

MINUTES

Metropolitan Policy Committee
City of Eugene Library, Bascom Tykeson Room – 100 West 10th Avenue
Eugene, Oregon

May 2, 2019
11:30 a.m.

PRESENT: Lucy Vinis, Chair; Claire Syrett (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, (City of Springfield); Frannie Brindle (Oregon Department of Transportation (ODOT)), Carl Yeh, Kate Reid (Lane Transit District (LTD)); members; Daniel Hurley for Steve Mokrohisky (Lane County), Tom Boyatt for Gino Grimaldi (City of Springfield), Matt Rodrigues for Jon Ruiz (City of Eugene); Andrew Martin for Aurora Jackson (LTD); Anne Heath (City of Coburg); *ex officio* members.

Paul Thompson, Kelly Clarke, Dan Callister, Ellen Currier, Howard Schussler, Kate Wilson (Lane Council of Governments); Chris Henry, Rob Inerfeld (City of Eugene); Emma Newman, Niel Laudati (City of Springfield); Jeff Kernen (City of Coburg); Bill Johnston, Philip Kase, Kat Silva (ODOT); Peggy Keppler, Becky Taylor, Sasha Vartanian (Lane County); Aurora Jackson (LTD); Carleen Reilly (River Road); Michele O’Leary (River Road/Santa Clara Neighborhood Plan Committee); Pat Farr (Lane County), Sarah Mazze (School District 4J); Becky Gilliam (Safe Routes to School National Partnership); Dave Simmons (Jacobs Engineering); and Claire Roth, Rob Zako (Better Eugene Springfield Transit); 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 APRIL 4, 2019, MEETING MINUTES

Mr. Yeh moved, seconded by Mr. Sorenson, to approve the April 4, 2019, MPC meeting minutes as submitted. The motion passed, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Sorenson debriefed a recent meeting he had with newly appointed Lane County Sheriff Cliff Harrold to discuss law enforcement in rural areas. When Mr. Sorenson suggested Sheriff Harrold be invited to a future MPC meeting to discuss traffic safety issues, Mr. Thompson agreed to handle the request.

Ms. Vinis described a walkability conference she had attended as part of an interjurisdictional team. She offered to bring information from the conference to the June MPC meeting.

COMMENTS FROM THE AUDIENCE

Rob Zako announced the Business Commute Challenge was scheduled for May 11-17, 2019. He encouraged MPC members to experiment with an alternative mode at least once during the event.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Unified Planning Work Program (UPWP)

Mr. Thompson reviewed the process to date to develop the FY2020/2021 UPWP. He noted no input had been received during the public comment period.

Mr. Sorenson moved, seconded by Ms. Syrett, to approve Resolution 2019-03, adopting the Central Lane Metropolitan Planning Organization FY20/FY21 Unified Planning Work Program (UPWP) and Programming FY2020 Surface Transportation Block Grant Funding. The motion passed, 8:0.

Beaver/Hunsaker Update

Mr. Thompson requested MPC's approval of \$600,000 of Highway Improvement Program (HIP) funds to implement short-term safety improvements along the Beaver Street and Hunsaker Lane corridor. He highlighted the Transportation Planning Committee (TPC) had recommended expedited approval as the action requested was time-sensitive.

Ms. Vinis opened the public hearing for Resolution 2019-04 at 11:45 a.m.

Becky Gilliam, with Safe Routes to School (SRTS) National Partnership, advocated for adoption of the resolution. Her organization strongly supported the proposed safety improvements.

Sarah Mazze, School District 4J SRTS Coordinator, encouraged MPC members to adopt the resolution. She described the disparity between the number of students biking to North Eugene High School and those biking to South Eugene High School. Ms. Mazze suggested improved safety measures in the corridor would enable more students to bike to school in the North region.

Claire Roth, Better Eugene Springfield Transit (BEST), endorsed the proposed resolution. She stressed the importance of providing adequate infrastructure for pedestrians and bicyclists.

Carleen Reilly, a resident of the River Road neighborhood, commended staff on the proposed resolution. She described a recent meeting she had attended with residents of the Lone Oak Center. They had expressed a desire to walk to nearby businesses but noted their concerns about pedestrian safety. Ms. Reilly stressed how important it was to provide seniors safe ways to get to where they needed to go.

Michele O'Leary, member of the River Road/Santa Clara Neighborhood Plan Committee, discussed the feedback she had received about pedestrian safety concerns in the area. She advocated for implementing both short-term and long-term solutions.

Rob Zako, BEST, supported the resolution. He emphasized no death was acceptable. Safety concerns should always be the primary consideration.

Ms. Vinis closed the public hearing at 11:59 a.m.

When Ms. Lundberg asked for a review of the funding, Mr. Thompson said the HIP funds were a one-time federal allocation. The corridor improvement project was about half of the available funds. Ms. Lundberg observed it was difficult to provide consistent infrastructure when there was patchwork annexation. She suggested another project to consider for the remaining HIP funds was a 3D pedestrian crossing.

Mr. Sorenson thanked those who testified. He said safety was the top priority and suggested public outreach to identify other dangerous areas within the metropolitan area. When Mr. Sorenson asked if Lane County had funds for the long-term improvement, Ms. Vartanian explained the corridor study and design and engineering had been funded. However, the \$7 to \$9 million needed for the construction was lacking.

Ms. Reid observed the lack of safety for pedestrians and bicyclists led to people using cars more often. She suggested staff investigate the SRTS rapid response program to see if those funds might be available for the corridor project.

Responding to Mr. Berney's question about how the project estimate was developed, Ms. Vartanian said the public works design team had come up with the costs. She reviewed the project elements, noting the rapid response flashing beacon and the portion of the path that was setback from the street would be incorporated into the long-term corridor improvement.

Ms. Syrett also expressed her appreciation to those who testified. She observed temporary solutions often provided important information for the design of the permanent improvement.

Ms. Vinis described how another community had used planter boxes as a temporary barrier to improve pedestrian safety.

Ms. Syrett moved, seconded by Mr. Sorenson, to approve resolution 2019-04, programming \$600,000 in HIP funds to implement safety improvements along the Beaver Street and Hunsaker Lane corridor. The motion passed unanimously, 8:0.

Springfield Metropolitan Transportation Improvement Program (MTIP) Amendment

Mr. Callister said the City of Springfield had requested the amendment to the MTIP affecting three City of Springfield projects using Surface Transportation Block Grant – Urban (STBG-U) funds. He reviewed the process to date, noting no comments had been received during the public comment period.

Mr. Berney moved, seconded by Ms. Lundberg, to approve Resolution 2019-05, an amendment to FFY 2018-2021 Metropolitan Transportation Improvement Program. The motion passed unanimously, 8:0.

Beltline: River Road to Delta Highway – Update on facility planning and design

Ms. Brindle noted the current work was limited to design work to: ensure compliance with National Environmental Policy Act (NEPA); update construction estimates; and identify potential phases for construction. Construction funds had not been identified. Ms. Brindle introduced David Simmons with Jacobs Engineering.

Mr. Simmons gave a Powerpoint presentation entitled *Beltline Highway Projects, Delta Highway to River Road Improvements*. He explained traffic on the Delta Highway to River Road portion of Beltline was the most congested in the metropolitan area (approximately 90,000 vehicles at peak times). The adopted 2014 Beltline Facility Plan recommended: adding a third lane in both directions on Beltline between Delta Highway and River Road; constructing a local bridge over the Willamette River just north of the highway; and improving the River Avenue/Division Avenue and River Road interchanges. Mr. Simmons reviewed each component in detail. Although funding for the entire project had not been secured, the Oregon Transportation Commission (OTC) had allocated \$20 million to construct the Beltline/Delta Highway interchange. Construction was slated to begin late 2019 or early 2020. Mr. Simmons described past and future public outreach efforts, including a second open house session scheduled for June 4, 2019.

When Mr. Berney asked if ODOT's proposed project incorporated the recently approved Beaver/Hunsaker safety improvements, Mr. Simmons said no. Ms. Vartanian clarified the ODOT project aligned with Lane County's long-term corridor plan.

Responding to Ms. Brindle's question regarding the impact of the proposed new bridge on regional traffic, Mr. Simmons explained the modeling had not predicted an overall traffic increase on local roads.

Mr. Sorenson asked if the project included extending the multi-use paths further north along the river, e.g., to Corvallis. He advocated for it to do so.

Mr. Simmons responded further extensions of the multi-use path were not included in the project scope.

When Ms. Lundberg requested a status report on Travel Oregon's efforts to connect bike paths between local jurisdictions, Mr. Thompson explained Brenda Wilson was lead staff for that effort and could give an update at a future MPC meeting.

Ms. Reid thought LTD operation services would make good use of the proposed local bridge and arterial.

Mr. Yeh appreciated the inclusion of the multi-use path and local bridge in the project plan.

Mr. Thompson stressed the importance of continuously advocating for the Beltline project with state and federal elected officials.

Implementation of HB2017 Transparency, Accountability and Performance Requirements

Ms. Silva distributed a packet entitled *Implementation of HB2017: Transparency, Accountability & Performance Requirements*. She discussed the Continuous Improvement Advisory Committee (CIAC) and the recently launched Transparency Accountability and Performance (TAP) website.

When Ms. Silva highlighted the Oregon Transportation Infrastructure Condition Report, Mr. Kase thanked the staff from local jurisdictions who had submitted information. It was the first time such a comprehensive report had been compiled and it was required before the gas tax increase could be implemented.

Ms. Reid observed the TAP website noted if a project was late or over budget but did not have any explanation as to why.

ODOT staff concurred the aforementioned reasons would enhance the website. Ms. Silva explained the information was available on the ODOT website where Statewide Transportation Improvement Program (STIP) projects were documented. Mr. Kase added project managers documented any project delays or cost overruns, often in very technical language. He suggested their office might edit the information to make it more accessible to the public.

Ms. Syrett complimented ODOT staff on their unbundling of acronyms in the reports and website.

Mr. Thompson referred to page 6 of the Oregon Transportation Infrastructure Condition Report. He noted of the 410 bridges owned by Lane County, only seven were classified as being in poor condition.

Ms. Silva explained the report established a baseline of bridge conditions and over time the increased investment in infrastructure should be demonstrated in the inventory's condition being maintained or improved.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle announced ODOT was adding a passing lane on Highway 126 West. Those using the highway should expect a flagging delay over the weekend. It was unusual for ODOT to do so, but by adding the delay over the weekend the project would be completed before the spring holidays (e.g., Mother's Day, Memorial Day).
- **Springfield Main Street Safety Update**—Mr. Johnston said the project was on schedule, with the development of goals and objectives almost completed. Mr. Boyatt described the first round of public involvement as robust.
- **Rail Update**—Mr. Thompson said he had no update at this time.
- **LaneACT Update**—Mr. Johnston reviewed the agenda for the May 8, 2019 LaneACT meeting. He highlighted an ODOT construction update, a presentation on local school districts' SRTS programs, an ODOT SRTS program update, and a Statewide Transportation Improvement Fund (STIF) program update.
- **MTIP Administrative Amendments**—Mr. Thompson referenced the list of amendments in the agenda packet. There were no questions.
- **OMPOC Update**—Ms. Reid discussed the Oregon Travel and Behavior Household Activity survey. Funding (\$125,000) had been allocated for developing the next survey instrument. She also noted STIF revenue was greater than originally estimated, with \$6 million more available in formula funds and \$400,000 more each for the discretionary and intercommunity grants. She announced the ODOT Director's retirement party had been scheduled for June 20, 2019.

Ms. Lundberg emphasized how important it was to have local representation on the OTC. HB2017 had added to their charge appointment of the ODOT Director. She also expressed interest in learning more about how the survey data and other information was used in transportation modeling. Ms. Lundberg noted societal changes in transportation demand, including Lyft/Uber and household delivery services.

- **Legislative Update**—Mr. Thompson offered to give a detailed update at the June meeting. Mr. Thompson also announced Sharon Smith from Eastern Oregon had been appointed to the OTC. The next scheduled OTC opening was July 2022.
- **Next Steps/Agenda Build**—MPC members did not identify any specific items for the June meeting agenda.

The meeting adjourned at 1:32 p.m.

(Transcribed by Beth Bridges)