

MINUTES

Lane Area Commission on Transportation (LaneACT)
McLane Room
Oregon Department of Transportation, Area 5
644 A Street, Springfield, OR 97477

November 12, 2014
5:30 p.m.

- PRESENT:** Tom Munroe, Cottage Grove
Dave Stram, Creswell
Fred Hilden, Dunes City (teleconferenced)
Kitty Piercy, Eugene
Mike Miller, Florence (teleconferenced)
Hillary Wylie, Springfield, *Chair*
Ric Ingham, Veneta
Sid Leiken, Lane County
Jeff Stump, Confederate Tribes (teleconferenced)
Ron Caputo, Port of Siuslaw
Michael Dubick, Lane Transit District (LTD)
Sean Barrett, Lane County Roads Advisory Committee (teleconferenced)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Martin Callery, Rail Designated Stakeholder.
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
George Grier, Other Stakeholder, *Vice Chair*
Shelley Humble, Other Stakeholder
Jennifer Jordan, Other Stakeholder
Gary McNeel, Other Stakeholder (teleconferenced)
Eugene Organ, Other Stakeholder
Ryan Papé, Other Stakeholder
- ABSENT:** Coburg, Junction City, Lowell, Oakridge, Westfir; Highway 126 East; Mia Nelson, Environmental Land Use Designated Stakeholder; and Bill McCoy, Trucking Designated Stakeholder
- OTHERS:** Savannah Crawford, Dan Fricke, Steven Lindland, ODOT; Ron Kilcoyne, LTD; Chris Henry, Eugene; Bill Morgan, Lane County; and Mary McGowan, Lane Council of Governments (LCOG).

1. Call to Order (Welcome and Introductions)

Chair Hillary Wylie called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:35 p.m. Members and the audience introduced themselves.

2. Review Agenda – Additions or Deletions

No additions or deletions to the agenda were proposed.

Mayor Piercy recognized Commission members who had recently won re-election.

3. Consent Calendar

A. Approve Minutes (October 8, 2014)

Consensus: The October 8, 2014 minutes were approved as submitted.

4. Comments from the Audience

There were no members of the audience wishing to address the committee.

5. Election of Officers

Ms. McGowan described the work done by the Nominating Committee (Mayor Piercy (chair), Mr. Ingham, Ms. McRae, and Ms. Jordan) and Ms. Brindle. They had reviewed the LaneACT bylaws, officer history, and the goals for officer nominations (including geographic diversity, experience, and willingness). The Nominating Committee had put forth George Grier for Chair and Sid Leiken for Vice Chair. Ms. McGowan noted she had received no other nominations via e-mail prior to the meeting. When Ms. McGowan asked if there were nominations from the floor, there were none.

The candidates described their interests in the positions. Commissioner Leiken thanked the Nominating Committee and said it was an honor to serve. Mr. Grier acknowledged the importance of having an elected official be an officer and thanked Commissioner Leiken for doing so. Mr. Grier also described his public service background.

Mayor Piercy voiced support for the slate nominated. She noted the current Chair and Vice Chair and the nominated Chair and Vice Chair were all from Springfield. Mayor Piercy hoped in the future representatives from other jurisdictions would volunteer.

Mr. Grier clarified he was a resident of Lane County but not the City of Springfield.

Mr. Hilden moved, and Mayor Piercy seconded, the slate set forth by the Nominating Committee. Councilor Wiley asked if the LaneACT member were in agreement.

Consensus: George Grier was to be LaneACT Chair for 2015.
Sid Leiken was to be Vice Chair for 2015.

6. LaneACT Policy & Protocol Review

Ms. McGowan described the need for the proposed Public Information Inquiry Protocol. A local media correspondent had contacted a few LaneACT members for supplemental information on a regional transportation project. No guidelines existed to provide direction on how to respond to a media request. At the request of the Steering Committee, commission staff had developed the draft protocol. Ms. McGowan directed LaneACT members to the agenda packet material entitled, *Lane Area Commission on Transportation, Public Information Inquiry Protocols, Draft November 2014*. She reviewed the key points.

Sean Barrett (via teleconferencing) and Paul Thompson joined the meeting at 5:47 p.m.

Mr. Grier thanked Ms. McGowan for drafting the protocol and also including the other existing protocols in the agenda packet.

Commissioner Leiken clarified the protocols, by confirming if the media contacted a LaneACT member, s/he was to refer the media representative to Ms. McGowan.

Councilor Wiley clarified that Commissioner Leiken, when Vice Chair, was authorized to answer the media inquiry directly. She asked if any LaneACT members objected to the protocols as drafted.

Consensus: The Public Information Inquiry Protocols were adopted.

Commissioner Leiken said he needed to leave the meeting and asked Bill Morgan to represent Lane County. Commissioner Leiken departed at 5: 51 p.m.

7. ADA Ramp and Transition Program

Councilor Wiley introduced Steven Lindland, ODOT Roadway Engineering Manager. He gave a PowerPoint presentation entitled, *ADA Ramps*. A copy of the presentation had been included in the packet material.

Ms. Brindle explained Mr. Lindland had been invited to LaneACT at the request of Mr. Organ. The purpose was to explain ODOT rule changes regarding implementation of the American with Disabilities Act (ADA).

Mr. Lindland explained his office was responsible for the inventory of ADA facilities on state highways and ensuring ADA standards were met as part of new construction or maintenance projects. He noted there were often many obstacles to installing ADA sidewalk ramps, e.g., utility poles, signage, and distributed a photo entitled, *City of Portland, ADA Upgrade* to illustrate the challenges. Mr. Lindland said the federal Department of Justice (DOJ) and Department of Transportation (DOT) had issued a joint Technical Assistance document on August 9, 2013. It clarified ADA upgrades were

required in 1R Projects (i.e., re-surfacing pavement preservation projects). Roadside inventories had to be updated to reflect ADA ramps that did not meet current standards and a plan for addressing the deficit had to be developed. Mr. Lindland described ODOT's Geographic Information System (GIS) layer containing ramp inventory data. Although not directly accessible by local jurisdictions, Mr. Lindland offered to share the data upon request. He described the current ADA curb ramp requirements.

When Mayor Munroe mentioned he had read about a local lawsuit regarding the truncated domes on an ADA ramp, Chris Henry (City of Eugene) described the specifics of the suit and said Eugene's City Attorney had advised Public Works staff it was not a valid claim.

Ms. Brindle discussed the implications of including ADA ramp improvements in 1R Projects. Often the new ramps required an additional right-of-way purchase, which increased the project costs. Previously, since 1R projects were designed to extend the life of the facility, ADA needs were not being addressed in as timely a fashion as desired.

When Mr. Grier asked what it cost to install/improve an ADA ramp, Mr. Lindland estimated an average of \$2,000/ramp. If right-of-way purchases or utility relocations were required, the cost increased to about \$10,000/ramp.

Mr. Lindland detailed the ADA Transition Plan elements. He emphasized ODOT's first priority was curb ramps. Other pedestrian facilities (e.g., park and ride lots, safety rest areas) were to be addressed in the future. The Transition Plan included the inventory and the method, schedule, and official responsible for modifications. He noted about 70% of state highway ADA ramps were non-compliant and it was a multi-year effort to address the issue.

Responding to Mr. Organ's question about whether ramps were at a 90-degree or 45-degree angle to the street, Mr. Lindland said ramps in new construction projects were at 90-degrees and 45-degree ramps were acceptable for alterations. Mr. Organ said the 45-degree ramps were difficult to navigate for those both visually and mobility impaired.

Mr. Organ requested clarification on how many ADA ramps per intersection were mandated. He said the City of Eugene had installed two at some intersections, not four. Mr. Lindland said ODOT's approach was different. Even if the project only included paving up to one street, all four corners were upgraded to ADA standards.

Questions about when local jurisdictions needed to develop a plan to address the revised ADA standards were raised. Mr. Ingham asked why the threshold was based on the number of employees (50), not population. Mr. Papé opined geographic area was more indicative of need. Mr. Organ explained it was a federal requirement. The 50-employee threshold mandated both a plan and an ADA Coordinator.

Mr. Lindland thanked LaneACT members for the opportunity to present the information. He asked if people had other questions or comments to contact him, either by phone (503-986-3557) or e-mail (steven.r.lindland@odot.state.or.us).

8. Health and Transportation Meeting Debrief

Ms. Jordan reviewed the October 8, 2014 meeting of public health and transportation representatives. She was pleased with the number of attendees and variety of professional perspectives represented at the meeting. Ms. Jordan referenced meeting minutes in the agenda packet entitled, *Health and Transportation Meeting, October 8, 2014*. She emphasized the benefits of the two professions working together, including better decisions, improved public engagement, balanced considerations, shared data, and coordinated messages. Ms. Jordan opined Oregon was at the forefront nationally in its recognition of transportation as a key factor in public health.

Councilor Wiley and Mr. Grier, both attendees of the October 8, 2014 meeting, observed it was interesting and valuable. Mr. Grier added it was important to overcome organizational “silos” and work together for the community good. He noted that the public health sector is able to identify community trends more quickly and adapt to the changing environment, as compared to transportation planning and infrastructure investment processes.

Mayor Piercy referenced the health issues being raised about railroads, including the need for “Quiet Zones”. She thought thinking of the health issues associated with transportation decisions was akin to the triple bottom line approach (social, environmental, economic) the City of Eugene used in decision making.

When Ms. Jordan shared how her involvement on LaneACT had helped inform her work as a public health official with transportation issues, Ms. Brindle raised the question as to whether or not a LaneACT representative wanted to serve on the community health board. Ms. Brindle also suggested agencies look to the health community for their support when submitting project grant applications to ODOT.

9. Beltline Facility Plan

Ms. Crawford, ODOT Principle Planner, gave a PowerPoint presentation entitled, *Beltline Highway Facility Plan*. She described the work ODOT, in conjunction with the City of Eugene and Lane County, had completed since 2008. In Phase One, they gathered background information and data on existing conditions and formed a Steering Committee and Stakeholder Advisory Committee. During Phase Two, the Beltline Facility Plan, they generated and evaluated ten potential solutions. Concepts ranged from no-build/transportation demand management (i.e., carpooling, transit use) to large complex build improvements. Concepts were assessed using the following criteria: mobility, reliability, and connectivity; safety; community livability and economic vitality; environmental impacts; and cost effectiveness. The project was now at Phase Three, Interchange Analysis and Plan Adoption. The detailed analysis resulted in three solutions to be forwarded to the National Environmental Policy Act (NEPA) process. Referencing the maps in Agenda Item 9 – Attachment 1, Ms. Crawford described the three solutions:

Improved Existing Concept; Auxiliary Lanes Concept; and Collector Distributor Concept. The costs ranged from \$200-\$270 million. She highlighted: the local arterial bridge connecting Green Acres Road to Beaver Street in the first solution; the overpass connecting Beaver Street to River Avenue in the second solution; and separate collector-distributor roadway parallel to Beltline in the third solution. All three solutions addressed the key areas of concerns expressed by the public; maintain bicycle/pedestrian connectivity; accommodate bicycle and pedestrian facilities, and maintain river access.

When Mr. Papé, a member of the Stakeholder Committee, said there were concerns about the effectiveness in the first concept design with the changes to the Green Acres Road connection, Ms. Crawford explained traffic simulations had shown the redesign effective. Speaking to the first two concept designs, Mr. Papé noted the importance of having redundant bridges over the Willamette River.

Several LaneACT members asked about the data assumptions. Mr. Papé queried about population growth estimates. Ms. McRae inquired about traffic volume forecasts and the assumption of bicycle/pedestrian rates. Mayor Piercy questioned if the population estimates included the impact of growth in outlying communities. Ms. Crawford said the population growth estimates were consistent with the assumptions being used in the Envision Eugene process. The traffic volume forecasts in all scenarios assumed a twenty-five percent increase in bicycle and pedestrian use and quadrupling use of transit. The population and traffic forecasts had accounted for the impact of growing outlying communities.

Ms. Brindle said ODOT could not proceed with the NEPA process until the City of Eugene and Lane County adopted the Beltline Facility Plan. The timing of these actions was uncertain. Ms. Crawford added ODOT had \$5 million to fund the NEPA process.

When Mr. Grier asked if NEPA considered the factors outlined in the *Statewide Transportation Planning for Healthy Communities* document, Mr. Thompson explained NEPA did not have the identical criteria. Ms. Brindle said NEPA asked about air and water quality and accessibility, but not public health factors such as active transportation or childhood obesity.

Responding to Mr. Ingham's question on timing, Ms. Crawford explained the NEPA analysis would take two to four years to complete after the facility plan had adopted by the local jurisdictions. In the meantime, ODOT staff was focused on interim fixes and pursuing funding to implement which ever solution was chosen.

10. What is Coming Up

Ms. McGowan noted the November Oregon Transportation Commission (OTC) meeting was scheduled for November 21, 2014. The meeting was to be held at the Eugene Hilton conference center. The LaneACT panel was scheduled from 12:45 p.m. to 1:45 p.m. Members of the panel were: Commissioner Leiken, Mayor Lundberg, Councilor

Zelenka, Ms. McRae, Mr. Callery, Mr. Grier, Councilor Wiley, and Mr. Dubick. Other LaneACT members were welcome to attend the meeting. The OTC meeting agenda also included a tour of the West Eugene EmX project and a presentation from the local Regional Solutions Team.

Ms. McGowan reminded LaneACT members there was no December meeting and thus no November Steering Committee meeting. The next Steering Committee meeting was scheduled for December 18, 2014 to plan for the January LaneACT meeting.

11. Announcements and Info Sharing

Councilor Wiley presented a letter and certificate of appreciation to Michael Dubick for his work on the LaneACT. She noted he had also served on the Steering Committee. Councilor Wiley said Mr. Dubick exemplified the powerful impact an individual could have on the community when they decided to get involved. Mr. Dubick had been on the LTD Board of Directors for eight years. Commission members recognized Mr. Dubick with a round of applause.

Mr. Dubick encouraged LaneACT members to continue their collaborative work.

Ms. Brindle said interviews were scheduled in November for the ODOT Region 2 transportation planner applicants. She hoped to have the planner on board in December.

Mr. Thompson noted the Metropolitan Policy Committee minutes had not been included in the agenda packet. He said the MPO had approved the FFY15-18 Transportation Improvement Program projects, adopted the Regional Transportation Options Plan, and proposed slightly expanded MPO boundaries based on census data. On Tuesday, December 9, 2014, at 5:30 p.m. a public workshop on the Scenario Planning Process (to reduce greenhouse gas emissions) was planned. The workshop was to be held at the downtown Lane Community College building.

Mayor Piercy announced the fall meeting of the Oregon Rail and Transit Advocates for November 15, 2014. The meeting was to be held at the Oregon Electric Station from noon to 3:30 p.m.

Mr. Ingham referenced the two recent fatalities on Highway 126. He hoped some interim measures would be taken to improve safety.

The meeting was adjourned at 7:20 p.m.

(Recorded by Beth Bridges)