit from 35 to 30 miles per hour were being employed in the neighborhood.

Ms. Taylor said a planning initiative in 2017 resulted in adoption of a corridor plan for walking and biking improvements. She used maps to illustrate the type and location of planned improvements. Because construction of improvements would not occur for some time, the county had developed a rapid response plan that could be implemented in the summer of 2020. She distributed a map that indicated the rapid response actions, such as restriping the pavement markings, creating a continuous four-foot walking area within the roadway, installation of a pedestrian-activated beacon at the point the walking area shifted to the other side of the road and narrowing travel lanes in some places.

Mr. Sorenson said unincorporated Lane County lead the state in traffic fatalities and the county was working to integrate traffic enforcement with engineering to address safety concerns. The Hunsaker/Beaver corridor project was widely supported and the Board of County Commissioners was grateful for the contributions of Delta Sand and Gravel.

Ms. Lundberg observed that bicycles and pedestrians would share a multi-use path and she had raised that option with those working on the Main Street Safety Project in Springfield in previous years.

Ms. Syrett commended efforts to address Hunsaker/Beaver safety problems and encouraged the county to work with the MPC and LaneACT (Area Commission on Transportation) to seek ways to implement

improvements more quickly. She hoped the county would revisit the question of whether there were enforcement officers available to patrol the corridor when a new sheriff was hired.

Mr. Pishioneri suggested that funding could be provided for a dedicated law enforcement position to patrol specified corridors.

Mr. Sorenson said funding for the Sheriff's Office had changed dramatically during his tenure as a county commissioner and funds the county received for housing federal inmates were no longer available. There were specialized contracts for law enforcement services paid for by other jurisdictions or businesses, but that did not make additional officers available to patrol within the county. He did not feel a new sheriff would change that unless funds were offered to support a dedicated position.

Ms. Reid commended the multi-use path as a safety measure although she did not feel implementing safety improvements in the summer of 2020 should be characterized as "rapid."

Mr. Smith said the safety of bicyclists and pedestrians, particularly in school zones, had been discussed by the LaneACT and he hoped the MPC could consider ways to support those safety initiatives, such as seeking resources for a dedicated patrol position as suggested by Mr. Pishioneri.

Ms. Vinis suggested that the MPC should have a follow-up conversation at a future meeting.

Mr. Thompson noted that the MPC had approved funding for planning, design and development of a permanent solution for the entire corridor, but the funding for planning would not be available until 2021. Once planning was completed, the earliest construction funds likely could be available was 2024-2025. He said staff had discussed how to get some efforts under way sooner and that resulted in the rapid response work. He said congressional action in February 2019 resulted in about \$1.2 in additional funds coming to the MPO through a dedicated highway improvement program. He said the MPO also had some additional funds that were not programmed for core programs.

Mr. Thompson said the cost of the improvements described by Ms. Taylor was \$500,000 if done with non-federal dollars and \$600,000 if federal funds were used. He is discussing with the Oregon Department of Transportation (ODOT) the possibility of swapping federal dollars for state and local funds in order to keep the costs down by avoiding duplicating the environmental work that the county would need to do when a permanent solution was implemented. He suggested the MPO hold a supplemental round of funding for the \$1.2 million, plus the core funds that were currently under-programmed, and prioritize the Hunsaker/Beaver corridor improvements so work could begin in the summer of 2020 or sooner. He said there were other projects that could also compete for the supplemental funds and asked for direction from the MPC.

Ms. Lundberg reminded members that revenue from public timber land harvests used to provide funds for public safety, but those harvests had declined significantly. She said if harvest could be increased there would be more resources available for public safety.

Ms. Reid said Portland Metro was using safe speed and tactical design strategies and suggested the Safe Lane Coalition could develop a tool box of options for jurisdictions to use when a rapid response was necessary to address public safety concerns.

Mr. Thompson said there were relevant bills in the legislative process and the Oregon Transportation Commission (OTC) had appointed a rule-making advisory committee on speed limits and all of those efforts could potentially provide local jurisdictions with greater authority to address public safety.

Mr. Sorenson said with respect to traffic fatalities in the unincorporated areas of Lane County within the MPO area, there might be opportunities to discuss with an incoming sheriff strategies for public safety similar to those used with fire response in the metropolitan area.

Mr. Smith said many areas in the metropolitan area where there were serious traffic accidents and fatalities were in proximity to Beltline and the speed and high traffic counts on those adjacent roads were the result of people avoiding using Beltline. He felt that placing Beltline as a high priority at the state level for funding would help address many of the peripheral issues.

Ms. Brindle said projects were planned that would take about 25 percent of traffic off of Beltline onto local arterials and they were in the environmental review process but not yet funded. She wanted to coordinate those efforts with what was being done to address the Hunsaker/Beaver safety issues. She said ODOT had been authorized to use any funds carried over from the recent Interstate 5(I-5) projects for Beltline and she said some had been programmed for a Beltline/Delta Highway project, but she would at some point know if there was any additional money available.

Ms. Syrett said she served on the Beltline Advisory Committee and felt there could be more advocacy for Beltline project funding.

### **Walkability Institute**

Ms. Clarke said the Walkability Action Institute was a federally funded training course and the purpose was to achieve policy, system and environmental outcomes to provide equitable opportunities for access to walking. She said this was the fifth year of the institute and interdisciplinary teams composed of local elected officials, public health officials, planning staff and others applied for the institute. A Central Lane MPO team was accepted this year and included representatives from the cities of Eugene and Springfield, Lane County, Lane Council of Governments (LCOG) and Lane Transit District (LTD). She said 10 teams from throughout the country would attend the training in Decatur, Georgia later in April. She said teams would develop actions plans to help their communities become more walkable, consistent with local initiatives to create safer, walkable communities. She distributed a list of the local efforts that would be considered by the team during training. She invited suggestions for any other local activities that the team should take into consideration.

Ms. Reid commended the institute and encouraged the team to include the benefits of a more walkable community to public health.

Mr. Schwetz pointed out that LTD had recently completed a pedestrian network analysis.

Ms. Lundberg hoped that data would be collected to demonstrate the effectiveness of various strategies in changing behavior and shifting people out of their cars.

Ms. Syrett was pleased with the opportunity to strengthen local efforts to improve walkability, obtain public health benefits and learn from other communities.

### **Franklin Boulevard Transportation**

Ms. Varela presented an overview of the Franklin Boulevard Project. She said the project study area was from Interstate 5 to Alder Street and included Garden Avenue. She said the project was a city priority because it was a key corridor around which the city also wanted to focus growth and development in terms

of housing and jobs. She said the city now had jurisdiction of the entire corridor, which would allow more flexibility in terms of design. She identified a number of city plans and goals with which the Franklin Boulevard project was aligned.

Ms. Varela reviewed previous land use planning and development activities along the corridor, noting that a multi-way boulevard was one of the designs being considered, although it would require a significantly wider right-of-way than currently existed. The Walnut Station Specific Area Plan developed during planning for the Franklin Boulevard EmX line created a special setback for the Walnut Station area that would accommodate a multi-way boulevard.

Ms. Varela said the purpose of the project currently was to transform the corridor from an automobile oriented arterial into a comfortable walking, biking and transit street while still accommodating drivers. She said LTD and the University of Oregon were major partners and their plans would be considered in the corridor design.

Ms. Varela said an initial design workshop created several concepts for the corridor and those were now being refined and turned into alternatives. Those alternatives would be shared with the public in a second design workshop at the end of May. She said the planning process would take about a year, followed by an environmental analysis. When the environmental analysis was completed the city would begin to pursue funding for the project. She said the soonest construction could begin would be 2022.

Ms. Varela described a four-day design discovery workshop that was held to obtain community feedback; design concepts would be based on that feedback. Public feedback was also obtained from an online survey. She listed the likes, dislikes, what was perceived to be missing from Franklin Boulevard as it currently existed, and key issues that emerged from the workshop. Those issues related to speed, bicycle and pedestrian safety, access, connectivity, the natural environment, EmX, and lack of a sense of welcome to the community. She invited MPC members to offer their own ideas and concerns.

Mr. Sorenson asked how freight traffic entering and exiting I-5 was factored into the corridor design. Ms. Varela said interviews were conducted with freight companies using Franklin Boulevard, as well as commuters from Springfield and people involved in Springfield transportation issues to provide a wide range of perspectives on the corridor.

Mr. Sorenson and Mr. Pishioneri expressed concern that the concepts and issues reflected neighborhood interests, not necessarily the interests of those who were using Franklin Boulevard on a daily basis but lived elsewhere in the metro area. Ms. Varela said the project and design workshop were widely publicized in the media and staff had made presentations throughout the community. She felt the public feedback represented a wide range of experience and interests.

Mr. Smith said he had responded out of the campus fire station for 10 years and a major safety concern was the amount of travelers on the corridor who were unfamiliar with Eugene and trying to access campus or other parts of the city. He said it was a complex travel corridor and existing signage was poor; people became lost and inattentive to other traffic and pedestrians. Ms. Varela said she would add that issue to the list.

Ms. Syrett agreed that signage should be better and that would help improve safety for people for people moving within and through the corridor. She said a review and update to Eugene's sign code could improve aesthetics along Franklin Boulevard.

Ms. Lundberg said the area around the Matthew Knight Arena and the proposed indoor track in Glenwood would present a challenge with the large number of people coming to events at those facilities and walking to hotels and other businesses. She said Eugene, Springfield and ODOT all had jurisdiction over some part of that infrastructure and it was essential that all three be involved in making it safe and accessible for pedestrians.

Mr. Rodrigues said Eugene was currently working with the University to improve Franklin Boulevard signage.

Mr. Johnston said Eugene, Springfield and ODOT regularly coordinated their efforts, most recently when both cities updated their transportation system plans.

Mr. Yeh commended the inclusion of bike and pedestrian improvements in the plan for Franklin Boulevard. He encouraged extension of a bike facility on the south end to allow bicyclists to go all the way through the corridor to Springfield.

Mr. Smith said the University did not have a clearly defined "front door" and it would be helpful for people visiting campus to have an obvious entry to campus and an area to park where they could learn how to navigate the campus area.

Ms. Syrett asked if there were details about what people who wanted more green space along the corridor had in mind. Ms. Varela said green space included more trees and other plantings. The concept drawings illustrated what that might look like.

Ms. Varela reviewed a number of design concepts that emerged from the workshop, including protected bikeways and roundabouts. She explained cross-sectional drawings of the following design options: English Oaks, Multi-way Boulevard, Median Bikeway and Treed Boulevard. Other concepts included zones and nodes along the corridor and gateways at each end. She said all designs included dedicated EmX lanes in both directions.

Ms. Varela said public feedback on the concepts was being solicited and staff was analyzing concepts from an operations perspective in order to present alternatives to the public in May 2019. Selection of a design would occur in late summer or fall.

### **Follow-up and Next Steps**

- **ODOT Update**—Mr. Johnston said the Beltline Steering Committee met recently and a presentation would be made to the MPC at a future meeting. He said the I-105 bridge project was proceeding and funding had been secured for the bike-share station at Valley River Center.
- **Springfield Main Street Safety Update**—Mr. Johnston said the project was on schedule, with work focused on development of goals and objectives. The advisory committee was reviewing the traffic safety analysis statistics and changes since the installation of crosswalks.
- **Rail Update**—Mr. Thompson said ODOT's rail division would provide an update to the MPC at a future meeting.
- **Legislative Update**—Mr. Thompson said he would provide an update at the May meeting on HB 2020, the carbon reduction bill, and its potential impacts on transportation.

- **LaneACT Update**—Mr. Johnston said the primary items on the ACT's next meeting agenda were a discussion of applications for State Transportation Improvement Fund (STIF) funding and a discussion with OTC commissioner Martin Callery regarding the relationship and communications between the OTC and ACTs.
- **OMPOC Update**—Mr. Thompson announced OMPOC was meeting on April 29 and the draft meeting agenda included discussions of the legislative session, particularly HB 2020, and the cost of an intensive statewide survey of travel behavior to be conducted by ODOT, MPOs, and local jurisdictions.
- **MTIP Administrative Amendments**—Mr. Thompson noted the list of amendments was omitted from the agenda packet and had been distributed to MPC members at the beginning of the meeting. There were no questions.
- **Next Steps/Agenda Build**—Mr. Pishioneri asked for a discussion of funding for a dedicated enforcement position. Mr. Thompson said a discussion would be scheduled, but cautioned that a majority of the funds over which the MPC had jurisdiction would not be eligible for that use. Mr. Sorenson said there had been some relief given for the use of transportation funds for enforcement services. Mr. Pishioneri said he did not want to take funds from projects, but rather to explore other options that might be available. Ms. Reid asked for a discussion of a rapid response tool box.

The meeting adjourned at 1:30 p.m.

(Transcribed by Lynn Taylor)