

## MINUTES

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

June 10, 2015  
5:30 p.m.

- PRESENT:** Jerry Behney, Coburg  
Tom Munroe, Cottage Grove  
Michelle Amberg, Creswell  
Maurice Sanders, Dunes City (conference call)  
Clair Syrett, Eugene  
Joe Henry, Florence (conference call)  
Steve Paulson, Lowell  
Rick Zylstra, Oakridge  
Hillary Wiley, Springfield  
Tim Brooker, Veneta  
Sid Leiken, Lane County, *Vice Chair*  
Jeff Stump, Confederated Tribes (conference call)  
Gary Wildish, Lane Transit District (LTD)  
Frannie Brindle, Oregon Department of Transportation (ODOT)  
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)  
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)  
Charles Tannenbaum, Highway 126 East  
Bill McCoy, Trucking Designated Stakeholder  
Martin Callery, Rail Designated Stakeholder  
Holly McRae, Bicycle and Pedestrian Designated Stakeholder  
George Grier, Other Stakeholder, *Chair*  
Gary McNeel, Other Stakeholder  
Eugene Organ, Other Stakeholder  
Ryan Papé, Other Stakeholder  
Shelley Humble, Other Stakeholder
- ABSENT:** Junction City, Westfir; Port of Siuslaw; Mia Nelson, Environmental Land Use Designated Stakeholder; and Jennifer Jordan, Other Stakeholder.
- OTHERS:** Savannah Crawford, Jae Pudewell, David Reesor, ODOT; Lydia McKinney, Becky Taylor, Lane County; Sasha Luftig, LTD; Rob Inerfeld, Eugene; Mary McGowan, Lane Council of Governments (LCOG); Phil Warnock (conference call); Rob Zako, Better Eugene Springfield Transit (BEST); Alexis Biddle, Scott McNeel, public.

At each member's place was a Letter of Endorsement packet for the Florence/Yachats Intercity Public Travel Options Plan application for a Transportation Growth Management grant.

## **1. Call to Order (Welcome and Introductions)**

Chair George Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:30 p.m. Members and the audience introduced themselves.

## **2. Review Agenda – Additions or Deletions**

Mr. Grier added the Letter of Endorsement for the Florence/Yachats Intercity Public Travel Options Plan to the Consent Calendar agenda item.

## **3. Consent Calendar**

### **A. Approve Minutes (May 13, 2015)**

### **B. Florence/Yachats Intercity Public Travel Options Plan Letter of Endorsement**

Councilor Syrett corrected page 4, paragraph one as follows:

Mr. Doll referenced the Airport Advisory Committee and acknowledged Councilor Syrett's **past** participation on it.

Consensus: The minutes of May 13, 2015, were approved as corrected.  
The Florence/Yachats Intercity Public Travel Options Plan Letter of Endorsement was approved as submitted.

## **4. Comments from the Audience**

Rob Zako, BEST, distributed a document entitled, *Leading Causes of Death in Oregon by Age*. He highlighted that in 2013, Road Traffic Accidents were the second or third most frequent cause of death for males and females between the ages of 15 and 44. Mr. Zako noted to date in 2015, there had been 172 traffic deaths. He described the Vision Zero movement (<http://www.visionzeroinitiative.com>) and listed countries and cities that had adopted it, including Portland, Oregon.

Councilor Wiley arrived at the meeting at 5:35 p.m.; Paul Thompson at 5:36 p.m.

Alexis Biddle, University of Oregon student intern at BEST, echoed Mr. Zako's concerns. He thought the Vision Zero approaches would be most effective if applied at a regional level. He urged LaneACT members to use the principles outlined in Vision Zero when selecting projects or plans to support.

## **5. Work Plan Adoption**

Ms. McGowan reviewed the revisions to the 2015-2016 Work Plan resulting from the discussions at the May LaneACT meeting. Five topics were added to the Commission Education section: transportation safety, transportation funding, local planning projects updates, transportation regulatory guidance, and update on public health and transportation related efforts. A copy of the revised Work Plan was included in the agenda packet.

Shelley Humble joined the meeting at 5:42 p.m.; Ryan Papé at 5:44 p.m.

Councilor Syrett referenced the public comments regarding Vision Zero. She asked about LaneACT's role in adopting or encouraging transportation safety policy. In response, Ms. Brindle thought the topic fell under the Advisory and Coordination Activities section of the Work Plan. Mr. Callery noted the Oregon Transportation Commission (OTC) held an annual policy discussion with ACT chairs. Ms. Brindle said LaneACT members could also provide input on ODOT's Safety Action Plan. Councilor Wiley suggested LaneACT members discuss the policy with their respective jurisdictions. Commissioner Leiken asked staff to contact the City of Portland and learn what process they used in deciding to adopt Vision Zero. He thought jurisdictions should decide on Vision Zero independently and then the topic be addressed by LaneACT. Commissioner Leiken also volunteered to speak with Jennifer Jordon about Vision Zero, to see if it might be of interest to the Lane County Public Health Advisory Committee.

Mr. Thompson said Portland had pursued Vision Zero as a municipality. There had not been consensus among the Portland MPO to adopt it. He also announced LCOG staff planned to begin work on a countywide transportation safety plan in the next two months.

Speaking to the plan, Mr. Callery noted the issue of trespassing on rail yards and requested rail lines be included as a safety concern. Every year there were fatalities due to trespassing.

Councilor Brooker observed Portland had different traffic safety issues than the smaller cities. He suggested researching other cities that had adopted Vision Zero to see if there were any more comparable.

Returning to the Work Plan, Mr. Grier requested the topic of Vision Zero be added. Ms. McGowan suggested it be both an education topic and policy discussion.

Consensus: The 2015-2016 LaneACT Work Plan was adopted as revised.

## **6. Stakeholder Nominating Committee**

Mr. Grier announced there were three stakeholder vacancies, the positions currently held by Mia Nelson (Environmental Land Use Designated Stakeholder), Martin Callery (Rail Designated Stakeholder), and Gary McNeel (Other Stakeholder). Recruitment was underway. The deadline for applications was June 22, 2015. He said the question before the Commission tonight was

whether the Steering Committee should serve as the Nominating Committee or if a separate body should be formed.

Councilor Brooker asked how many meetings the Nominating Committee required. Mr. Papé asked why a separate committee was being suggested. In response, Ms. McGowen said in the past the Steering Committee had reviewed the applicants and made a recommendation in one meeting. The separate committee was only suggested as an alternative to consider.

Ms. McCrae proposed the Steering Committee continue as the Nominating Committee.

Consensus: The Steering Committee should serve as the Nominating Committee.

Mr. Grier reminded LaneACT members the Steering Committee meetings were open to all. The Steering Committee planned to review stakeholder applications at the July 16, 2015, meeting. It was from 4:00 p.m. to 5:00 p.m. at the ODOT Area 5 office.

Ms. Brindle thanked Ms. McGowan for her recruitment efforts, including the advertisement spot on Metro TV.

## **7. LaneACT Public Participation Plan**

Mr. Grier said the LaneACT Bylaws required a biennial review of the Public Participation Plan.

Ms. McGowan referenced the 2013 Public Participation Plan included in the agenda packet. She noted it was consistent with plans developed by other ACTs in the state. Ms. McGowan reviewed the components of the plan: purpose, key topics for public involvement, audiences to be reached, equity in decision-making, stakeholder recruitment, and requirements for regular meetings.

When Councilor Brooker asked about the use of social media and bilingual material, Ms. McGowan explained LaneACT used LCOG's and member jurisdiction's Facebook and Twitter accounts and websites. Recruitments were published in English and Spanish. Other material was made available in Spanish upon request.

Discussion centered on recruitment efforts. Responding to Mr. Tannebaum's question about marketing the open stakeholder positions, Ms. McGowen said the flyer and cover memo had been sent to LaneACT members to share as they saw best. Due to cost constraints, newspaper advertising space was not purchased. Some jurisdictions had included the announcement in their electronic newsletters. Mr. McCoy opined use of Craig's List would reach a lot of people.

Ms. McCrae and Mr. Papé thought individual, personal recruitment was the most successful strategy. She had been asked to apply as the Bicycle and Pedestrian Stakeholder. Mr. Papé suggested each LaneACT member forward one to three names of potential members, including contact information, to Mr. Grier. He or Ms. McGowan could then do more targeted outreach. Mr. Grier agreed to do so.

Mr. Grier described the difficulty with filling the dedicated stakeholder positions (i.e., the Environmental Land Use and Rail stakeholders). He was working with the incumbents to help identify their successors.

Ms. McGowan summarized the feedback. She suggested amending the recruitment section of the public participation plan to acknowledge individual outreach efforts. Ms. McGowan said the revised Public Participation Plan would be ready for Commission action at the August LaneACT meeting.

## **8. Oregon Bicycle and Pedestrian Plan Update**

Ms. Crawford, ODOT Principal Planner, asked Commissioner Leiken, a member of the Policy Advisory Committee, to introduce the topic. He described the committee and the process, noting they were approximately six months away from adopting the new 20- year plan. Commissioner Leiken emphasized the importance of bicycle and pedestrian modes being incorporated into the overall Oregon transportation system.

Ms. Crawford gave a PowerPoint presentation entitled, *Oregon Bicycle and Pedestrian Plan*. A copy of the presentation had been included in the agenda packet. The plan development process began by understanding existing conditions. The highest concern expressed during the public outreach was number of fatalities and serious injuries. Ms. Crawford shared the nine goals associated with the working vision of a safe and efficient system for all ages and abilities. She detailed policies and strategies for the nine goals: safety; accessibility and connectivity; mobility; community and economic vitality; equity; health; sustainability; strategic investment; and, coordination and collaboration. Commissioner Leiken explained each jurisdiction needed to figure out the best way to implement the policies and strategies.

LaneACT members expressed their concerns to the policies and strategies presented.

- **Safety:** Councilor Wiley advocated for ways to separate cars from bicyclists and pedestrians. Councilor Syrett noted requests she had received about increased law enforcement of traffic laws. Ms. Brindle added residents were often concerned when new bicycle or pedestrian facilities opened access to their area.
- **Access and Connectivity:** Ms. Amberg described the need for a better bicycle connectivity between Creswell and the Eugene/Springfield area. Ms. Crawford said ODOT was working with Oregon Parks and Recreation Department to identify ways to link smaller Oregon communities.
- **Mobility:** Mr. Organ applauded the committee's recognition that people in wheelchairs were pedestrians. Mr. Callery cautioned against putting bicycle paths immediately next to rail lines. A physical barrier between the modes was needed.
- **Community/Economic Vitality:** Mayor Munroe described the economic benefit to Cottage Grove from the rails to trails bike path. Ms. Humble concurred. She noted people flew into rural airports with their bicycles to take advantage of the Oregon bike network. Ms. Brindle added bicycle and pedestrian sporting events (e.g., local

marathons) also contributed to economic diversity. Councilor Syrett added walkable communities also had a tourism component.

- Equity: Ms. McRae questioned the term “transportation disadvantaged.” Ms. Crawford explained it referred to people who could not afford to buy a car. Ms. McRae responded many people, particularly younger people, choose not to have a car. Councilor Syrett added some people ended up getting a car because they had no other viable transportation option even though it took a disproportionate amount of their income.
- Health and Sustainability: Ms. Crawford referenced the memo of understanding between ODOT and the Oregon Health Authority. She also highlighted bicycling and walking were zero emission modes.
- Strategic Investment: Ms. Crawford emphasized the key strategy was to identify a new funding source for bicycle and pedestrian systems, not divert existing revenues. She said projects were prioritized by: maintenance/safety; critical connectivity; then enhancements. Commissioner Leiken acknowledged the difficulties inherent in the funding issues. He said it was the focus of the final sessions of the Policy Advisory Committee.

Ms. Crawford detailed the final steps in the plan adoption. July was focused on investment considerations. Then implementation considerations were to be addressed. The draft plan was scheduled to be released in fall 2015. Ms. Crawford offered to return to LaneACT for a follow-up discussion in October. The OTC was scheduled to review and adopt the plan in early 2016. She said more information was available online (<http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>).

## **9. Lane County Transportation System Plan**

Becky Taylor, Lane County Senior Transportation Planner, gave a PowerPoint presentation entitled, *Lane County Transportation System Plan Update*. A copy of the presentation had been distributed in the agenda packet. She also made available three tabloid sized maps labeled: *Study Area Growth Rate Methodology*, *Roadway Health Assessment*, and *Bicycle and Pedestrian Collisions*.

Ms. Taylor described the 2036 Lane County Transportation System Plan (TSP) objectives and process. She emphasized an updated TSP allowed Lane County to quickly respond to potential funding opportunities should they arise. The TSP was last updated in 2004. Ms. Taylor reviewed the public involvement goals, noting additional public involvement outreach was scheduled to begin in the fall. She discussed the Advisory Groups and stakeholder interviews, highlighting the interactive project website that allowed location-specific concerns to be collected. She summarized the key themes from the spring workshops: safety for all travel modes, connectivity between cities for all modes, bicycle accommodations throughout the county, continued coordination among jurisdictions, and funding needs/challenges. The consultants, DKS Associates, had collected baseline data on roadway health, mobility, safety (collisions, fatalities), and the existing bicycle, pedestrian, transit, freight, rail, airport, waterways, and pipeline systems.

Councilor Paulson and Councilor Brooker had follow-up questions regarding roadway health. Did the map illustrate all the roads Lane County was responsible for? Ms. Taylor explained the map only showed county collector and arterial roads and state highways. Councilor Brooker said pavement preservation for all county roads should be a priority.

Discussing mobility, Ms. Taylor said there were currently no capacity issues. Two intersections were close to capacity, McVey Highway and 30<sup>th</sup> Avenue and Highway 99 at Goshen. Councilor Paulson questioned the latter. He did not observe much traffic there now. When Councilor Wiley asked if there was mobility information about roundabouts, Commissioner Leiken noted roundabouts were only found in urban settings in Oregon. Mr. Reesor added there was some information from the federal government and the City of Bend he could share at a later time.

Turning to safety, Ms. Taylor said between 2008 and 2012 there had been 4,519 collisions resulting in 98 fatalities. The map showed the location of bicycle and pedestrian fatalities and injuries and indicated which roadways needed systematic improvement because their collision rate was higher than the state average for similar facilities. Ms. McRae observed bicycle and pedestrian injuries were underreported. Councilor Paulson asked to follow-up with Ms. Taylor about the safety information at a later time.

Ms. Taylor concluded her presentation by reviewing the remaining work: determine future conditions and needs; decide on solutions, standards, and recommendations; draft the TSP; and develop implementing ordinances. She invited LaneACT members to attend the public outreach sessions in the fall.

## **10. Legislative Update**

Mr. Reesor distributed a handout entitled, *Area Commissions on Transportation, Legislative Update*, dated June 8, 2015. He highlighted the following portions:

- *ConnectOregon VI*: the Joint Committee on Ways and Means was reviewing three bills regarding the program. Funding ranged from \$58.6 million to \$100 million. The source of the funds was the Oregon Lottery.
- *Passenger Rail*: Budget discussions were underway. ODOT had proposed \$10.4 million. The Ways and Means Co-chairs' budget was for \$5 million.
- *Senate Bill 270 (amended)*: The bill which reallocated savings from the 2009 Jobs and Transportation Act was awaiting the Governor's signature. Ms. Brindle noted money saved from the Beltline Value Engineering Study and reallocated to the Beltline/Delta exchange was included in the bill.
- *House Bill 2736*: Established a Vision Zero task force which would also review the strategies and actions recommended in the updated Oregon Transportation Safety Action Plan. HB2736 was in Ways and Means.
- *House Bill 3402 (amended)*: Increased speeds on certain segments of Eastern Oregon highways and changed ODOT's authority to lower speeds on interstate highways. HB3402A was in Ways and Means.
- *Senate Bill 459*: Increased interstate speeds to 70 miles per hour (mph) for passenger vehicle, 60 mph for trucks. The bill was in the Senate Rules Committee.

When Mr. Organ asked on the status of the bill to fund transit passes for high school students (HB 2979), Ms. Luftig from LTD explained the bill was still in the House Transportation and Economic Development Committee.

## **11. STIP Update**

Mr. Reesor said the OTC had met to discuss funding for the Statewide Transportation Improvement Program (STIP) Enhance projects. He reported the funding level was significantly reduced, but the final amount and revised timeline had not been set. The August 3, 2015, application deadline had been moved to November. ACTs and the SuperACT were still to be involved in the selection recommendation. Mr. Reesor assured LaneACT members he would e-mail the information as soon as it was available.

Mr. Grier clarified the OTC was hoping a transportation package would be passed at the federal level, which would affect the funds available for the Oregon STIP.

Mr. Callery added there had been a number of legislative changes to *ConnectOregon* program, including a minimum 30 percent match and a revised conflict of interest policy.

## **12. What's Coming Up**

Mr. Grier corrected information on the agenda regarding the next LaneACT meeting. There was no meeting in July. The next LaneACT meeting will be on August 12, 2015.

Mr. Grier distributed certificates of appreciation to Mr. McNeel, Mr. Callery, and Ms. Nelson (in absentia). He thanked them all for the expertise they brought to LaneACT. LaneACT members acknowledged their work with a round of applause.

Ms. Brindle announced ODOT had hired Mary McGowen and therefore this was the last LaneACT meeting she would staff. Ms. Brindle praised her work. Mr. Reesor concurred. LaneACT members acknowledged Ms. McGowen with a round of applause.

## **13. Announcements and Info Sharing**

Mr. Thompson noted Ms. McGowen had other responsibilities at LCOG and would be sorely missed. He said discussions were scheduled to determine who would staff LaneACT in the future.

Commissioner Leiken reported his recent trip to Salem had left him with a slight “glimmer of hope” that a transportation package would be passed before the legislature adjourned. He thought the needed votes were present in the Senate. He was unclear if it was also true in the House. On the federal level, Commissioner Leiken said the best to expect until the next

presidential elections were completed was for a series of continuing resolutions on transportation funding.

Mr. Organ invited LaneACT members to attend the American with Disabilities Act (ADA) 25<sup>th</sup> Anniversary Celebration on Saturday, July 25, 2015, at Amazon Park in Eugene. Highlights of the event included a deaf choir and a wheelchair dance group.

Mr. McNeel described his current work demands which made it infeasible for him to remain as an active LaneACT member. He noted his e-mail was in the current agenda packet and invited people to contact him.

Mayor Munroe recognized Ms. Brindle for the work ODOT had done at I-5 and Cottage Grove. The entrance to Cottage Grove had been enhanced.

Mr. Thompson announced the region's new OTC Commissioner was Sean O'Hollaren, vice president for Government and Public Affairs at Nike. Mr. Thompson described Mr. O'Hallaren's extensive government and transportation experience. Mr. Thompson also discussed a federal bill recently proposed that eliminated the Transportation Alternative Program (TAP) from the Federal Transportation Authorization Act. He suggested concerned LaneACT members contact their elected representatives.

Mr. Callery said he appreciated the opportunity to serve on LaneACT, even though he was from Coos Bay. On another note, he said some members of the U.S. Congress also wanted to eliminate funding from passenger rail service.

The meeting was adjourned at 7:32 p.m.

*(Recorded by Beth Bridges)*