ROADS ADVISORY COMMITTEE

**April 25, 2012**

**MEMBERS PRESENT: Sean Barrett, Kent Fleming, Jeff Paschall, Larry Reed, Jim Wilcox, D.W. Northey**

**STAFF & OTHER PRESENT: Shashi Bajracharya, Bill Morgan, Howard Schussler, Commissioner Bozievich, Christy Meyer**

**MEMBERS ABSENT: John Anderson**

Fleming called the meeting to order at 5:45 p.m.

1. PUBLIC COMMENT –
2. APPROVAL OF March 28, 2012 Minutes

Motion: Wilcox moved to approve the minutes as is; Paschall seconded; all present voted in favor, motion carried.

1. HYACINTH STREET PROJECT UPDATE – Lydia McKinney

McKinney introduced herself and said she’s been working with the Kerry Werner, the Design Engineer on this project. McKinney explained she has been helping with public involvement and will handle the planning portion of this project. This project was developed in order to address what’s become a very challenging situation for all modes of travel on Hyacinth Street. Hyacinth Street has no sidewalks, with curbs and gutters, and parking on both sides of the street, which means bikes, pedestrians, vehicles, and people with mobility devices are all forced to use the roadway. Irving Elementary is located on Hyacinth, which presents more challenges during high traffic volume times associated with school travel. The school district has been interested in making improvements since about 2000, and this project has been part of the County’s Capital Improvement Plan (CIP) since 2006. As of 2010, funding has been received for the entire project with no property owner assessments.

McKinney referred the group to the map, which shows sidewalks are proposed for the west side primarily because the majority of school children live west of the school. The project goals include maintaining and enhancing neighborhood character; early involvement with stakeholders; minimizing impacts to existing landscape through context sensitive design; and minimize impacts to jurisdictional waters. The project has a lot of support from the school parents, various entities including the Board, Bethel school districts and safe routes to school program, Irving Elementary School, Santa Clara Community Organization, Oregon Research Institute, Community & Schools Together Project, and Land Transit District Point2Point Solutions. However, there are mixed opinions for the neighbors or those who are specifically being impacted. Some of the comments received from those not in support of this include “no sidewalk is needed because no one is walking in the street”, and “the sidewalk should be built on the other side of the street”. McKinney said, however, at the second open house and feedback session, one of the things heard from a lot of people was that they didn’t like the first time we came out to talk with residents about this project; however, staff really listened to the residents and what the residents had to say.

Context Sensitive Design

* This means the project balances safety, mobility, community, and environmental goals; involves public early and continuously; addresses all modes of travel; applies flexibility inherent in design standards; and incorporates aesthetics and place-making as an integral part of the good street design.

Key design considerations included

* Design for safest option; Property owner input; Reduce vehicle speed; Minimize impacts to utilities; Minimize impacts to significant trees; Address on and off Street parking needs; Available street width (allowing for creative design options).

Project Timeline to Date

* December 2011 – Scoping and property owner meetings
* January 2012 – Design Options Development
* February 2012 – Design Options Refinement
* March 2012 – Open House: Community input on design options
* April 2012 – Open House: Preferred Alternative

Spot Safety Improvements

* Calla & Hyacinth have no bike/pedestrian connection and crossing on a curve is unsafe; therefore a solution is to put a crossing in and connect at the corner.
* Bobolink and Hyacinth intersection have had a couple accidents so far; therefore a proposed solution is creating choke points to slow traffic and install a crosswalk.
* Irving School South Entrance is challenged with kids not knowing where to cross and where to wait for the bus. The proposed solution is to create bump outs and install a crosswalk.

McKinney said in some areas there were multiple alternatives and some areas didn’t have lot of options. With regard to the street design, the alternatives included having a planter strip with a tree between the sidewalk and the street, and retaining wall options. McKinney summarized pictures and design examples with the group, noting the different street widths and the design approaches they took. Mckinney said the next steps include a public hearing at the RAC meeting next month, which will focus on the preferred alternative. The Roads Advisory Committee will then make their recommendation to the Board, which will be taken to the Board in July to issue a decision. Construction is then scheduled for July 2013.

Wilcox asked if the kids living on the west side is a structural issue. Commissioner Bozievich interjected that yes, it’s structural as the other side is Bethel school district. Wilcox asked if we will plant things that will mess the sidewalks up, like those in the Whitaker area. McKinney said things have changed a lot over the past many years and there are kinds of trees that you do and don’t plant in this setting. Werner added that with new storm water treatment requirements, staff strongly encouraged trees in the planter strip to treat the water on site or close to where it falls. The tree planter strip disconnects the sidewalk from the gutter and impervious surface and allows the water to be treated.

FYI ANNOUNCEMENT -

Mckinney announced an FYI that there are five Transportation System Plans (TSP’s) (Eugene, Springfield, Junction City, Florence, Coburg) which are land-use processes. All five are going through the update process, and will be reviewed Planning Commission and are then approved by the Board of County Commissioners. The RAC will participate directly in the Lane County TSP update, providing feedback before if it taken through the Planning Commission and Board of County Commissioners.

1. FIVE RIVERS CULVERTS OVERVIEW – Kerry Werner

Werner said this project is far out of the way, and you must travel through three counties just to get there. This project is located on Five Rivers Road on Alsea Drainage, about 30 miles beyond Corvallis and 13 miles from Junction of HWY 34. Due to the uniqueness of this project and location, we housed a staff person on-site for the entire project.

Project overview – These culverts are pre-1960, and staff identified that replacement was needed due to maintenance issues. In 2009, we applied for money through Western Federal Lands Grants and in 2009 we received 1.3 million to replace five culverts. This is a very productive Coho Watershed. The grant was leftover from Forest Highway Improvement Funds – due to aggressively low bids for their programmed projects. Because our project was shovel ready with 30% preliminary engineering complete, this project qualified for the grant funding. Our partners are Western Federal Lands (same funding source for Sweet Creek Retaining Wall) Siuslaw National Forest, and Alsea Watershed Council.

Werner stated this project had a heavy and lengthy permitting process, and there were two permit processes this project had to go through. There were also multiple regulatory requirements, some expected, some unexpected, and some that changed while we were in the middle of the process. Each of these permit applications took approximately 150 staff hours to write. Werner added there were lots of constraints with regard to design engineering, materials transport due to its location, and sensitive environmental issues. In addition to these challenges, the Forest Service wanted the stream and vegetation to be up and thriving immediately after the project was complete.

Werner explained the team had to have creative approaches in order to minimize these environmental impacts. The team did as much as we could to have things manufactured off site and trucked in, while minimizing waste, trucking costs, and rock purchases. Werner summarized other creative details in how they accomplished the work. General discussion regarding pictures and project details ensued.

1. SWEET CREEK UPDATE - Kerry Werner

Werner said this project is moving forward as we just received our last environmental permit. Formal documents will be written up during the next couple weeks. We are also on schedule and within our estimated budget. Werner and Dave Brown met with about 26 residents regarding the 15 month construction period with potential road closures of one-hour duration. Werner said residents supported the proposal as long as there is a maintained schedule of when the road is open and closed. Werner said this project is anticipated to begin in August.

1. FOLLOW UP ON STUDDED TIRES – Bill Morgan

Morgan had staff focus on testing the question of “are studded tires causing rutting?” Findings show it might cause rutting on just very high volume roads, such as I-5. After reviewing the science and wear-rates, it would take approximately 70+ years to get a rut that would be measurable on low volume roads. Morgan says staff believes if rutting happens due to studded tires, it is typically happening because of very oversized trucks or a sub-grade that has failed. The second part of the analysis included what the potential revenue might be if we had a point-of-sale fee. Looking at the number of registered passenger vehicles (294,000), using the same ODOT assumption of 12.4% having studded tires, the assumption that every seven years these people were to purchase new studded tires, and a fee of $10 per tire, the revenue would be $208,000 or with a fee of $25 per tire fee, it would generate $500,000. Wilcox said the State of Washington still hasn’t been able to pass their studded tire fee proposal, and perhaps we should just wait and see what happens there first. Morgan agreed and said we can always come back to this discussion at a later date.

1. GILHAM ROAD – CITIZEN INQUIRY – Bill Morgan

Morgan said a resident came to us regarding this road that has a hodge-podge of road improvement levels. The section that is in need of repair is the Local Access Road section, and the memo provided summarizes the policy regarding Local Access Roads. The section maintained by the County is in the urban growth boundary and is a rural, two-lane standard road with standard drainage ditches, but no area to walk other than the fog line. Morgan explained that the reason this road is not built to urban standards even though there is development occurring in this area is because Dolan Findings state you can’t exact improvements from a sub-divider or developer unless it’s exactly connected and has a nexus to the development. Additionally, if the City or County had money to improve the road, there are other priority roads with higher volumes that would come first.

1. 30TH AVENUE FOLLOW UP – Bill Morgan

Morgan and Wilcox visited with LCC today and brought up the findings by the RAC from the CIP hearing. Morgan said they explained we are just doing preservation now, and explained that the upcoming Transportation System Plan (TSP) is the best way to go for getting this project on the radar and to work towards obtaining funding sources. Wilcox said we (the Roads Advisory Committee) are looking more at an integrated transportation system rather than just roads. Wilcox said they discussed integrated transportation and the EmX that may go out to LCC. Wilcox encouraged LCC to look at a broader picture and not just trying to get people to bike over 30th Avenue. Wilcox also shared some of his knowledge from BikeLane Coalition with regard to LCC’s policies and some ideas around how to work with policies, fees, and more.

1. OPEN AGENDA/ITEMS FOR NEXT MEETING?

Items for the next meeting, May 23, 2012:

1. 6:30 Public Hearing – Hyacinth Street Project
2. Storm Water UIC update
3. Road Fund Update
4. Possible New Member Update

Meeting Adjourned at 7:15

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Christy Meyer, Meeting Recorder