



TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, September 23, 2020

5:30pm - 7:30pm Public Meeting Session

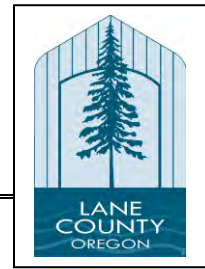
GoTo Meeting: <https://global.gotomeeting.com/join/924127837>

Phone: [+1 \(646\) 749-3122](tel:+16467493122) Access Code: 924-127-837

- I. Introductions / Agenda Review – *Chair, Kevin Woodworth, 5 min.*
- II. General Public Comment, **5 min.**
- III. N. Park Avenue and Maxwell Road Design Concept **Public Hearing and Action** – *Becky Taylor, 40 min.*
Staff will provide a project overview, including a summary of public involvement efforts and public comments received. Then the public hearing will be opened. Once the public hearing is closed the TrAC will deliberate on the action and make a recommendation for the Board of County Commissioners on the Design Concept.
- IV. Gilham Road Design Concept **Public Hearing and Action** – *Becky Taylor, 40 min.*
Staff will provide a project overview, including a summary of public involvement efforts and public comments received. Then the public hearing will be opened. Once the public hearing is closed the TrAC will deliberate on the action and make a recommendation for the Board of County Commissioners on the Design Concept.
- V. Draft 2021/2022-2025/2026 Road & Bridge Projects for Lane County Capital Improvement Program (CIP) **Public Hearing and Action** – *Sasha Vartanian, 20 min.*
Staff will provide a brief review of changes to the road and bridge projects proposed for funding in the Lane County CIP. Then the public hearing will be held. Once the public hearing is closed the TrAC will deliberate and make a recommendation to the Board of County Commissioners.
- VI. Info Share / Next Steps, – *All, 10 min.*

Attachments:

- Memo and North Park Avenue Sidewalk and Maxwell Crosswalk Design Concept Report (pg 2-71)
- Memo and Gilham Road Sidewalks Design Concept Report (pg 72-148)
- Memo and Lane County Road & Bridge 2021/2022-2025/2026 Proposed Projects (pg 149-161)



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: **Design Concept Public Hearing – North Park Avenue Sidewalks and Maxwell Road Crosswalk**

I. ACTION

The TrAC is being asked to: 1) conduct a public hearing; and 2) develop a recommendation to the Board of County Commissioners (BCC) on the design concept for the project. The project requires design concept approval by the BCC prior to implementation. Prior to the public hearing, staff will present the attached design concept and summarize public comments received to-date.

II. BACKGROUND

The purpose of this project is to improve safety for all users of North Park Avenue and Maxwell Road, especially children walking to Howard Elementary located at the south end of the project. School staff, students and parents have been advocating for these pedestrian safety improvements. The school reported a child being hit, but not injured, by a truck in the crosswalk, along with several near-misses from vehicles not yielding to people in the crosswalk.

This project would provide a sidewalk on the east side of North Park Avenue between Maxwell Road and Howard Avenue; and would install a pedestrian-activated flashing beacon and pedestrian-refuge island at the crosswalk on Maxwell Road at North Park Avenue. The pedestrian island would remove the center turn lane on Maxwell Road for southbound traffic onto North Park Avenue. Funding for this project was made possible by the Central Lane Planning Organization (MPO). As a member of the MPO, Lane County applied for this funding which was awarded by the Metropolitan Policy Committee (MPC).

III. RECOMMENDATION / NEXT STEPS

The staff recommendation is provided in the attached report. Staff will present the report prior to the public hearing. Public comments may further influence the TrAC's recommendation to the Board. Staff will present the TrAC recommendation to the Board for consideration at a future Board meeting.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor by phone at 541-255-5761 or by email at BeckyTaylor@lanecountyor.gov

V. ATTACHMENTS

North Park Sidewalk and Maxwell Crosswalk Project Design Concept (August 2020)



North Park Avenue Sidewalks and Maxwell Road Crosswalk Design Concept

September 2020

Proposed Project: sidewalk and bike lane on the east side of North Park Avenue between Maxwell Road and Howard Avenue; and pedestrian-activated flashing beacon and concrete pedestrian refuge island at crosswalk on Maxwell Road at North Park Avenue.

Acknowledgements

This is a community-driven project under the leadership of:

Howard Elementary and Colin-Kelly Middle Schools

Funding Provided by:

The Central Lane Metropolitan Planning Organization

Project Management and Technical Team:

Peggy Keppler, County Engineer

Jay Blomme, County Surveyor

Kerry Werner, Project Manager and Design Engineer

Sasha Vartanian, Transportation Planning Supervisor

Danielle Stanka, Engineering Associate

Kevin Brown, Environmental

Sean Kovensky, Engineering Associate

Becky Taylor, Senior Transportation Planner

John Matthews, Field Survey Supervisor

Jeremy Sherer, Right-of-Way Engineering

Table of Contents

Chapters

- Chapter 1.** Introduction – *project purpose and process*, **Page 3**
Chapter 2. Existing Conditions – *opportunities and constraints today*, **Page 5**
Chapter 3. Public Involvement – *community input on project*, **Page 9**
Chapter 4. Design Implementation – *design concept and next steps*, **Page 12**

Figures

- Figure 1.** Project Area, **Page 3**
Figure 2. Scoping Site Visit, **Page 4**
Figure 3. Boundaries Map, **Page 5**
Figure 4. North Park Avenue Conditions, **Page 6**
Figure 5. Maxwell Road Conditions, **Page 7**
Figure 6. Pedestrian Island Evaluation, **Page 12**

Appendices

- Appendix A.** Design Concept Drawings
Appendix B. Public Comment Inventory
Appendix C. Safe Streets Audit
Appendix D. Traffic Modeling

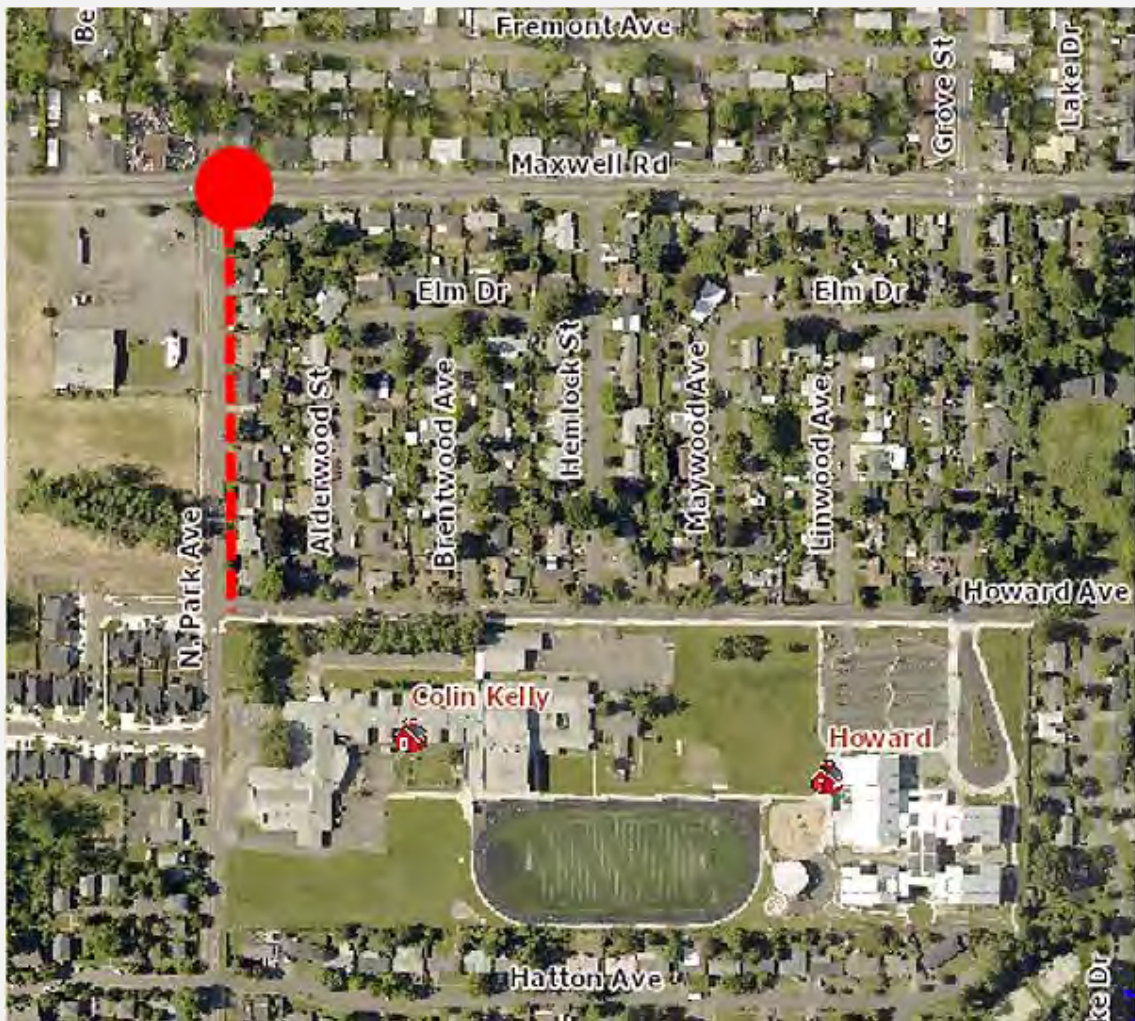
Chapter 1 – Introduction

This chapter provides a summary of the project purpose and process.

Purpose

The purpose of this project is to improve safety, especially for people walking on North Park Avenue and crossing Maxwell Road. This project would provide sidewalks and a bike lane on the east side of North Park Avenue, between Maxwell Road and Howard Avenue, and a pedestrian-activated flashing beacon and pedestrian island at the crosswalk on Maxwell Road at North Park Avenue. The pedestrian island would replace/remove the center turn lane for westbound traffic on Maxwell Road turning south onto North Park Avenue.

Figure 1. Project Area



Currently, there is only sidewalk on the west side of North Park Avenue. Sidewalks are needed on the east side of the street to access Howard Elementary and Collin-Kelly Middle Schools located at the southeast corner of North Park Avenue and Howard Avenue. The crosswalk on Maxwell Road has signage and pavement markings, but vehicles failing to yield to pedestrians is a safety concern. The school reported a student being hit by a car in the crosswalk; fortunately, the child was not injured.

The schools have been advocating for these improvements for years. Over 100 students signed a petition for improving safety on North Park Avenue and Maxwell Road (see Appendix B). Funding for this project was made possible by the Central Lane Planning Organization (MPO). As a member of the MPO, Lane County applied for this funding which was awarded by the Metropolitan Policy Committee (MPC).

Process

The MPO funding requires compliance with applicable federal requirements. The funding is administered through the Oregon Department of Transportation (ODOT). Lane County and ODOT staff had a project kick-off meeting in March 2019 and met on-site in December 2019. The requirements associated with the Americans with Disabilities Act (ADA) and storm water management increased the project cost estimates.

In January 2020, Lane County obtained a Metro Transportation Improvement Program (MTIP) amendment to reprogram funding from a cancelled project to provide additional funding for this project. The current project funding programmed through the MPO is \$805,461.37. The project funding is phased for design in 2019-2020 and construction in 2021.

The project is currently in the design phase. Lane Manual 15.580 establishes a public involvement process and requires Design Concept approval by the Lane County Board of Commissioners. This report demonstrates consistency with these procedural requirements.

Figure 2. Staff Scoping Site Visit



North Park Avenue

Chapter 2 – Existing Conditions

This chapter describes constraints and opportunities of Gilham Road

Jurisdiction

Currently, Lane County has jurisdiction of North Park Avenue, north of Howard Avenue, and Maxwell Road, east of the Maxwell Connector (see Figure 3). There is a patchwork of annexed properties, such as the school and several properties on the west side of North Park Avenue which have recently been developed with apartments. On the east side of North Park Avenue, most of the properties have not been annexed and are developed with houses.



Like all County roads within urban growth boundaries, a desired outcome of this project is jurisdictional transfer to the City of Eugene. Jurisdictional transfer is when ownership of a roadway is transferred from one roadway authority to another. When an agency has jurisdiction of a street or highway, that agency is responsible for the upkeep of that facility, including reconstruction, maintenance, and preservation.

Roadway Conditions

North Park Avenue (Maxwell Road to Howard Avenue) has a bike lane, curb, gutter, and sidewalk on the west side of the street only. The east side of the street has a narrow asphalt shoulder. Lane County classifies North Park Avenue as an Urban Local. The posted speed is 25 miles per hour (mph). The average daily traffic volume measured in 2019 was 2,550 vehicle trips.

Figure 4. North Park Avenue Conditions



South of Howard Avenue, the Eugene school district has constructed sidewalks on the east side of North Park Avenue, abutting the elementary and middle schools. The sidewalks are setback from the street with a planter strip. The school district also installed speed cushions on North Park Avenue abutting the school property to reduce vehicle speeds.

Maxwell Road Crossing (at North Park Avenue) is a through intersection for east-west travel on Maxwell Road with stop signs regulating north-south travel on North Park Avenue. Lane County classifies Maxwell Road as an urban minor arterial. The posted speed on Maxwell Road is 35 mph. The average daily traffic volume is 5,000 vehicle trips.

There are center turn lanes which increase the crossing distance for pedestrians, thereby increasing their exposure to motor vehicle traffic. There is only a painted crosswalk on the east leg of the intersection; aside from stop bars, there are no markings at the other three legs of the intersection.

Figure 5. Maxwell Road Conditions



Safety

In the past five years, there have been three vehicle crashes within the project area. Two were rear-end crashes at the intersection that resulted in property damage and minor injuries. About mid-block on North Park Avenue there was a turning-movement crash that resulted in minor injuries.

There were no bicycle or pedestrian crashes reported to the DMV. However, the school district reported a student being hit by a truck in the crosswalk, without injury. There are also stories of near-misses with vehicles driving on the shoulder where people are walking and of vehicles not yielding to pedestrians in the crosswalk.

The school district and Better Eugene-Springfield Transportation participated in a Safe Streets Audit led by AARP Oregon as part of the Network of Age-Friendly Communities effort which was published in 2019 (see Appendix C).

“Sidewalks have recently been built around the middle school and Howard Elementary, but connecting roads to the schools do not have sidewalks or bike lanes. The shoulders serve as the only space for walking and biking but are narrow and often covered with leaves and obstructed by trash and recycling carts. However people walking and biking need to use the road space as well as people in cars and are deterred from doing so by the inadequate infrastructure. New development has brought more traffic to the area. Compounding the issues, parents who live only a couple of blocks away from school often drive their children to school because they don’t feel safe walking them or letting them walk to school.”

-- Safe Streets Audit, River Road Neighborhood, 2019

Environmental

Prior to the construction of any improvements, a more detailed review of environmental impacts will occur, in accordance with the National Environmental Policy Act (NEPA) or other applicable regulations.

Chapter 3 – Public Involvement

The community provided input on the project which is summarized in this chapter.

The Public Involvement Plan (PIP) for the project was developed to help the project team develop and organize public involvement activities, to be effective and meaningful in accomplishing project goals, and in compliance with applicable regulations, including Lane Manual 15.580 *Citizen Input with Regard to Individual Road Improvement Projects*. Due to COVID-19 restrictions, some public outreach activities had to be modified to be virtual (on-line or by phone) rather than in person. Nevertheless, there has been significant public input on this project (see Appendix B for an inventory of public comments received to-date) with the majority commenting in favor of the project.

Public Involvement Goals

- Develop early communication & rapport with public
 - Increase public confidence in Lane County by improving transparency and accountability
 - Inform all stakeholders (including environmental justice populations) about the project and gain their views, concerns, and values – with an inclusive, fair, and responsive process
- Obtain local knowledge and take account of public inputs in decision making
 - Demonstrate that our approach in addressing the need is reasonable, sensible, and responsible
 - Solicit information, provide timely information
 - Be clear about what ideas can or cannot be explored

River Road Neighborhood Association

Staff introduced the project at the neighborhood meeting in winter 2019. Neighbors were excited about the project and appreciative of Lane County pursuing federal funding to avoid assessing abutting properties. Notice of the September 2020 public hearing was published in the neighborhood newsletter.

Public Open House

Draft designs were completed in February 2020 and planned to be presented to the community during an open house held at North Eugene High School on April 1, 2020. Due to restrictions on gathering sizes set in place by Governor Brown in response to coronavirus, the open house was unable to take place. In lieu of the in-person open house, an online open house was set up and hosted on the City of Eugene's online public engagement platform, Engage Eugene. The project page presents the information that would have been shared during the in-person open house, including answers to frequently asked questions and current high-level design plans. Additionally, it provides a feedback mechanism for visitors to share their thoughts and concerns regarding the project with county staff. The online open house was promoted through postcards mailed to residents along the project area, the City of Eugene's *InMotion* e-newsletter, the City of Eugene's Transportation Planning

social media accounts, and through efforts undertaken by Eugene School District 4J's Safe Routes to School Program Manager. Information to the school was also translated in Spanish. Contact information for the Lane County Transportation Planning Supervisor was also provided for direct communication.

All comments received support safety. In fact, many of them ask for additional safety measures to be considered, including speed bumps, a crosswalk across North Park Avenue at Pennington Court, and safety planning considerations for neighboring street segments (Grove Street between Silver Lane and Maxwell Road, North Park Avenue between Howard Avenue and Hatton Avenue). Concerns communicated relate to parking and private property impacts of the project, and the impact of a newly constructed apartment building on traffic and parking

Public Hearings

Metropolitan Policy Committee (MPC)

In 2018, the MPC held a public hearing on Lane County's request for MPO funding for the project.

The **Lane County Transportation Advisory Committee (TrAC)** is scheduled to hold a public hearing on September 23, 2020.

Project Webpage: www.lanecounty.org/NParkMaxwell

Throughout the process, the County updated a webpage dedicated to the project to enable interested parties to review key documents and be informed about upcoming opportunities to provide feedback.

Mailings

Interested parties received project updates via email. Postcards and letters were mailed to abutting property owners at project milestones, including: August 2018 pre-survey letter; February 2019 project introduction letter; July 2019 project design letter; and August 2020 notice of public hearing postcard.

Environmental Justice and Title VI Civil Rights

Environmental Justice (EJ) and Title VI focus on understanding and addressing the unique needs of different socioeconomic groups, which are vital components to effective transportation decision-making. Key areas of consideration for compliance include: identifying populations so that their needs can be acknowledged and addressed; and evaluating and improving the public involvement process to eliminate participation barriers and engaging minority and low-income populations in transportation decision-making. Census data indicates potential minority and disabled populations.

Special considerations for the potential vulnerable populations include minimizing the need for transportation to exchange information (such as direct mail, providing materials electronically, and holding meetings in the vicinity) and translating materials to accommodate limited English proficiency. The outreach for this project included the development and maintenance of a project webpage to provide clear and timely project information. Project information was mailed directly to

abutting properties. All postcards contained taglines in Spanish and Chinese regarding translation services being available at no charge, consistent with Lane County's Limited English Proficiency Plan (2018). Any requests for translation services or other needs to accommodate Title VI populations will be provided.

Summary of Public Comments

Public comments received to-date are included in Appendix B. There has been no public comment objecting to the proposed project. Two people expressed concern about removing the center turn lane on Maxwell Road. Staff is recommending this in order to construct a pedestrian refuge island, as described in Chapter 4.

Some property owners have expressed concern about impacts to their property. Staff will work with property owners affected by the project to coordinate and mitigate impacts to fences, landscaping, and irrigation. The design drawings provided in Appendix 1 shows the project fitting within the existing right-of-way, although temporary construction easements may be necessary.

Chapter 4 – Design Implementation

This chapter describes the Design Concept and next steps to implement the project.

Design Concept

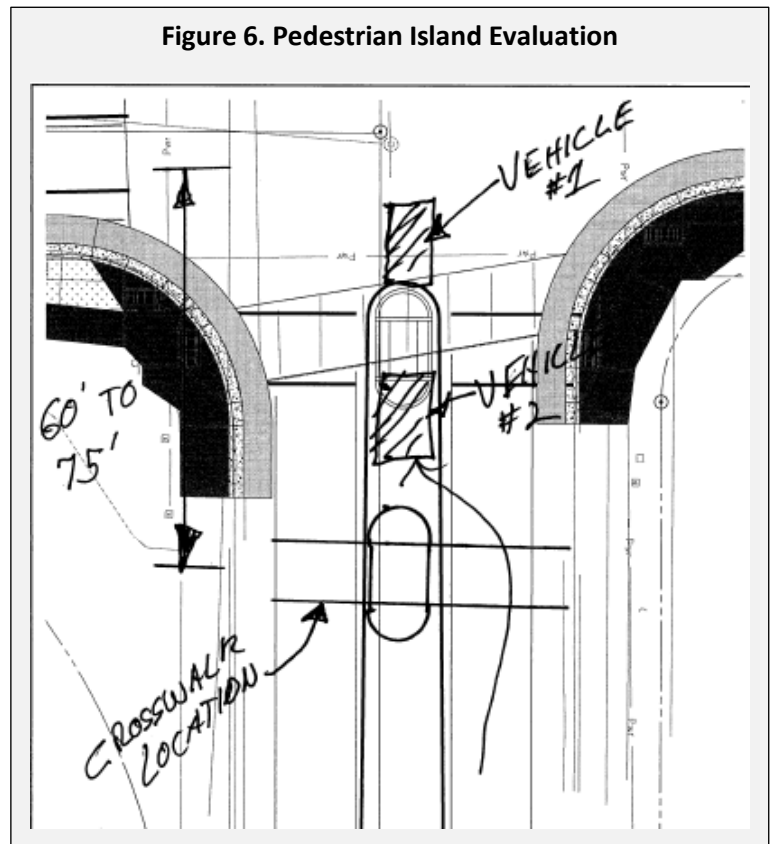
The design concept drawings are included as Appendix A. This design is for sidewalks and a bike lane on the east side of North Park Avenue between Maxwell Road and Howard Avenue and for a pedestrian-activated flashing beacon and concrete pedestrian island refuge at the crosswalk on Maxwell Road at North Park Avenue. The pedestrian island will replace/remove the center turn lane for westbound traffic on Maxwell Road turning south onto North Park Avenue. The design fulfills the project's goal of improving safety for people walking on North Park Avenue and crossing Maxwell Road.

Pedestrian Island

Two people stated concerns with removal of the turn lane on Maxwell Road that will be replaced by the pedestrian refuge island. In response, staff considered alternative designs, such as moving the crossing island away from the intersection. The traffic engineer recommended against this alternative because the crosswalk would not be visible to drivers and it would create an out-of-the-direct route for pedestrians; conditions that would create pedestrian safety conflicts.

The traffic engineering models are provided in Appendix D. The modeling compares the impacts of eliminating the westbound left lane. The results are as follows:

- The westbound approach delay increased from 1.4 to 1.7 seconds/vehicle.
- The northbound approach delay is expected to go up from 12.6 to 15.6 seconds/vehicle.
- The left turn lane might see a slight increase in queue up from 0.7 to 1.1 vehicle length.



Staff finds the safety benefits for pedestrians outweighs the three-second delay that a vehicle may encounter as the result of replacing the turn lane with a pedestrian island. The pedestrian island was recommended by the traffic engineer to improve pedestrian safety. Crossing islands are a proven safety treatment designed to provide refuge for people crossing a wider road. The island reduces the crossing distance by creating a place of refuge to allow a multi-stage crossing if needed.

Pedestrian Refuge Island



Source: www.nedvisibilities.com / TooleDesign

Benefits:


32% reduction in pedestrian crashes

- Reduces pedestrian delay
- Reduces/eliminates multiple threat risk
- Reduces crossing distance
- May influence driver behavior by visually narrowing roadway
- Can be used with unmarked crosswalk

Rectangular Rapid Flashing Beacon (RRFB)

An RRFB is a pedestrian-activated flashing light that alerts drivers to yield to pedestrians in the crosswalk. The school district has commented about several near-misses with vehicles not yielding to students in the crosswalk. An RRFB produces driver yielding rates as high as 98%.

Rectangular Rapid-Flashing Beacon (RRFB)



Benefit:

47% reduction in pedestrian crashes

- Motorist yielding rates as high as 98%

Funding

The majority of funding for this project is sourced from grants awarded to Lane County from the MPO. The MPO receives a set amount of federal funding each year from the United States Department of Transportation, which it then distributes to local transportation projects through a competitive selection process. Grants supporting this project include the Surface Transportation Block Grant and the Congestion Mitigation Air Quality Grant. The current project funding programmed through the MPO is \$805,461.27. The project funding is phased for design in 2020 and construction in 2021.

In the City of Eugene, property owners are normally financially responsible for the construction and maintenance of improvements like sidewalks. Due to the grant funding awarded to this project, property owners with land that borders the sidewalks will not be financially responsible for sidewalk construction costs. They will, however, be responsible for maintenance.

Just Compensation (Right-of-Way Acquisition)

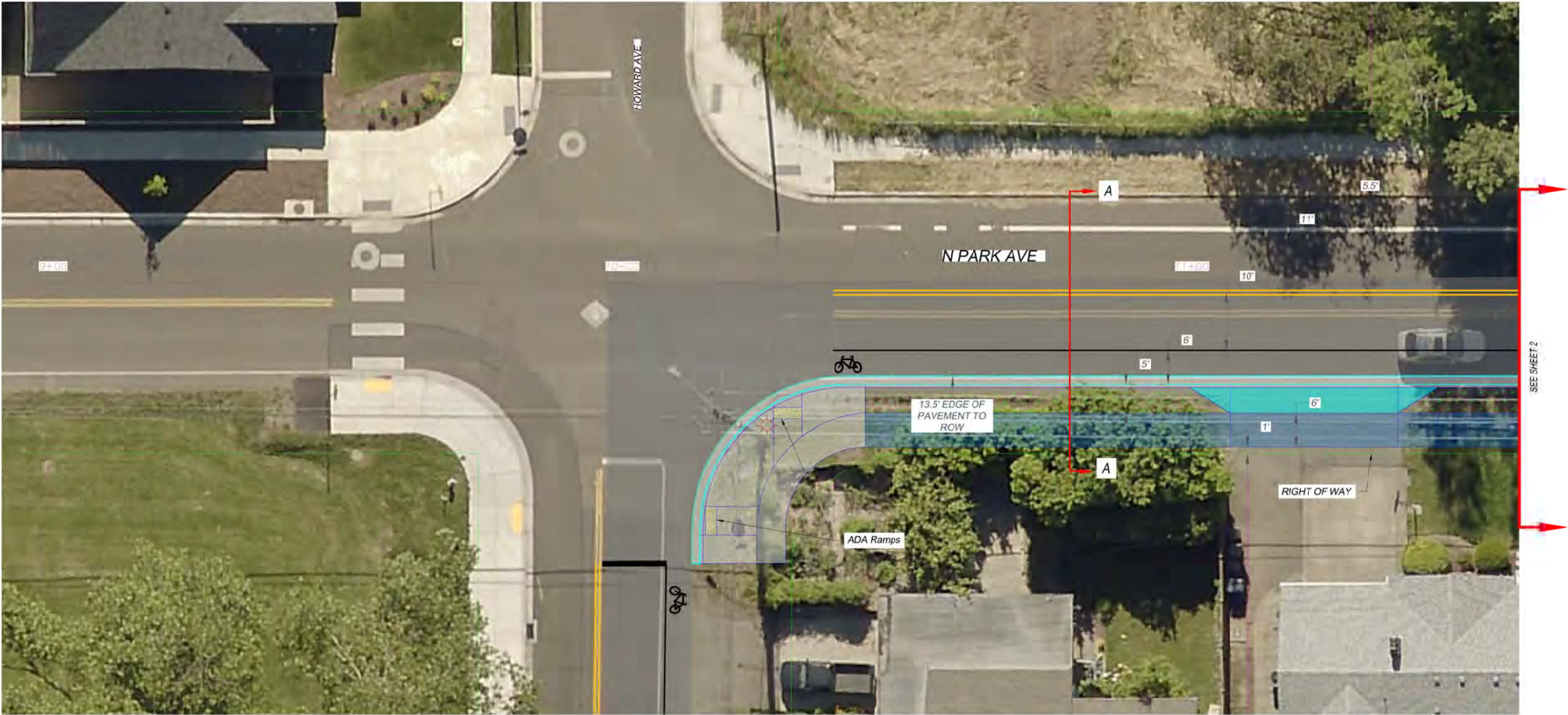
No additional right-of-way acquisition is anticipated. The proposed design fits within the existing right-of-way. Temporary construction easements may be necessary, especially to construct ADA ramps at the intersections. Property owners will be offered Just Compensation for the portion of their property needed to complete the project. The Just Compensation amount is determined by an appraisal and forms the basis of monetary offers presented to property owners. Just Compensation includes the estimated value of all the land and improvements within the needed area. Staff will work with property owners affected by the project, such as temporary construction easement acquisition and coordination on mitigating impacts to fences and landscaping.

Jurisdictional Transfer

If jurisdiction over North Park Avenue should transfer from Lane County to the City of Eugene, it would create the opportunity for property owners with property that is connected to North Park Avenue to opt into the City. It is important to note that, should the transfer occur, “annexing” into the City would be purely voluntary and not at all mandated.

Next Steps

Following approval of the Design Concept by the Lane County Board of Commissioners, staff will continue to develop the design into construction drawings. The right-of-way / temporary construction easement needs for the project are conceptual at this time and will be more precisely determined as the design drawings are refined. Staff will work with property owners affected by the project, such as right-of-way/easement acquisition and coordination on mitigating impacts to fences and landscaping.

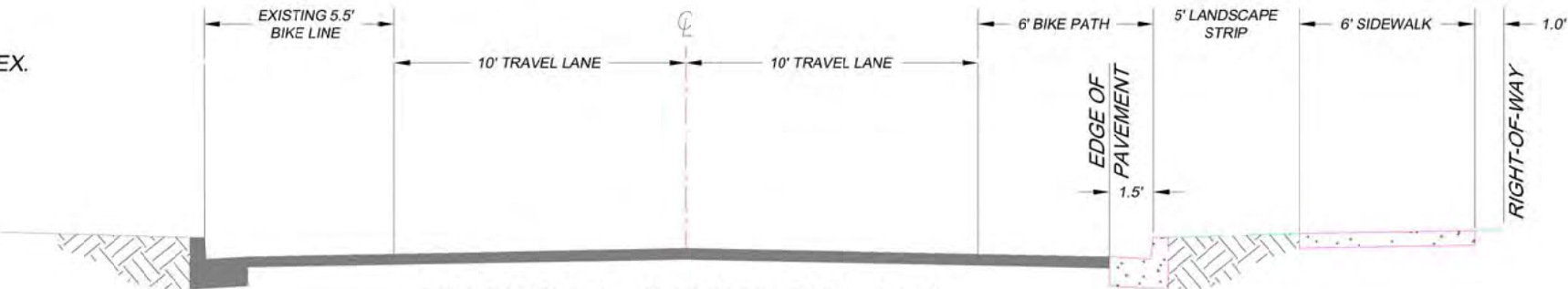


NORTH PARK AVENUE
STA: 9+00 TO 11+50

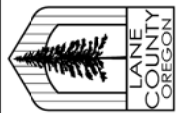


LEGEND

- PAVEMENT
- SIDEWALK
- CENTERLINE
- RIGHT-OF-WAY
- PROPERTY LINE
- DRIVEWAY
- LANDSCAPE STRIP
- ADA RAMP AREA
- EX. POWER POLE WITH EX. STREET LIGHT



TYPICAL SECTION A-A



LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
DANIEL M. HURLEY, P.E.
PUBLIC WORKS DIRECTOR
PEGGY A. KEPPLER, PE, PLS.
COUNTY ENGINEER

| DATE | REVISION | APPROD |
|------|----------|--------|
| | | |
| | | |
| | | |
| | | |

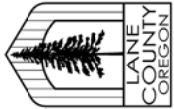
HOWARD ELEMENTARY-COLIN MS
TRAFFIC MITIGATION AND CONGESTION
NORTH PARK AVE
STA 9+00 TO 11+50
DATE: 10/22/19
PROJECT NO.: 360289960
ROAD NO.: 132900



NORTH PARK AVENUE
STA: 11+50 TO 14+00

LEGEND

- | | |
|---------------|--------------------------------------|
| PAVEMENT | DRIVEWAY |
| SIDEWALK | LANDSCAPE STRIP |
| CENTERLINE | ADA RAMP AREA |
| RIGHT-OF-WAY | EX. POWER POLE WITH EX. STREET LIGHT |
| PROPERTY LINE | |



LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

DANIEL M. HURLEY, P.E. PUBLIC WORKS DIRECTOR
PEGGY A. KEPPLER, PE, PLS. COUNTY ENGINEER

| DATE | REVISION | APPROD |
|------|----------|--------|
| | | |
| | | |
| | | |
| | | |

HOWARD ELEMENTARY-COLIN MS
TRAFFIC MITIGATION AND CONGESTION
NORTH PARK AVE
STA 11+50 TO 14+00

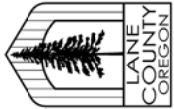
| | | |
|----------|-------------|----------|
| DATE | PROJECT NO. | ROAD NO. |
| 10/22/19 | 360289960 | 132900 |



NORTH PARK AVENUE
STA: 14+00 TO 16+50

LEGEND

- | | |
|---------------|---|
| PAVEMENT | DRIVEWAY |
| SIDEWALK | LANDSCAPE STRIP |
| CENTERLINE | ADA RAMP AREA |
| RIGHT-OF-WAY | EX. POWER POLE WITH PROPOSED STREET LIGHT |
| PROPERTY LINE | |



LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

DANIEL M. HURLEY, P.E.
PUBLIC WORKS DIRECTOR

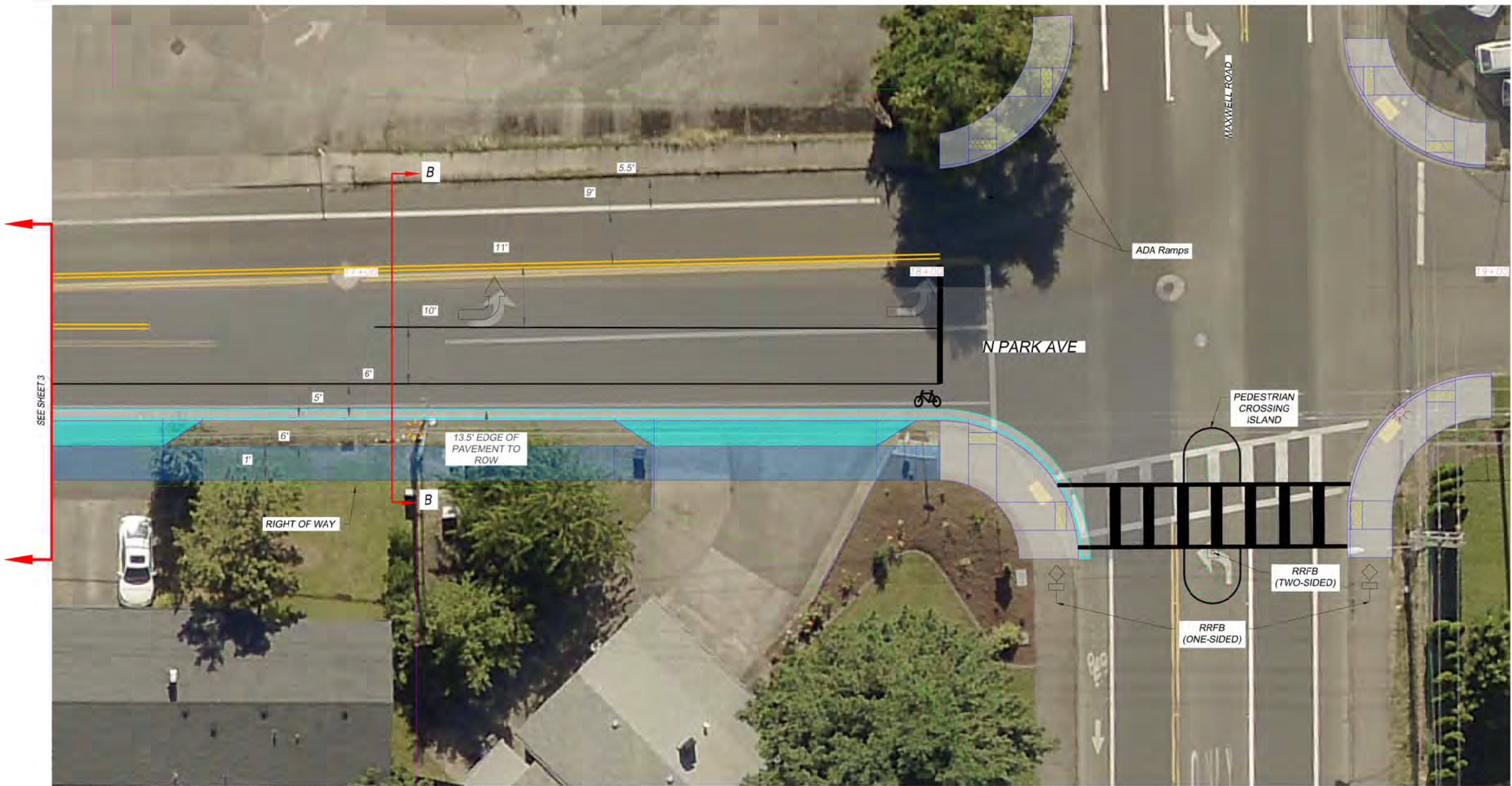
PEGGY A. KEPPLER, P.E., P.L.S.
COUNTY ENGINEER

| DATE | REVISION | APPROD |
|------|----------|--------|
| | | |
| | | |
| | | |
| | | |

HOWARD ELEMENTARY-COLIN MS
TRAFFIC MITIGATION AND CONGESTION
NORTH PARK AVE
STA 14+00 TO 16+50

| | | |
|----------|-------------|----------|
| DATE | PROJECT NO. | ROAD NO. |
| 10/22/19 | 360289960 | 132900 |

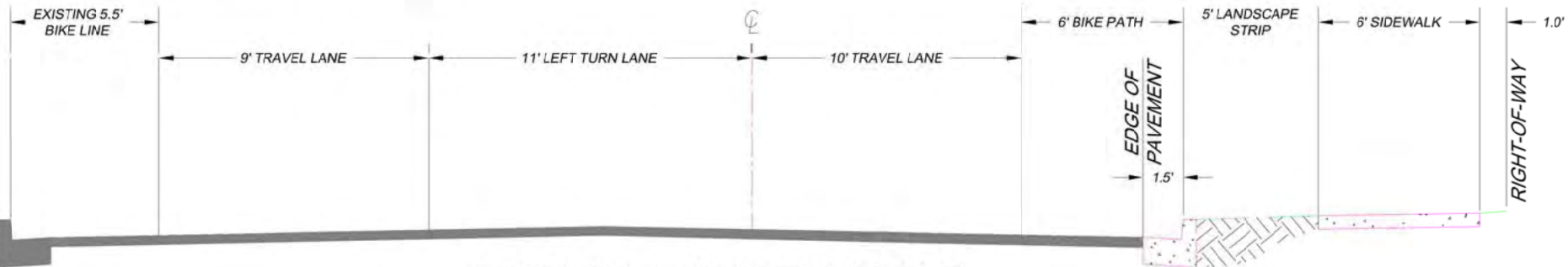
SHEET NO.
3



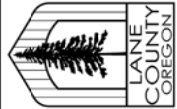
LEGEND

- PAVEMENT
- DRIVEWAY
- SIDEWALK
- LANDSCAPE STRIP
- CENTERLINE
- ADA RAMP AREA
- RIGHT-OF-WAY
- EX. POWER POLE WITH PROPOSED STREET LIGHT
- PROPERTY LINE
- EX. POWER POLE WITH EX. STREET LIGHT

**NORTH PARK AVENUE
STA: 16+00 TO 19+00**



TYPICAL SECTION B-B



LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
DANIEL M. HURLEY, P.E.
PUBLIC WORKS DIRECTOR
PEGGY A. KEPPLER, PE, PLS.
COUNTY ENGINEER

| DATE | REVISION | APPROD |
|------|----------|--------|
| | | |
| | | |
| | | |
| | | |

HOWARD ELEMENTARY-COLIN MS
TRAFFIC MITIGATION AND CONGESTION
NORTH PARK AVE
STA 16+00 TO 19+00
PROJECT NO. 360289960
ROAD NO. 132900
DATE 10/22/19

SHEET NO.
4

Appendix B

Public Comments

As of September 9, 2020, 11:20 AM

Comments received after this date will be provided at the public hearing



June 23, 2017

RE: Letters of Support: Maxwell Crossing & N. Park Sidewalk

To Whom it May Concern,

I am writing this letter in support of installing a pedestrian activated crossing on Maxwell at North Park and a small section of sidewalk on the east side of North Park from Maxwell to Howard. This should be a top priority project, which would be a boon to our students and the community if the County can implement the project. The project would make the walk to school for many students at Howard Elementary School and neighboring Kelly Middle School much more comfortable and safe.

This project would greatly improve a unsafe situation for a variety of reason. With the goal of decreasing traffic congestion and improving air quality improvement, so reasons include:

- Safer facilities would encourage more families to let their students bike and walk. Lack of safe facilities for biking and walking is cited as a reason why families don't let their students walk and bike to Kelly and Howard.
- Fewer cars on the streets adjacent to the school would make the immediate area safer and less congested.
- Using active transportation for their trip to and from school benefits students' health and helps them get the recommended amounts of daily physical activity, which many otherwise would not get.
- Many students live in the walk zone for Howard and Kelly, but do not drive because they don't have a safe way to cross a busy arterial street (Maxwell) or walk on a sidewalk without travelling out of their way.

Thank you for your consideration and support of our community. If you require any additional information or clarifications, please contact me at Howard Elementary School, (541) 790-4900 or at chinn@4j.lane.edu

Allan Chinn, Principal

Howard Elementary School

700 Howard Avenue · Eugene, OR 97404 · Phone - (541) 790-4900 · Fax - (541) 790-4900



Eugene School District 4J
200 North Monroe Street
Eugene, OR 97402-4295

Lane Council of Governments
859 Willamette St.
Eugene, OR 97401

To Whom It May Concern:

I'm writing to express the support of Eugene School District 4J for Lane County's application for an improved crossing of Maxwell Road and a sidewalk on North Park Street. We believe that the project will result in more students using active transportation to and from school and provide numerous benefits in doing so.

This project is a priority for the district, amongst many needed infrastructure improvements, because it will create a safe means of crossing by foot or bike for the hundreds of students who are separated from their school by a busy, 35mph road with what is currently only a painted crosswalk. If this project is funded and implemented, those students will then be able to walk on a sidewalk for their final block to school, rather than on the shoulder amongst the morning traffic created by two adjacent schools.

The current conditions pose a legitimate barrier to active transportation and result in many families who live within the walk zone for the two schools proximate to this project driving their students in family vehicles. The result is congestion around the schools is a detriment to air quality, creates hazardous traffic conditions in the drop-off and pick-up areas and in some cases causes a sense of frustration in those traveling along this route. Because this project would provide such a dramatic improvement to the safety of the route, we expect that the result will be a shift away from the single passenger vehicle towards active transportation that will both mitigate congestion and improve air quality around the schools.

Finally, at 4J we are enthusiastic about this project for the health benefits and life skills that active transportation brings our students. Biking and walking helps our students come closer to meeting the daily recommended levels of physical activity, that many otherwise struggle to achieve. Additionally, students that can use our road system safely can have greater independence and ability to get to school on time, particularly as they grow old enough to travel to school on their own. However, without the infrastructure to support active transportation to school, we can't expect our families to make the choice to change their habits.

Thank you for providing funding to improve air quality and congestion and make the streets safer in our communities and around our schools.

Sincerely,

Dr. Gustavo Balderas
Superintendent

Julea McKinney 764 Armstrong ave Eugene, OR 97404

6/20/2017

To whom it may concern,

My name is Julea McKinney, and in 2014 I purchased a home in the North Eugene area. I have 6 children who all came to me differently. Some are bio, some are adopted and some are foster. 3 of my 6 children have extra needs that differ from a typically developing child. When I bought my home I had a few criteria that were important to me. The most important were walkability, easy access to bike trails, and close proximity to a neighborhood school. At first glance our home on Armstrong Ave seemed to have all those boxes check. Sadly, I quickly learned that safety is a huge factor when walking in our area. I can not utilize Grove to get to Howard Elementary or events at any of the other area schools if it's during high traffic times due to chronically fast cars and the lack of sidewalks. Also, my 4 year old is in a wheelchair and I need an area to walk that is free of debris which the shoulder of Grove does not offer.

This leaves me with the other option of walking down Armstrong to North Park, crossing Maxwell and then turning up Howard. This route is significantly longer and in all honesty not much safer due to the lack of a properly marked and safe crossing area on Maxwell. Not only have I waited for long periods for a break in traffic to cross, I have almost been hit on a couple occasions. Numerous times I have seen elementary and middle school students without adult help stand for upwards of 10 minutes and not 1 car stops to allow them to cross.

As a resident that values getting outdoors with my children, and making smart environmental choices it saddens me that not more is done to make our area accessible to everyone. I believe that due to there being 5 schools (Howard, YG, Corridor, North Eugene, and Kelly) and Emerald Park all within a 1 mile radius of one another, a change needs to happen to make walking and biking safe for everyone. My suggestions are as follows: A clear and brightly marked pedestrian crossing at the intersection of Maxwell and North park with a flashing light telling drivers to stop when crosswalk is in use. Sidewalks from Silver Lane to Howard on at least 1 side of Grove. A school zone added on Grove between Silver and Howard that decreases speed to 20mph when children are present.

Thank you for taking the time to read this, and for considering my input.

Julea McKinney, North Eugene area resident

From: Todd Milbourn [mailto:toddmilbourn@gmail.com]
Sent: Friday, June 23, 2017 3:11 PM
To: TAYLOR Becky
Subject: Maxwell/North Park traffic safety improvements

To whom it may concern,

I'm writing as a parent of two young kids about proposed safety improvements in the North Park and Maxwell area. I believe this is a really important work, and want to express my support for the project.

One of the biggest transportation challenges in the River Road area is the lack of sidewalks. It's a particularly dangerous situation because you've got kids walking in the street and cars whizzing by, especially during school drop-off and pick-up times. My oldest daughter is a student at Yujin Gakuen Elementary School.

As a parent and taxpayer, I support efforts to make things safer in our neighborhood, and I support this project. It would create a new sidewalk and crosswalk on Maxwell at North Park. That would improve safety for the youngsters. It would also encourage more families to allow their students to bike or walk to school, reducing traffic and promoting healthy lifestyles.

I really appreciate your attention to this matter, and for the opportunity to contribute my perspective.

Don't hesitate to contact me with any questions.

Take care,

Todd

Todd Milbourn

1163 Melvina Way
Eugene, OR 97404

--

Todd Milbourn
www.toddmilbourn.com

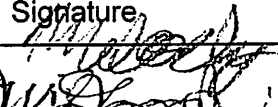
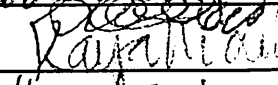
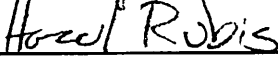
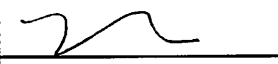
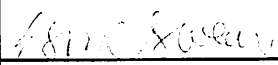
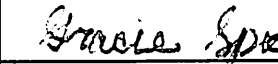


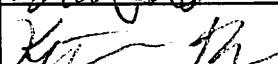
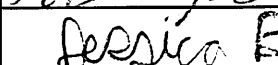
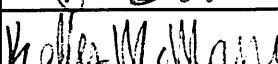

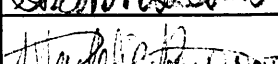
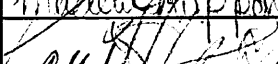
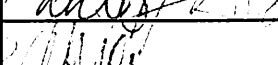
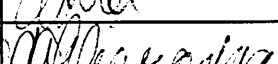
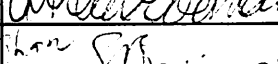
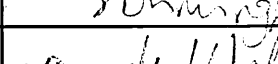
Petition to have Walkway at intersection

This petition was created so that the teens and children of Kelly Middle School and Howard Elementary School can have a safe walking or biking experience through the N. Park Avenue and Maxwell intersection. This petition has also been made because having no sign or stoplight to keep us safe has prevented some of us from being able to walk home. Please fill out information down below so the city can put in some money towards this necessary cause.

| Printed Name | Signature | Comment | Date |
|-----------------------|-----------------------|-----------------------------------|---------|
| Laura Molina | Laura M | I believe it's necessary | 10/5/17 |
| Scarlet Becker | Scarlet Becker | We need one | 10/5/17 |
| Jovanna Vargas-Chavez | Jovanna Vargas-Chavez | We all need it | 10/5/17 |
| Isabella Hernandez | Isabella H | Good | 10/5/17 |
| Jasmine | Jasmine | Smart | 10/5/17 |
| Evelyn S.M. | Evelyn S.M. | safety is important | 10/6/17 |
| Noriko Dues | Noriko D | We need this!! | 10/6/17 |
| Alia Salden | Alia | Safety first | 10/6/17 |
| Zoe Bock Raven | Zoe Bock Raven | This is very important and needed | 10/6/17 |
| Mckenzie Henderson | Mckenzie Henderson | Need Walk | 10/6/17 |
| Whit Schatz | Whit Schatz | do it | 10/6/17 |
| Chloe Wallace | Chloe Wallace | | 10/6/17 |
| Ellie Randall | Ellie Randall | | 10/6/17 |
| Amarachi Snow | Amarachi Snow | | 10/6/17 |
| Sophia Porter | Sophia Porter | | 10/6/17 |
| Jiggy Norton | Jiggy Norton | | 10/6/17 |
| Anastasia Tippet | Anastasia T | I care ♥ | 10/6/17 |
| Aileen Gomez | Aileen G | | 10/6/17 |

Petition to have Walkway at intersection


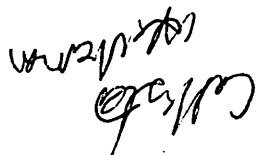


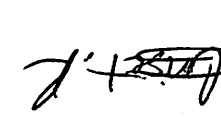

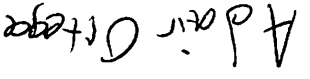

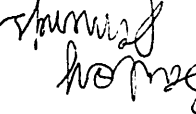
This petition was created so that the teens and children of Kelly Middle School and Howard Elementary School can have a safe walking or biking experience through the N. Park Avenue and Maxwell intersection. This petition has also been made because having no sign or stoplight to keep us safe has prevented some of us from being able to walk home. Please fill out information down below so the city can put in some money towards this necessary cause.

| Printed Name | Signature | Comment | Date |
|-------------------|---|----------------------------|-----------|
| Melody Goodman |  | PS! | 10/6/17 |
| Kayla Marie |  | Do it. | 10/6 |
| Hazel Rubis |  | Yes!! | 10/6/17 |
| Jordan Martin |  | Yes! | 10/6/17 |
| Eemie Guenemann |  | Yes! | 10/6/17 |
| Gracie Spies |  | Sure. | 10/6/17 |
| Iris Branch |  | YES! | 10/6/17 |
| Misha Fureault |  | Yes Please | 10/6/17 |
| Kathryne Reed |  | Yes please! | 10/6/17 |
| Jessica Berenson |  | Yes! | 10/6/17 |
| Kelly McManis |  | Do it People!! | 10/6/17 |
| Shanna Gambill |  | Woohoo! | 10-6-17 |
| Yaelle Ruppenthal |  | Yay! Do it! | 10/6/17 |
| Pais Hunter |  | | 10/6/17 |
| Amel Heruic |  | Yes pls | 10/6/17 |
| Tahira Hassan |  | mb | 10/6/17 |
| Stephanie Smith |  | very busy lots of students | 10/6/17 |
| Mindy Woolley |  | Necessary | 10/6/2017 |

Petition to have Walkway at intersection

This petition was created so that the teens and children of Kelly Middle School and Howard Elementary School can have a safe walking or biking experience through the N. Park Avenue and Maxwell intersection. This petition has also been made because having no sign or stoplight to keep us safe has prevented some of us from being able to walk home. Please fill out information down below so the city can put in some money towards this necessary cause.

| Printed Name | Signature | Comment | Date |
|----------------|----------------|--------------------|---------|
| Janice Hornsb | Janice Hornsb | Good idea! | 10/6/17 |
| Sally Cole | Sally Cole | | 10/6/17 |
| Debra Williams | Debra Williams | YES | 10/6/17 |
| D. Lam | D. Lam | YAS | 10/6/17 |
| Mike 1 | Mike 1 | It's pretty needed | 10/6/17 |
| Bodie Speere | Bodie Speere | cool | 10/6/17 |
| Misty Jones | Misty Jones | Safety First | 10/6/17 |
| Pam Windham | Pam Windham | Keep us safe | 10/6/17 |
| Howard Mal... | Howard Mal... | Keep students safe | 10/6/17 |
| Margaret P | Margaret P | we need it | 10/6/17 |
| Ricky D. | Ricky D. | we need it | 10/6/17 |
| Deirda D. | Deirda D. | noice | 10-6-17 |
| Jacob F | Jacob F | Keep us SAFE | 10-6-17 |
| Garvin | Garvin | | 10/6/17 |
| Jake R. | Jake R. | | 10/6/17 |
| Naudia T | Naudia T | | 10-6 |
| Nona S | Nona S | | 10-6 |
| Seamus | Seamus | Plz give | 10-6 |

| Printed Name | Signature | Comment (if you want) | Date |
|---------------------|--|-----------------------|---------|
| Colin Smith |  | | 10/6/17 |
| Callista Hallerman |  | | 10/6/17 |
| Aidan Russell |  | | 10/6/17 |
| Rebecca Schmitt |  | | 10/6/17 |
| Crisel Raman |  | | 10/6/17 |
| Christopher Ramirez |  | | 10/6/17 |
| Adair Ortega |  | Very good idea | 10/6/17 |
| Miguel Garcia |  | YES! | 10/6/17 |
| Man Do |  | | 10/6/17 |

Petition to have Walkway at intersection

This petition was created so that the teens and children of Kelly Middle School and Howard Elementary School can have a safe walking or biking experience through the N. Park Avenue and Maxwell intersection. This petition has also been made because having no sign or stoplight to keep us safe has prevented some of us from being able to walk home. Please fill out information down below so the city can put in some money towards this necessary cause.

| Printed Name | Signature | Comment | Date |
|--------------------|--------------------|----------------------|---------|
| Jaidyn Roscoe | Jaidyn Roscoe | Yes to the crosswalk | 10/5/17 |
| Peyton Ziemer | Peyton Ziemer | | 10-5-17 |
| Madison Mihm | Madison Mihm | | 10-5-17 |
| Imanol Melgar | Imanol | Yes to the crosswalk | 10-5-17 |
| Morteza Modani | Morteza | | 10-5-17 |
| Edgar Vásquez | Edgar | Yes to the crosswalk | 10-5-17 |
| Adrian Krohn | Adrian | Yes to the crosswalk | 10-5-17 |
| Celeste Chavez | Celeste | ✓ | 10-5-17 |
| Jeremy Senger | Jeremy Senger | gated 10/5/17 | 10-5-17 |
| Paloma Smith | Paloma Smith | | 10-5-17 |
| Camille Nastuk | Camille Nastuk | | 10-5-17 |
| Violet Paz | Violet Paz | | 10-5-17 |
| Tomas Parzuchowski | Tomas Parzuchowski | Safety is important | 10-5-17 |
| Cooper Birns | Cooper Birns | | 10-5-17 |
| César Luis | César Luis | yes to the crosswalk | 10-5-17 |
| Rhys Miner | Rhys | YES to the crosswalk | 10-5-17 |
| Nizhoni Hopkins | Nizhoni | Yes to the crosswalk | 10-5-17 |
| Tyler Lee | Tyler Lee | it needs to be safe | 10-5-17 |

September 23, 2020 TrAC Meeting, page 33

[illegible]

From: Banjo Bandolas [mailto:banjo@realbeer.com]
Sent: Friday, August 28, 2020 4:40 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: FW: Traffic improvements at N. Park and Maxwell.

[EXTERNAL △]

Got it.
Again, thank you for following up with me.

On Fri, Aug 28, 2020 at 3:55 PM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

I know, it sounds like a lot of space, but the 75 feet is the storage required for two cars per the engineer.

From: Banjo Bandolas [mailto:banjo@realbeer.com]
Sent: Friday, August 28, 2020 3:24 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: FW: Traffic improvements at N. Park and Maxwell.

[EXTERNAL △]

Hi Becky,

Thank you for your follow up.

I didn't recommend 75 feet, just enough for 2 cars to occupy a turn position in the intersection without impeding traffic coming from river road down Maxwell.

Thank you for considering my input.

On Fri, Aug 28, 2020 at 2:16 PM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Hi Banjo,

I shared your comments with our traffic engineer. He considered your recommendation, including the attached sketch to better visualize the concept of moving the crossing island back 75 feet from the intersection to allow a left turn lane to accommodate storage for two vehicles. However, he does not recommend it for safety reasons.

Pushing the crosswalk back where it is not visible to drivers and out of the direct route for pedestrians creates pedestrian safety conflicts. He believed it could increase vehicle speeds and poor pedestrian visibility at the crosswalk location. He also noted that It would be even worse at night.

Therefore, we will be recommending the pedestrian island as originally proposed.

Thanks,

Becky

From: TAYLOR Becky
Sent: Friday, August 7, 2020 12:30 PM
To: 'banjo@probrewer.com' <banjo@probrewer.com>
Subject: RE: Traffic improvements at N. Park and Maxwell.

I'll talk to our traffic engineer to see if that's possible and will get back to you. Thanks!

From: Banjo Bandolas [mailto:banjo@realbeer.com]
Sent: Friday, August 7, 2020 12:07 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: Traffic improvements at N. Park and Maxwell.

[EXTERNAL △]

I understand your POV but as someone who uses that intersection on a daily basis I'd recommend pushing the crosswalk and traffic island several yards East to allow a left turn lane that can accommodate 2 cars (which is the average number waiting). That will allow left turns to wait out of the traffic flow.

On Fri, Aug 7, 2020 at 11:40 AM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Hi Banjo,

The existing crosswalk on Maxwell and N. Park has been a safety concern with a child being hit by a car. We'll be installing a pedestrian-activated flashing beacon to hopefully increase vehicle yielding compliance. Crosswalks with more than two lanes of traffic are supposed to have a center pedestrian island as a refuge; so we'll be placing one in the center of the crosswalk which will replace the space currently being used as a left-turn on Maxwell. We've done traffic analysis to confirm the adequacy of removing the turn pocket. It will mean that westbound cars on Maxwell may have a few more seconds of delay during peak traffic hours, but that inconvenience will hopefully be less annoying to people driving with the understanding that it could save someone's life walking. There are tradeoffs here but safety has been the top priority.

Thanks,

Becky Taylor

Senior Transportation Planner

Lane County Public Works

Becky.Taylor@lanecountyor.gov

541-255-5761

From: Banjo Bandolas [mailto:banjo@realbeer.com]
Sent: Tuesday, August 4, 2020 10:41 AM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Traffic improvements at N. Park and Maxwell.

[EXTERNAL △]

Hi Becky,

I heard about some of the proposed Traffic improvements at N. Park and Maxwell.

Where would the traffic island I heard about go? I live over on Barrett Ave.

--

Cheers!

Banjo Bandolas

Director, Ad Sales

Real Beer Media

Office - (541) 284-5500

Cell - (541) 221-8846

Realbeer.com

Probrewer.com

From: Cody Johnson [mailto:cody2.718@gmail.com]
Sent: Tuesday, July 28, 2020 3:55 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: North Park

[EXTERNAL △]

Thanks, Becky.

I imagine things will become more obvious the closer we get to July 2021.

- Cody

On Tue, Jul 28, 2020 at 10:52 AM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Hi Cody,

Sorry for my delayed response. I've been consulting the survey and our engineers. The short garden fence will need to be moved, but the taller fence is probably OK; however, I can't guarantee that at this time because we won't have construction-level details until we have a contractor who will then determine the construction methods, staging area, etc. There's a slight chance that we could need to temporarily move it to enable construction.

Again, we're committed to working through those details with you and coordinating the logistics to minimize impacts to you. At this time, I'm keeping a log of promises we make to property owners to ensure that documentation stays with the project and gets shared with the construction team and contractor. Construction isn't planned until summer 2021.

Thank you!

Becky

From: Cody Johnson [mailto:cody2.718@gmail.com]
Sent: Sunday, July 26, 2020 9:23 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: North Park

[EXTERNAL △]

Becky, from the plans I looked at, it seems like my 6' fence along North Park should be okay (not need to be moved).

However, my short garden fence near the corner will need to be moved.

Will you please confirm?

Thanks,

Cody

P.S. Sasha was very pleasant to interact with.

On Fri, Jul 24, 2020 at 3:17 PM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Hi Cody,

Thanks again for being involved in this process. Sasha relayed your field conversation with me; and as you may have noticed, we had our survey crew stake a few locations indicating the right-of-way line. From that information, it looks like your fence will need to be moved back about three feet.

I understand you're concerned about your dog getting out if there's a delay between the time the fence is removed and replaced. We will talk with our construction manager about timing the fence move to minimize impacts to you and your dog. I'll let you know when I have more detailed information.

Please let me know if you have any other questions.

Thanks,

Becky Taylor

Senior Transportation Planner

Lane County Public Works

Becky.taylor@lanecountyor.gov

541-255-5761

From: TAYLOR Becky

Sent: Tuesday, July 14, 2020 10:54 AM

To: 'Cody Johnson' <cody2.718@gmail.com>; VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov>

Subject: RE: FW: North Park -- Friday July 17th at 10AM

Thanks for agreeing to meet on-site this Friday at 10AM. Sasha, Cody is most interested in the location of the sidewalk and impacts to fencing, plants, and irrigation. Becky

From: Cody Johnson [<mailto:cody2.718@gmail.com>]

Sent: Tuesday, July 14, 2020 10:49 AM

To: TAYLOR Becky <becky.taylor@lanecountyor.gov>

Subject: Re: FW: North Park

[EXTERNAL △]

Yes. 10:00 on Friday is good.

Thank you.

On Tue, Jul 14, 2020 at 10:32 AM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Thanks Cody! I'll let Sasha know. She'll be the one to meet with you. She can meet you at 10AM Friday. Does that work for you? Becky

From: Cody Johnson [mailto:cody2.718@gmail.com]
Sent: Tuesday, July 14, 2020 9:50 AM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: FW: North Park

[EXTERNAL △]

I am just curious about the location of the sidewalk(s) and if/how that will impact plants/fence/irrigation on my property.

Thank you.

On Tue, Jul 14, 2020 at 7:57 AM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Thank you. To help me organize the appropriate staff, do you have any specific questions you'd like answered?

From: Cody Johnson [mailto:cody2.718@gmail.com]
Sent: Monday, July 13, 2020 9:08 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: FW: North Park

[EXTERNAL △]

Got it. Thanks, Becky.

I had not heard about your accident... how scary. I wish you well with your recovery.

- Cody

On Mon, Jul 13, 2020 at 5:20 PM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Thanks for your quick response! I'll get back to you ASAP. I'm not sure if you've heard, but I've been out of the office the past six months recovering from injuries from a severe head-on vehicle collision. I'm so glad to be back and working on safety improvement projects. I'm just not as mobile as I used to be, so I'm coordinating with my colleagues about meeting you on-site. It will likely be Sasha, my supervisor, with whom you've been communicating while I've been out; and possibly one of our design engineers will come along. I'm consulting their schedules now and will let you know. Thanks again! Becky

From: Cody Johnson [mailto:cody2.718@gmail.com]
Sent: Monday, July 13, 2020 2:42 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: FW: North Park

[EXTERNAL △]

If you want to meet this week, Thursday after noon is good or most any time on Friday.

- Cody

On Mon, Jul 13, 2020 at 2:36 PM TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Hi Cody,

We would like to schedule an on-site visit with you. Please let me know what dates/times work best for you. Our preference would be for a date sometime between 10:00AM and 4:00PM, if possible.

Thanks,

Becky Taylor

Senior Transportation Planner

Lane County Public Works

Becky.taylor@lanecountyor.gov

541-255-5761

From: Cody Johnson [<mailto:cody2.718@gmail.com>]

Sent: Friday, May 15, 2020 6:56 PM

To: VARTANIAN Sasha L

Subject: Re: North Park

[EXTERNAL △]

Thank you, Sasha.

- Cody

On Fri, May 15, 2020 at 8:02 AM VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov> wrote:

Thanks, Cody. The design concept was done over GIS and is not necessarily accurate. Once we are able to incorporate the survey results we will be able to share much more accurate information. As soon as this is available I will reach out and perhaps we can have an on-site (social distancing meeting).

Best,

Sasha

Sasha Vartanian

Cell: (541) 914-8045

Transportation Planning Supervisor

Lane County Public Works

Engineering & Constructions Services

From: Cody Johnson [mailto:cody2.718@gmail.com]

Sent: Friday, May 15, 2020 7:53 AM

To: VARTANIAN Sasha L

Subject: Re: North Park

[EXTERNAL △]

Sasha,

I had looked at that concept drawing and noticed how much it was encroaching on my property. I just could not tell exactly the line along North Park. Will my fence need to be moved and my landscaping replanted? Those are just a few of my questions.

I appreciate your offer for a virtual meeting, but I am much more of a hands-on visual learner and would rather wait until I could talk with someone in person, on site.

- Cody

On Fri, May 15, 2020 at 7:38 AM VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov> wrote:

Hi Cody,

We have the high level concept available here: <https://engage.eugene-or.gov/maxwell-road-and-north-park-avenue>

I have attached them for your convenience. We are launching the formal design phase in the next couple of weeks and are aiming for construction in the summer of 2021. Would you be interested in having a virtual meeting to walk through the proposed changes adjacent to your property? Let me know and we can schedule that now.

Best,

Sasha

Sasha Vartanian

Cell: (541) 914-8045

Transportation Planning Supervisor

Lane County Public Works

Engineering & Constructions Services

541-255-5761

From: Mr O [mailto:notanatheist@gmail.com]
Sent: Tuesday, July 21, 2020 6:53 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: North Park sidewalk project

[EXTERNAL △]

Hi Becky,

I'm Mike Owen from 1589 N Park Ave. I just want to express some of my concerns and a possible solution. At present where the sidewalk would end up between our house and my neighbor to the south (Shawn and Chris) there is a utility pole and our mailboxes. Two houses up on their northside is all the Centurylink equipment.

My idea if feasible would be just to widen the existing shoulder into a more pedestrian and bike friendly lane rather than spending the countless thousands it would take to potentially move any of the existing equipment. Then throw some speed bumps in between Maxwell and Howard to keep the existing clowns from speeding on that short section of road.

I will try to attend the online meeting tomorrow if I get a chance. We are raising an autistic child with epilepsy which limits my free time. Also, if you go with the wider shoulder it will be quicker and far less disruptive to all the residents on this side of the road.

Thank you for your time,

Mike Owen

From: John Trant [mailto:trantmusic@me.com]
Sent: Wednesday, July 15, 2020 5:14 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: North Park Safety

[EXTERNAL △]

Dear ms. Taylor,
Thank you for the email. I appreciate the response and the information. Please consider me a resource when needed.
-pat

Best regards
Pat

On Jul 14, 2020, at 8:40 AM, TAYLOR Becky <becky.taylor@lanecountyor.gov> wrote:

Hi Pat,

I'm just getting up-to-speed on communications, having been out the past six months from an auto collision. My supervisor, Sasha, relayed your concerns with me. I understand you wanted more information about the development on the west side of the street.

Apparently the development did not trigger a Traffic Impact Analysis (TiA) based on Eugene's code criteria. I realize it must be frustrating to experience increased traffic from a development without construction of mitigating infrastructure. Land use law is complicated; government is held to constitutional takings laws when requiring exactions (land or improvement for the public). The short of it is that based on the code and law, Eugene didn't feel it had the authority to require intersection improvements from the development.

However, we had conversations with Eugene staff about the N. Park/Maxwell intersection, including interest in additional treatments, such as a signalized intersection or a roundabout. Based on traffic volume data, our engineers have confirmed that a signal wouldn't meet warrants prescribed by federal standards (i.e. the Uniform Manual on Traffic Devices). A roundabout may be a feasible option, provided we can find funding.

The funding we received (a federal grant) for the project that Sasha and I have been communicating with you about (for a sidewalk on the east side of North Park and a pedestrian-activated flashing beacon at the existing crosswalk on Maxwell at North Park) would not have covered a roundabout. All of this is to say, we're doing the best we can with what we've got to improve safety out there. We have confirmed that what we're planning on building would not preclude future improvements, such as a roundabout; for example, the pedestrian beacon could be moved to fit the revised layout.

As you may know, transportation projects are paid for by gas tax dollars (not property or income tax); and with the current economic downturn, gas tax collections have really dropped transportation revenue for all agencies. So, we're really fortunate to have the federal grant for the planned work, I believe. Also, sidewalks are typically paid for by abutting property owners, but we've made a commitment through the grant to not assess abutting properties.

I understand you're well-connected with your neighbors and have offered to be a conduit for information, so please feel free to share this information. Also, hopefully you've received the letter we mailed about the project and upcoming meetings. Since people may receive a lot of mail, it would be helpful if you would flag the letter for your neighbors. I really appreciate you helping us with information sharing.

Please let me know if you have any other questions or concerns.

Thanks,

Becky Taylor
Senior Transportation Planner
Lane County Public Works
Becky.taylor@co.lane.or.us
541-255-5761

From: Sarah Mazze [mailto:mazze_s@4j.lane.edu]
Sent: Monday, May 20, 2019 3:56 PM
To: TAYLOR Becky <Becky.TAYLOR@co.lane.or.us>
Subject: girl hit in crosswalk at Maxwell/North Park

Becky,

This is posted to the River Road/Eugene Neighborhood Watch group on FB with comments below from people who witnessed the crash, including someone who talked to her while waiting for paramedics to arrive and learned that she's a 12 year old 7th grader at Kelly.

Today a 12 year old girl in the crosswalk of Maxwell and North Park was hit by a big extended truck. I did not see the initial impact but did see her attempting to crawl off the street. Of course people stopped as did the neighbors on the corner of this VERY BUSY speeding road. We discussed the County MUST install crossing lights or flashing lights as there are MANY near misses and this could have been so much worse. As it is the young child was transported by ambulance to Riverbend. I am hoping that this tragedy on a Sunday afternoon will spark the attention this corner needs and support from our neighborhood. Where do we start?

Sarah Mazze
Safe Routes to School Program Manager, Transportation Department
Eugene School District 4J
www.eugenesrts.org
mazze_s@4j.lane.edu
Office: 541-790-7492
Cell: 541-516-0887

-----Original Message-----

From: TAYLOR Becky

Sent: Tuesday, September 8, 2020 9:53 AM

To: 'David Nelson' <david@davidnelson.net>

Subject: RE: Island near Maxwell / N Park intersection

David,

Thanks for your comments. I will forward them to the review committee. Four other neighbors have stated concerns about removal of the turn pocket as well.

Our traffic engineer has reviewed those objections as well as comments from others about kids being hit and almost-hit in the crosswalk. He has also considered alternative designs and evaluated traffic data -- with actual counts of current conditions and modeling to predict future conditions.

The modeling compares the impacts of eliminating the westbound left lane. The results are as follows:

- The westbound approach delay increased from 1.4 to 1.7 seconds/vehicle.
- The northbound approach delay is expected to go up from 12.6 to 15.6 seconds/vehicle.
- The left turn lane might see a slight increase in queue up from 0.7 to 1.1 vehicle length.

Staff finds the safety benefits for pedestrians outweighs the three-second delay that a vehicle may encounter as the result of replacing the turn lane with a pedestrian island. The pedestrian island was recommended by the traffic engineer to improve pedestrian safety. Crossing islands are a proven safety treatment designed to provide refuge for people crossing a wider road. The island reduces the crossing distance by creating a place of refuge to allow a multi-stage crossing if needed.

This staff recommendation and all public comments received will be considered by the review committee making a recommendation on the design. It may be a difficult decision for them to make. There are tradeoffs.

Sincerely,

Becky Taylor

Senior Transportation Planner

Lane County Public Works

Becky.taylor@lanecountyor.gov

Working remotely: 541-255-5761 (cell)

-----Original Message-----

From: David Nelson [mailto:david@davidnelson.net]

Sent: Friday, September 4, 2020 9:49 PM

To: TAYLOR Becky <becky.taylor@lanecountyor.gov>

Subject: Island near Maxwell / N Park intersection

[EXTERNAL [A](#)]

I'm writing about the proposed island on Maxwell by the North Park intersection.

I would strongly urge you to reconsider. This intersection is a nightmare during peak hours and removal of the turn lane would make it much worse. Especially at the start and end of school, since Howard and Kelly are hair a block down — and soon YG too.

I do however like the idea of a crosswalk. As an alternative I think what this intersection really needs is a full fledged traffic light setup with crosswalk and protected turn time for the middle lane.

This would make the intersection easier to navigate, keep traffic flowing, and also make it safer for pedestrians.

Thanks for listening!

David at 895 Nantucket

-----Original Message-----

From: TAYLOR Becky

Sent: Tuesday, September 8, 2020 9:58 AM

To: 'Kellyclare Gardner' <kellyclare@gmail.com>

Subject: RE: Questions on North Park Project

Kellyclare,

Thanks for your comments. I will forward them to the review committee. Four other neighbors have stated concerns about removal of the turn pocket as well.

Our traffic engineer has reviewed those objections as well as comments from others about kids being hit and almost-hit in the crosswalk. He has also considered alternative designs --including moving the location. The west leg of the intersection actually has a higher volume of traffic turns than the east leg.

The traffic engineer evaluated traffic data -- with actual counts of current conditions and modeling to predict future conditions. The modeling compares the impacts of eliminating the westbound left lane. The results are as follows:

- The westbound approach delay increased from 1.4 to 1.7 seconds/vehicle.
- The northbound approach delay is expected to go up from 12.6 to 15.6 seconds/vehicle.
- The left turn lane might see a slight increase in queue up from 0.7 to 1.1 vehicle length.

Staff finds the safety benefits for pedestrians outweighs the three-second delay that a vehicle may encounter as the result of replacing the turn lane with a pedestrian island. The pedestrian island was recommended by the traffic engineer to improve pedestrian safety. Crossing islands are a proven safety treatment designed to provide refuge for people crossing a wider road. The island reduces the crossing distance by creating a place of refuge to allow a multi-stage crossing if needed.

This staff recommendation and all public comments received will be considered by the review committee making a recommendation on the design. It may be a difficult decision for them to make. There are tradeoffs.

Sincerely,

Becky Taylor

Senior Transportation Planner

Lane County Public Works

Becky.taylor@lanecountyor.gov

Working remotely: 541-255-5761 (cell)

-----Original Message-----

From: Kellyclare Gardner [mailto:kellyclare@gmail.com]

Sent: Friday, September 4, 2020 9:34 PM

To: TAYLOR Becky <becky.taylor@lanecountyor.gov>

Subject: Questions on North Park Project

[EXTERNAL 

Curious how the cement island that would take the place of the south turn pocket would affect traffic and safety? Just wondering if having it nearby but not at that very intersection would improve safety without disrupting traffic. I use that route daily and worry that it will cause conflicts to remove the protected turn pocket.

Could it be on the west side of the North Park road where it would have less of an impact on such a highly populated area? People from either direction would be less impacted with the same safety benefit to pedestrians if it were placed on the side of the street closer to the Market.

Just some feedback to consider. There was an island placed on the wrong side of an intersection where I work near Monroe and it caused enough issues that it had to be rebuilt on the opposite side of that street to prevent issues. Hoping to avoid a similar situation here.

Thank you, I'm sure it will be a benefit to the students and large population of families that have moved into our new growing housing developments on North Park.

Kellyclare

SAFE STREETS AUDIT REPORT

River Road Neighborhood

Howard/Grove/Lake

Eugene, OR

10/21/2019



The bike lane on one side of Grove St is the only space for walking and rolling both directions

Acknowledgements:

Hosts:

AARP Oregon

Better Eugene-Springfield Transportation (BEST)

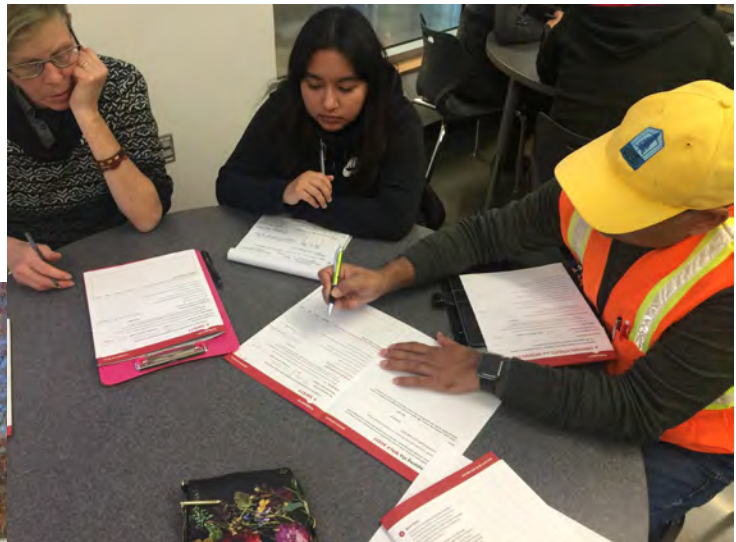
Safe Routes to School – Eugene

Eugene School District 4J

Special thanks to Howard Elementary for allowing us to meet at the school; Eugene School District, 4J; the City of Eugene for use of the Activity Bus and to the River Road Community Organization and Howard PTO for promotion.



Howard Ave sidewalk ends just past the school



BACKGROUND

River Road Neighborhood

The historic River Road Neighborhood in Eugene, Oregon is a suburban area of Eugene. The neighborhood consists of modest medium to small single-family homes, with many built between 1940 and 1969 and between 1970 and 1999. The past two years have seen an influx of new residents with new developments in the area. Howard Elementary, Corridor Elementary School, North Eugene High School, Yujin Gakuen Elementary School, St. Peters School, Kelly Middle School and River Road Community Center are destination points around the Howard Avenue area in the neighborhood.

Sidewalks have recently been built around the middle school and Howard Elementary, but connecting roads to the schools do not have sidewalks or bike lanes. The shoulders serve as the only space for walking and biking but are narrow and often covered with leaves and obstructed by trash and recycling carts. However; people walking and biking need to use the road space as well as people in cars and are deterred from doing so by the inadequate infrastructure. New development has brought more traffic to the area. Compounding the issues, parents who live only a couple of blocks away from school often drive their children to school because they don't feel safe walking them or letting them walk to school.

Residents have expressed mixed sentiments about changing their streets; many have a strong desire for better facilities for active transportation, while others wish to maintain the rural feel or retain on-street parking. In the most recent sidewalk projects on Grove and North Park, more residents expressed support for the sidewalks than opposition. On some streets, large trees near the road pose an additional challenge to changing infrastructure.

The Safe Streets Audit in the River Road Neighborhood was led by AARP Oregon as part of the Network of Age-Friendly Communities effort in the city, and by Better Eugene-Springfield Transportation (BEST) and Safe Routes to School. This report shares the observations and views of participants gathered during the Audit.

KEY FINDINGS

Community input was collected at several points during the workshop: during the opening presentations, the walking audit, and the debriefing session.

Several key themes emerged:

- ❖ Desire for increased personal safety
- ❖ Traffic speeds on major neighborhood streets are too high
- ❖ Concern about safety for people walking, especially on routes to schools and at intersections
- ❖ The city's leaf removal program that calls for residents to blow their leaves into the street are not in keeping with Eugene's Bike & Pedestrian plan, which includes bike lanes as part of the street.
- ❖ Concern for safety of neighborhood children/youth walking or bicycling, and
- ❖ Concern for older residents and young parents with strollers to walk safely to the local community center and to get across streets safely.

Crossing Streets and Intersections



Leaves in Grove St bike lane pose additional challenge for those using mobility devices, biking, skating or scooting

Participants in the Safe Streets Audit took a route from Corridor Elementary School to Howard Elementary School, from Silver Avenue to Grove Street across Maxwell to Howard Ave. The group walked a short distance down Howard Avenue as well. The audit included a driving route from Howard Elementary to Corridor, taking Howard to Lake Avenue and River Road to River Avenue.

Participants with assistive devices (wheelchairs) struggled to travel down the street to avoid leaves and

other barriers along the route. One of the individuals in a wheelchair fell out of his chair trying to navigate a curb to the sidewalk that has as a rough edge.

Other issues occurred because drivers seem to drive too fast even in front of schools, creating a safety issue for people walking and biking. There are few marked crosswalks on the streets surrounding all of the schools in this area. On the day of the Safe Streets Audit, the crossing guard at the main crosswalk at Howard was not there for the rush time surrounding release. In addition, there was no school safety patrol to help direct traffic. When parents arrived to pick up students, it seemed chaotic, with some cars blocking entry into the parking lot, and others going around the parked cars in lanes meant for oncoming traffic. There were no clear directional signs for parents. Parents and students were dodging between cars. Some parents parked on Howard, partly in the street and impeding any bike traffic. They all crossed the street at various corners of the school despite the one crosswalk. It was reported that typically there is a crossing guard in front of the school and most families and students cross at the crosswalk.

There are no lights on school zone signs and drivers appear to not notice the signs indicating to slow down. Many of the streets have very narrow bike lanes or shoulders, making it particularly dangerous when using a wheelchair or assistive device, for students walking in groups from the middle or high school and for parents pushing strollers.

Traffic on a Thursday afternoon was busy, and increased substantially with parents picking up students. Despite the presence of a large group of pedestrians, two in wheelchairs and some wearing orange safety vests, most drivers did not slow down.

Sidewalks

Participants reviewed sidewalks in the area on Howard, River Ave., Grove and Maxwell. Though new construction of Howard Elementary included sidewalks in front of Howard Elementary and Kelly Middle School on Howard Avenue, North Park Avenue, and on a portion of Grove Street, there were a few issues noted. Not all sidewalks are not wide enough for two people to walk together side-by-side; some curb cuts were steep, were diagonal or were nonexistent, one of the curb cuts with rough edges caused a person using a wheelchair to tip over.

Sidewalks on Howard and North Park Avenue are not continuous. Most notably, sidewalks end immediately after the new housing area and the schools. Many streets one block or more from



Narrow sidewalk on portion of Grove

the school had no designated crosswalks to cross from one side of the street to another making it dangerous for people walking. In addition, driveway interruptions added to the danger for people walking or biking.

People walking and biking use the shoulder on most streets to walk and bike. The shoulder is narrow and poses a safety hazard to all users - the pedestrian, cyclist and motorist.



Leaves on Grove push people into the street

Safe Streets Audit attendee comments:

“OMG, watching (one of the participants) attempt to move around these streets in his electric chair with vision issues was terrible.”

“When you get close to Grove, the sidewalks are very narrow.”

“Who ever thought it was a good idea to sweep our leaves into the street so they can be picked up didn’t think this through. They cover the bike path, which is also the pedestrian path.”

“Our streets are not safe.”

“This is a neighborhood school and nobody in the neighborhood can walk to it safely.”

“There are no sidewalks, paths or shoulders.”

Driver Behavior

Posted speed limits were 25 mph throughout the neighborhood with school zones of 20 mph near the schools on Howard and Silver - but drivers appeared to be speeding on River Road, Howard, Maxwell, Silver and Grove. They did not slow down at all for the school zone signs. Several drivers were observed drifting into the shoulder/bike lanes and using their phones.

At stop signs, drivers were observed running stop signs on several streets, and running a red light at Maxwell and Grove. Drivers did not stop behind the crosswalk line, where there were lines.

Overall, driver behavior posed a high risk for people walking and biking. People driving appeared to be distracted and did not follow posted traffic signs. They seemed to be traveling at higher speeds than would allow them to stop for a pedestrian or a child in the street,

particularly in locations where all road users are forced to share the same space, as there are no facilities for people to walk or roll. People driving did not stop when they saw someone attempting to cross the road at an intersection. People driving on Howard stopped beyond the painted line before the crosswalk, making it dangerous for people walking to cross from the sidewalk to the school. There are no school zone signs on Maxwell.



Safe Street Audit attendee comments:

“This is embarrassing. Children and other pedestrians have to walk in the bike lane.”

“Cars parked on Grove add to congestion and crowding – should be turned into a bike/pedestrian lane.”

“We watched a kid on a bike who had to navigate drainage, irregular pavement and two yards.”

“It’s a hassle for kids just to cross Howard to and from school.”

“The built environment prioritizes car speed without consequences so motorists are ignoring other users.”

Comfort and Appeal

The River Road Neighborhood is an older historic neighborhood. Several of the streets are lined with trees. Most of the yards are well maintained and the streets are clear, except during fall, where Safe Streets Audit participants observed piles of leaves impeding the passage for people walking, using mobility devices and biking.

There are very few sidewalks in the neighborhood. While many residents want better walking and biking facilities and think that sidewalks and bike lanes would be appropriate on some streets, like Howard Avenue, most do not want sidewalks and bike lanes on every street. There is a desire for other means of providing safety and comfort. On particular streets there is concern from residents that trees would need to be cut down to create sidewalks. Though, it was noted that in the case of Howard Avenue, due to disease, age of trees, and recent storms,

most trees have already been cut down on one side of the street. In the case of Grove Street, there is parking on one side of the street that could be removed to create a space for people to walk and bike, separate from vehicle traffic. Aside from Horn Lane, most other streets do not have trees in the right of way.

Though the streets audited were almost exclusively residential with destinations being the schools and the community center, there is consistent traffic on all of the streets. Neighbors and parents that auditors spoke with said that driver behavior is the most critical issue. There is no enforcement of posted speeds, a lack of well-marked



Shoulder is the only space to walk and roll on Howard Ave. Few trees on south side of street.

school zones, making the community feel unsafe. One parent, who lived only two blocks from the school, drives her children to and from school every day. “We bought this house close to the school because it looked like a wonderful neighborhood, where our kids could walk to school. But we don’t feel safe. I could stand in my front yard and watch them walk to school if there was a crosswalk with a light, or the drivers slowed down, but it’s not safe the way it is now.”

Safety

Traffic on a weekday early afternoon seemed lighter than normal and increased as school dismissed for the day. Participants reported not feeling safe when not on a sidewalk because of the speed of drivers. At least one house on Maxwell had a sign in the yard encouraging people to drive slowly because children lived in the area. Residents said the side streets serve as a cut through for motorists connecting to River Road, often speeding through the residential streets.

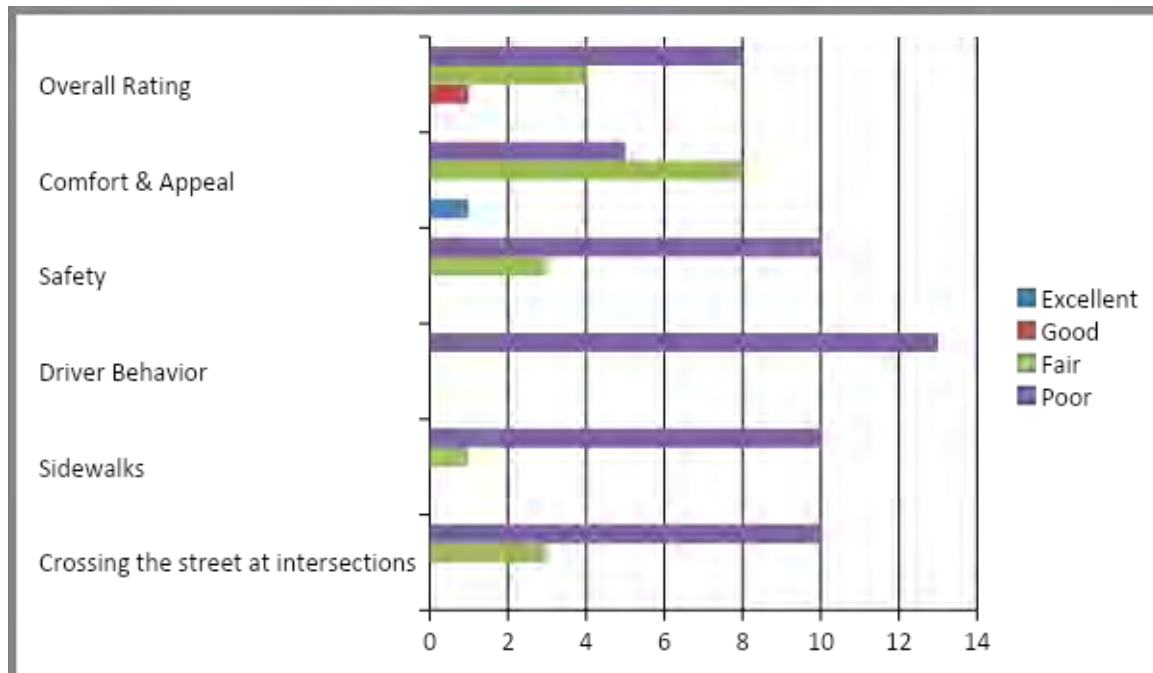
In addition, participants observed drivers consistently using their cell phones to talk or text as they drove through the neighborhood, contributing to not feeling safe.

During the Safe Streets Audit, participants had to walk through leaves or push them out of the way for the two individuals in wheelchairs participating in the audit.

Aside from at the traffic light and stop sign on Grove at Maxwell and Silver respectively, there were only two (one at Corridor and one at Howard) crosswalks that were clearly marked and

vehicles do not always stop when they see people crossing the street either on foot or in a wheelchair. There were no lights on the crosswalk signs or school zone signs and drivers did not seem to notice the school zones or alter their speed.

Overall Ratings and Observations



RECOMMENDATIONS/NEXT STEPS

This information comes from the debrief conversation with attendees focused around what does the neighborhood need?

Bike and Pedestrian Infrastructure

The City of Eugene's Transportation System Plan, adopted by the City Council, designates Howard Avenue and North Park Avenue to include sidewalks and other streets to be improved for both walking and rolling so they can serve as neighborhood greenways (including Silver, Grove, Howard, Lake and Horn, all visited on this audit). The City and County staff are interested in exploring alternatives to sidewalks and bike lanes as a means of providing safe and comfortable streets for all users on some of the more narrow streets hemmed in by trees.

Participants recommended more review and a faster adoption of recommended changes.

Crosswalks

Crosswalks are almost nonexistent in the area of River Road Neighborhood between Corridor Elementary and Howard Elementary, except for one in front of each school, at the light at Grove and Maxwell, at the stop sign at Grove and Silver, and at a new housing development near Kelly Middle School, down the street from Howard Elementary. The school zone signs are only in front of each school. There are no blinking lights to alert drivers to the crosswalk or the school zone.

It is important to create awareness for people driving that they need to slow down and make this the norm of driver behavior in our neighborhoods. In addition, the school zone needs to expand to those streets surrounding the schools. Many students, coming from all directions, walk or bike to school, and many more would with safer infrastructure.

Marked crosswalks indicate optimal or preferred locations for people walking to cross and help designate right-of-way for people driving to yield to those walking.

At some point in their day, everyone is a pedestrian and unfortunately pedestrian fatalities remain high. According to the National Traffic Safety Administration there was a 3 percent increase in the number of people walking killed in traffic crashes in 2018, totaling 6,283 deaths – the most deaths since 1990.

Pedestrian safety is improved by crosswalks. Increased crashes occur when there is no clearly marked crosswalks because people driving are not prepared for people walking or do not know where to stop. People walking are more likely to cross mid-block if a crosswalk is not available.

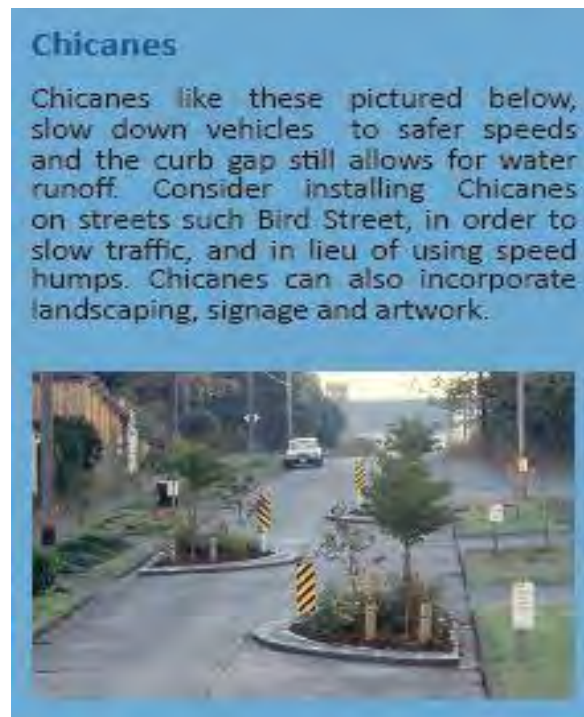
The National Highway Traffic Safety Administration reported the deaths of 69 people walking in Oregon in 2018.

Other recommendations include the following:

- ❖ More education on pedestrian safety for parents and students;
- ❖ Consistent presence of a crossing guard in front of schools;
- ❖ The implementation of a visible safety patrol – but we have to make some changes to the streets to ensure the children are safe in those roles.

Slow Traffic

The City of Eugene is commended for their efforts toward lowering all residential street posted speeds to 20 mph. The design speed should also be set for 20 mph, through traffic calming measures like chicanes, speed cushions or other appropriate measures. River Road and Maxwell, which have significantly higher posted and actual speeds, should also be slowed to below 35 mph to increase safety. Other recommendations from participants include: a temporary speed reader with an increase in enforcement of these streets once or twice a year might also remind drivers to drive slower. Note: Recently, one of the temporary speed readers being rotated through the area has been used here to remind people to drive more slowly. This should be repeated.



In a 2018 report, the U.S. Department of Transportation reported that the majority of pedestrian deaths occurred at speeds of 30-39 mph. If a pedestrian is struck by a person driving a vehicle at a speed of 35 mph, the person walking has more than a 60 percent chance of experiencing serious injury or death.

Other recommendations

Participants indicated that they agree that they don't want to lose the character that identifies the historic River Road neighborhood. In order for the community to flourish and maintain livability, the following recommendations are made:

- ❖ Change the leaf collection policy for the city to ensure leaves are not blown into the street.
- ❖ Conduct a traffic study to see if lower speed limits are warranted on Maxwell
- ❖ Create safe spaces to allow safe use for people walking and biking on the streets.
- ❖ Conduct periods of enforcement to "train" drivers to slow down.

Recommendations are those of participants in the audit, in consultation with experts at the Walkable and Livable Communities Institute, Safe Routes to School, BEST and AARP staff.



Grove Street

HCS7 Two-Way Stop-Control Report

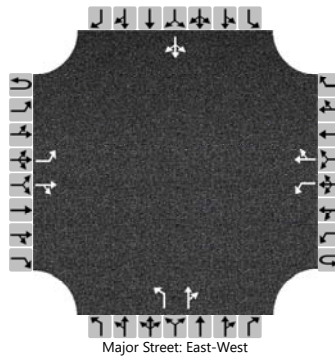
General Information

| | |
|--------------------------|----------------------------------|
| Analyst | Shashi Bajracharya |
| Agency/Co. | Lane County |
| Date Performed | 6/8/2020 |
| Analysis Year | 2019 |
| Time Analyzed | 4:15 PM -5:15 PM |
| Intersection Orientation | East-West |
| Project Description | Impact of left turn lane removal |

Site Information

| | |
|----------------------------|---------------------------|
| Intersection | N Park Way and Maxwell Rd |
| Jurisdiction | Lane |
| East/West Street | Maxwell Road |
| North/South Street | N Park Road |
| Peak Hour Factor | 0.90 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|-----|----|-----------|----|-----|----|------------|----|---|----|------------|----|-----|----|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | | 1 | 1 | 0 | | 0 | 1 | 0 |
| Configuration | | L | | TR | | L | | TR | | L | | TR | | | LTR | |
| Volume (veh/h) | | 64 | 256 | 79 | | 39 | 190 | 4 | | 91 | 7 | 44 | | 2 | 2 | 40 |
| Percent Heavy Vehicles (%) | | 3 | | | | 3 | | | | 3 | 3 | 3 | | 3 | 3 | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | 0 | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Left Only | | | | | | | | 9 | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec) | | 4.1 | | | | 4.1 | | | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | 4.13 | | | | 7.13 | 6.53 | 6.23 | | 7.13 | 6.53 | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | 2.2 | | | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | 2.23 | | | | 3.53 | 4.03 | 3.33 | | 3.53 | 4.03 | 3.33 |

Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|-----|------|--|--|-----|------|--|--|------|------|--|------|------|--|------|--|
| Flow Rate, v (veh/h) | | 71 | | | | 43 | | | | 101 | | 57 | | | 49 | |
| Capacity, c (veh/h) | | 1343 | | | | 1176 | | | | 511 | | 704 | | | 723 | |
| v/c Ratio | | 0.05 | | | | 0.04 | | | | 0.20 | | 0.08 | | | 0.07 | |
| 95% Queue Length, Q ₉₅ (veh) | | 0.2 | | | | 0.1 | | | | 0.7 | | 0.3 | | | 0.2 | |
| Control Delay (s/veh) | | 7.8 | | | | 8.2 | | | | 13.8 | | 10.6 | | | 10.3 | |
| Level of Service (LOS) | | A | | | | A | | | | B | | B | | | B | |
| Approach Delay (s/veh) | 1.3 | | | | 1.4 | | | | 12.6 | | | | 10.3 | | | |
| Approach LOS | | | | | | | | | B | | | | B | | | |

Pedestrian Level of Service

| | | | | |
|------------------------------------|------|------|-----|-----|
| Flow (ped/hr) | 2 | 2 | 2 | 2 |
| Two-Stage Crossing | No | No | No | No |
| Pedestrian Platooning | No | Yes | No | No |
| Conflicting Vehicular Flow (veh/h) | 654 | 543 | | |
| Average Delay (s) | 13.5 | 14.2 | 0.7 | 0.2 |
| Level of Service (LOS) | C | C | A | A |

HCS7 Two-Way Stop-Control Report

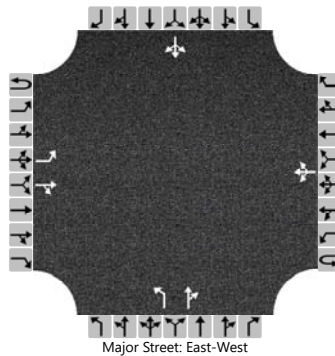
General Information

| | |
|--------------------------|----------------------------------|
| Analyst | Shashi Bajracharya |
| Agency/Co. | Lane County |
| Date Performed | 6/8/2020 |
| Analysis Year | 2019 |
| Time Analyzed | 4:15 PM -5:15 PM |
| Intersection Orientation | East-West |
| Project Description | Impact of left turn lane removal |

Site Information

| | |
|----------------------------|---------------------------|
| Intersection | N Park Way and Maxwell Rd |
| Jurisdiction | Lane |
| East/West Street | Maxwell Road |
| North/South Street | N Park Road |
| Peak Hour Factor | 0.90 |
| Analysis Time Period (hrs) | 0.25 |

Lanes



Vehicle Volumes and Adjustments

| Approach | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | |
|----------------------------|-----------|----|-----|----|-----------|----|-----|---|------------|----|---|----|------------|----|-----|----|
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| Priority | 1U | 1 | 2 | 3 | 4U | 4 | 5 | 6 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Number of Lanes | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | | 1 | 1 | 0 | | 0 | 1 | 0 |
| Configuration | | L | | TR | | | LTR | | | L | | TR | | | LTR | |
| Volume (veh/h) | | 64 | 256 | 79 | | 39 | 190 | 4 | | 91 | 7 | 44 | | 2 | 2 | 40 |
| Percent Heavy Vehicles (%) | | 3 | | | | 3 | | | | 3 | 0 | 3 | | 3 | 0 | 3 |
| Proportion Time Blocked | | | | | | | | | | | | | | | | |
| Percent Grade (%) | | | | | | | | | 0 | | | | 0 | | | |
| Right Turn Channelized | | | | | | | | | | | | | | | | |
| Median Type Storage | Left Only | | | | | | | | 1 | | | | | | | |

Critical and Follow-up Headways

| | | | | | | | | | | | | | | | | |
|------------------------------|--|------|--|--|--|------|--|--|--|------|------|------|--|------|------|------|
| Base Critical Headway (sec) | | 4.1 | | | | 4.1 | | | | 7.1 | 6.5 | 6.2 | | 7.1 | 6.5 | 6.2 |
| Critical Headway (sec) | | 4.13 | | | | 4.13 | | | | 7.13 | 6.50 | 6.23 | | 7.13 | 6.50 | 6.23 |
| Base Follow-Up Headway (sec) | | 2.2 | | | | 2.2 | | | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 |
| Follow-Up Headway (sec) | | 2.23 | | | | 2.23 | | | | 3.53 | 4.00 | 3.33 | | 3.53 | 4.00 | 3.33 |


Delay, Queue Length, and Level of Service

| | | | | | | | | | | | | | | | | |
|---|-----|------|--|--|-----|------|--|--|------|------|--|------|------|--|------|--|
| Flow Rate, v (veh/h) | | 71 | | | | 43 | | | | 101 | | 57 | | | 49 | |
| Capacity, c (veh/h) | | 1343 | | | | 1176 | | | | 367 | | 704 | | | 711 | |
| v/c Ratio | | 0.05 | | | | 0.04 | | | | 0.28 | | 0.08 | | | 0.07 | |
| 95% Queue Length, Q ₉₅ (veh) | | 0.2 | | | | 0.1 | | | | 1.1 | | 0.3 | | | 0.2 | |
| Control Delay (s/veh) | | 7.8 | | | | 8.2 | | | | 18.5 | | 10.6 | | | 10.4 | |
| Level of Service (LOS) | | A | | | | A | | | | C | | B | | | B | |
| Approach Delay (s/veh) | 1.3 | | | | 1.7 | | | | 15.6 | | | | 10.4 | | | |
| Approach LOS | | | | | | | | | C | | | | B | | | |

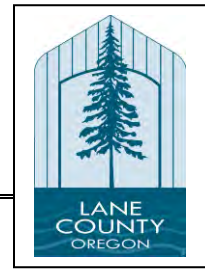
Pedestrian Level of Service

| | | | | |
|------------------------------------|-----|-----|-----|-----|
| Flow (ped/hr) | 2 | 2 | 2 | 2 |
| Two-Stage Crossing | No | Yes | No | No |
| Pedestrian Platooning | No | Yes | No | No |
| Conflicting Vehicular Flow (veh/h) | 654 | 543 | | |
| Average Delay (s) | 7.8 | 6.5 | 0.7 | 0.2 |
| Level of Service (LOS) | B | B | A | A |

Copyright © 2020 University of Florida. All Rights Reserved.

HCS  TWSC Version 7.8.5
MaxWII-NPark Rd 2019 PM-No LT WB Scenario.xtw

Generated: 6/8/2020 4:18:16 PM



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: Design Concept Public Hearing – Gilham Road Sidewalks

I. ACTION

The TrAC is being asked to: 1) conduct a public hearing; and 2) develop a recommendation to the Board of County Commissioners (BCC) on the design concept for the project. The project requires design concept approval by the BCC prior to implementation. Prior to the public hearing, staff will present the attached design concept and summarize public comments received to-date.

II. BACKGROUND

The purpose of this project is to improve safety for all users of Gilham Road. This project would provide a sidewalk on the west side of Gilham Road between North Park Terrace and Ashbury; and would fill in sidewalk gaps on both sides of Gilham Road between Ashbury and Ayres Road. These improvements would connect to the sidewalk network south of Ayres Road and to Gilham Elementary school.

The Northeast Neighbors have been advocating for sidewalk improvements on Gilham Road for several years. Funding for this project was made possible by the Central Lane Planning Organization (MPO). As a member of the MPO, Lane County applied for this funding which was awarded by the Metropolitan Policy Committee (MPC).

III. RECOMMENDATION / NEXT STEPS

The staff recommendation is provided in the attached report. Staff will present the report prior to the public hearing. Public comments may further influence the TrAC's recommendation to the Board. Staff will present the TrAC recommendation to the Board for consideration at a future Board meeting.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor by phone at 541-255-5761 or by email at BeckyTaylor@lanecountyor.gov

V. ATTACHMENTS



Gilham Road Sidewalks Design Concept

September 2020

Proposed sidewalk project on Gilham Road: sidewalks on both sides of the street between Ayres Road and Ashbury Lane; and sidewalks on the west side of the street between Ashbury Drive and Sterling Park Place

Acknowledgements

This is a community-driven project under the leadership of:

The Northeast Neighbors

Funding Provided by:

The Central Lane Metropolitan Planning Organization

Project Management and Technical Team:

Peggy Keppler, County Engineer

Jay Blomme, County Surveyor

Kerry Werner, Project Manager and Design Engineer

Sasha Vartanian, Transportation Planning Supervisor

George Tkebuchava, Engineering Associate

Danielle Stanka, Engineering Associate

Becky Taylor, Senior Transportation Planner

Jeremy Sherer, Right-of-Way Engineering

Kevin Brown, Environmental

Table of Contents

Chapters

- Chapter 1.** Introduction – *project purpose and process*, **Page 3**
Chapter 2. Existing Conditions – *opportunities and constraints today*, **Page 5**
Chapter 3. Public Involvement – *community input on project*, **Page 8**
Chapter 4. Design Implementation – *design concept and next steps*, **Page 11**

Figures

- Figure 1.** Project Area, **Page 3**
Figure 2. Site Visit, **Page 4**
Figure 3. Boundaries Map, **Page 5**
Figure 4. Existing Roadway Conditions, **Page 6**
Figure 5. Physical Constraints, **Page 11**

Appendices

- Appendix A.** Design Concept Drawings
Appendix B. Public Comment Inventory

Chapter 1 – Introduction

This chapter provides a summary of the project purpose and process.

Purpose

The purpose of this project is to improve safety for all users of Gilham Road. This project would provide a sidewalk on the west side of Gilham Road between Sterling Park Place and Ashbury Drive; and would fill in sidewalk gaps on both sides of Gilham Road between Ashbury Drive and Ayres Road. These improvements would connect to the sidewalk network south of Ayres Road.

Gilham Elementary is located immediately south of the project area, on the east side of Gilham Road, south of Ayres Road. Sidewalks and bike lanes on Gilham Road abruptly end at Ayres Road. North of Ayres Road, there is a patchwork of incomplete sidewalks constructed by more recent residential subdivisions; and north of Ashbury Drive, Gilham Road has no sidewalks and has very narrow roadway shoulders with roadside ditches that force people to walk in the vehicle travel lane.

The Northeast Neighbors have been advocating

for sidewalk improvements on Gilham Road for several years (see Appendix B). Funding for this project was made possible by the Central Lane Planning Organization (MPO). As a member of the



MPO, Lane County applied for this funding which was awarded by the Metropolitan Policy Committee (MPC).

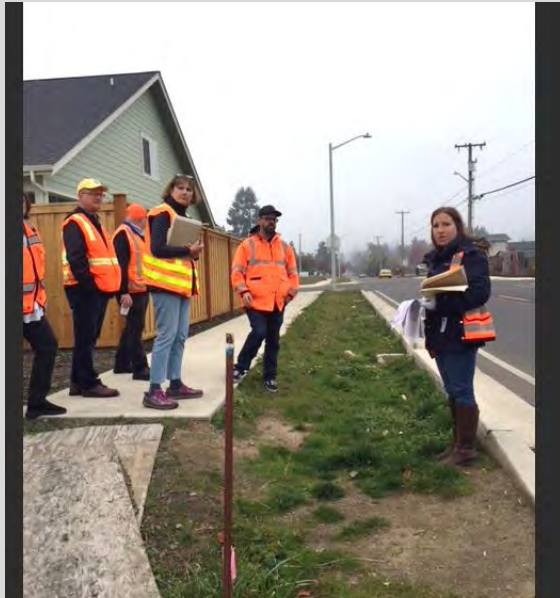
Process

The MPO funding requires compliance with applicable federal requirements. The funding is administered through the Oregon Department of Transportation (ODOT). Lane County and ODOT staff had a project kick-off meeting in October 2019 and met on-site in November 2019. The requirements associated with the Americans with Disabilities Act (ADA) and storm water management increased the project cost estimates. Further, the site assessment identified the potential for more significant property and natural resource impacts (i.e. ditches and trees).

In January 2020, Lane County obtained a Metro Transportation Improvement Program (MTIP) amendment to reprogram funding from a cancelled project to provide additional funding for this project. The current project funding programmed through the MPO is \$1,849,321.58. The project funding is phased for design in 2019-2020, right-of-way in 2021, and construction in 2022.

The project is currently in the design phase. Lane Manual 15.580 establishes a public involvement process and requires Design Concept approval by the Lane County Board of Commissioners. This report demonstrates consistency with these procedural requirements.

Figure 2. ODOT/Lane County Site Visit



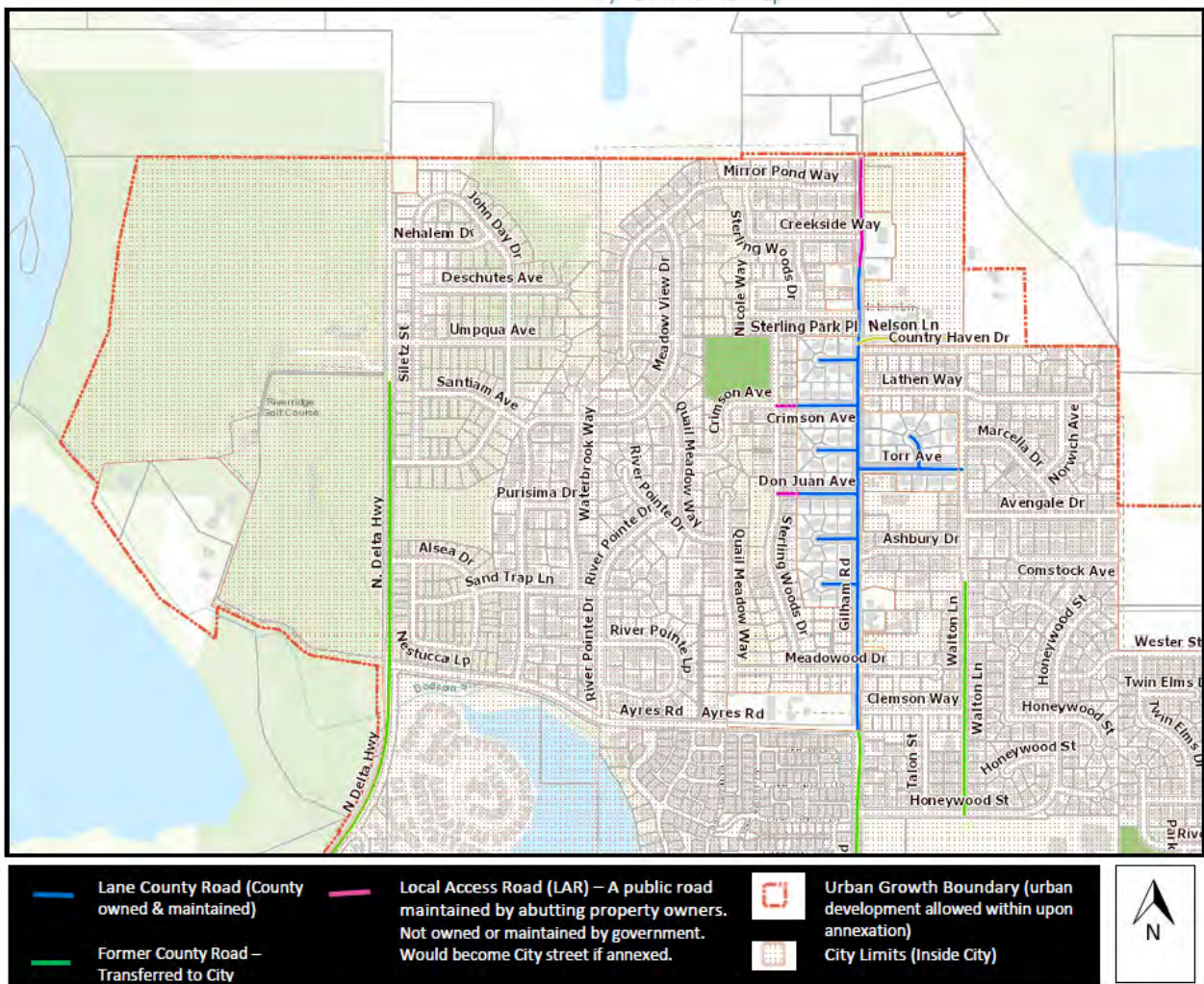
Chapter 2 – Existing Conditions

This chapter describes constraints and opportunities of Gilham Road

Jurisdiction

Currently, Lane County has jurisdiction of Gilham Road north of Ayres Road to about Sterling Park Place (see Figure 3). This portion of Gilham Road is located within the City of Eugene's urban growth boundary (UGB) and is rapidly developing and urbanizing. As population growth occurs along this section of road, additional demands and stresses are being placed upon the roadway.

Figure 3. Boundaries Map



As adjacent lands develop, the City of Eugene has collected Transportation System Development Charges and Advance-Payment Equivalent Assessments. In some instances, developers have built half-street improvements, including sidewalks, adjacent to the land being developed. Several properties have not been annexed and are already developed; it is, therefore, unlikely that sidewalks will be completed as the result of land development.

Like all County roads within urban growth boundaries, a desired outcome of this project is jurisdictional transfer to the City of Eugene. Jurisdictional transfer is when ownership of a roadway is transferred from one roadway authority to another. When an agency has jurisdiction of a street or highway, that agency is responsible for the upkeep of that facility, including reconstruction, maintenance, and preservation.

Farther to the north, Gilham Road is a Local Access Road (LAR). A local access road is a road that has been dedicated to the public, but it has not been accepted as part of the publicly-maintained road system. The County still has jurisdiction within the rights-of-way of local access roads, but local landowners have the responsibility for maintenance.

Roadway Conditions

North of Ayres Road, Gilham Road has a patchwork of incomplete sidewalks constructed by more recent residential subdivisions. There is a bike lane only on the east side of the road. North of Ashbury Lane, Gilham Road has no sidewalks and has very narrow roadway shoulders with roadside ditches that force people to walk in the vehicle travel lane.

Figure 4. Existing Roadway Conditions

| | |
|---|--|
|  |  |
| <p>Incomplete Sidewalks Between Ayres Rd. and Ashbury Dr.</p> | <p>No Sidewalks North of Ashbury Drive</p> |

Vehicle Volume and Speed

The average daily traffic (ADT) of Gilham Road north of Ayres Road is 3,050 vehicle trips. At the request of neighbors, Lane County applied to the Oregon Department of Transportation (ODOT) in 2017 to reduce the posted speed from 35 mph to 25 mph. The speed-setting methodology, however,

only supported reducing the posted speed to 30 mph. Speed measurements revealed that most people were driving over 30 mph: 50 percent drove 33 mph; 85 percent drove 38 mph; and the maximum speed recorded was 86 mph.

In response to neighborhood complaints about speeding, Lane County has deployed speed feedback signs on Gilham Road. Lane County has about eight speed feedback signs that are rotated throughout the county. These signs include radars that display the actual driving speed which typically results in drivers reducing their speed.

Crashes

There are no crashes of record.

Environmental

Prior to the construction of any improvements, a more detailed review of environmental impacts will occur, in accordance with the National Environmental Policy Act (NEPA) or other applicable regulations.

Storm Water System

Between Ayres Road and Ashbury Drive, storm water planters with curb cuts already exist along much of the east side of the road in this area. North of Ashbury Drive, a large ditch runs along the east side of Gilham Road up to Don Juan Avenue. At this location, the ditch switches from the east side of the road to the west side. Two pipes convey the flow between the two ditches. The west ditch runs along Gilham Road, roughly 800 feet, until the ditch makes a 90 degree bend and continues. The ditch provides conveyance of storm water along Gilham Road.

Chapter 3 – Public Involvement

The community provided input on the project which is summarized in this chapter.

The Public Involvement Plan (PIP) for the project was developed to help the project team develop and organize public involvement activities, to be effective and meaningful in accomplishing project goals, and in compliance with applicable regulations, including Lane Manual 15.580 *Citizen Input with Regard to Individual Road Improvement Projects*. Due to COVID-19 restrictions, some public outreach activities had to be modified to be virtual (on-line or by phone) rather than in person. Nevertheless, there has been significant public input on this project (see Appendix B for an inventory of public comments received to-date) with the majority commenting in favor of the project.

Public Involvement Goals

- Develop early communication & rapport with public
 - Increase public confidence in Lane County by improving transparency and accountability
 - Inform all stakeholders (including environmental justice populations) about the project and gain their views, concerns, and values – with an inclusive, fair, and responsive process
- Obtain local knowledge and take account of public inputs in decision making
 - Demonstrate that our approach in addressing the need is reasonable, sensible, and responsible
 - Solicit information, provide timely information
 - Be clear about what ideas can or cannot be explored

Northeast Neighbors

This project was initiated by the neighborhood association (see Appendix B for neighborhood newsletters lobbying for the project). Staff presented the project at the neighborhood meeting on November 12, 2019. Neighbors were excited about the project and appreciative of Lane County pursuing federal funding to avoid assessing abutting properties.

Public Open House

Draft designs were completed in February 2020 and presented to the community during an open house held at Gilham Elementary school on March 11, 2020. Approximately 15 people attended the open house. The open house was promoted through postcards mailed to residents within a several block radius of the project area, the City of Eugene's *InMotion* e-newsletter, the Northeast Neighbors neighborhood association newsletter, and the Gilham Elementary School newsletter. County staff were on hand during the open house to answer questions. An additional presentation scheduled for March 10, 2020 specifically to the Northeast Neighbors was cancelled due to concerns related to coronavirus.

Attendees were generally supportive of the designs. The largest point of contention centered on the end point of the project, Sterling Park Place, instead of the northern terminus of the street, Mirror Pond Way. This was explained as being related to tree and property impacts.

Comments provided during the open house either asked for additional elements to be included in the design or asked for certain elements to be reconsidered. Design elements commented on include bike lanes, sidewalks, visible pedestrian crossings, and planter strips. Several attendees expressed that they would like the urban standards upgrade to be additionally applied to the northern section of Gilham Road beyond Ashbury Drive. Additionally, it was asked that the planned five-foot wide bike lane be widened.

Public Hearings

Metropolitan Policy Committee (MPC)

In 2018, the MPC held a public hearing on Lane County's request for MPO funding for the project. As detailed in Appendix B, 28 people testified in favor of the project.

The **Lane County Transportation Advisory Committee (TrAC)** is scheduled to hold a public hearing on September 23, 2020.

Project Webpage: www.lanecounty.org/GilhamRd

Throughout the process, the County updated a webpage dedicated to the project to enable interested parties to review key documents and be informed about upcoming opportunities to provide feedback.

Mailings

Interested parties received project updates via email. Postcards and letters were mailed to abutting property owners at project milestones, such as notices of public meetings.

Environmental Justice and Title VI Civil Rights

Environmental Justice (EJ) and Title VI focus on understanding and addressing the unique needs of different socioeconomic groups, which are vital components to effective transportation decision-making. Key areas of consideration for compliance include: identifying populations so that their needs can be acknowledged and addressed; and evaluating and improving the public involvement process to eliminate participation barriers and engaging minority and low-income populations in transportation decision-making. Available census data indicated no populations of concern.

Summary of Public Comments

There has been no public comment objecting to the proposed project. Neighbors north of the project expressed frustration about sidewalks not continuing north of Sterling Park Place. This portion of Gilham Road is an LAR. There is insufficient funding to construct sidewalks along the LAR.

Some property owners have expressed concern about impacts to their property. Additional right-of-way width will be required for the project from some of the abutting properties, which is estimated to range between three to seven feet. A detailed right-of-way acquisition plan will be developed following design concept approval, when more design work is completed to determine the needs for managing storm water runoff and whether there is the potential to include short retaining walls to further reduce private property impacts. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to fences and landscaping.

An inventory of public comments received to-date are included in Appendix B.

Chapter 4 – Design Implementation

This chapter describes the Design Concept and next steps to implement the project.

Design Concept

The design concept drawings are included as Appendix A. The design fulfills the project's goal of improving safety for people walking on Gilham Road. This design is for sidewalks on both sides of Gilham Road between Ayres Road and Ashbury Drive and for sidewalks on the west side of the road between Ashbury Drive and Sterling Park Place. Additionally, bike lanes will be painted on both sides of Gilham Road from Ayres Road to Ashbury Drive.

Between Ayres Road and Ashbury Drive, storm water drainage will be built to City of Eugene standards. Planters with curb cuts already exist along much of the east side of the road in this area. In this southern portion of the project, matching storm water drainage systems will be built along the west side of the road and filled in where necessary on the east side.

North of Ashbury Drive, a large ditch runs along the east side of Gilham Road up to Don Juan Avenue. At this location, the ditch switches from the east side of the road to the west side. To construct a sidewalk along the west side of Gilham Road and to continue to provide storm water conveyance, Lane County will install a large pipe along the length of the ditch, up until the bend. After the installation of the pipe, the ditch will be filled with soil in order to provide for a landscape strip and sidewalk.

In addition to funding constraints, design considerations for this project included limiting impacts to private property and the environment. There are an increased number of trees along the eastern side of Gilham that would be disturbed if a sidewalk were constructed on the east side of Gilham Road north of Ashbury Drive. Due to environmental and property impacts, the project extent had to be narrowed to exclude the LAR portion of Gilham Road north of Sterling Park Place.

Figure 5. Physical Constraints Northern Gilham



Funding

The majority of funding for this project is sourced from grants awarded to Lane County from the MPO. The MPO receives a set amount of federal funding each year from the United States Department of Transportation, which it then distributes to local transportation projects through a competitive selection process. Grants supporting this project include the Surface Transportation Block Grant and the Congestion Mitigation Air Quality Grant. The current project funding programmed through the MPO is \$1,849,321.58. The project funding is phased for design in 2019-2020, right-of-way in 2021, and construction in 2022.

In the City of Eugene, property owners are normally financially responsible for the construction and maintenance of improvements like sidewalks. Due to the grant funding awarded to this project, property owners with land that borders the sidewalks will not be financially responsible for sidewalk construction costs. They will, however, be responsible for maintenance.

Just Compensation (Right-of-Way Acquisition)

Property owners will be offered Just Compensation for the portion of their property needed to complete the project. The Just Compensation amount is determined by an appraisal and forms the basis of monetary offers presented to property owners. Just Compensation includes the estimated value of all the land and improvements within the needed area. Because this project would only require a part of a property to be acquired, the amount will also include any measurable loss in value or damages to the remaining property due to the partial acquisition.

Additional right-of-way width will be required for the project from some of the abutting properties which is estimated to range between three to seven feet from abutting properties. A detailed right-of-way acquisition plan will be developed following design concept approval, when more design work is completed to determine the needs for managing storm water runoff and whether there is the potential to include short retaining walls to further reduce private property impacts. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to fences and landscaping.

Jurisdictional Transfer

If jurisdiction over Gilham Road north of Ayres Road should transfer from Lane County to the City of Eugene, it would create the opportunity for property owners with property that is connected to Gilham Road to opt into the City. It is important to note that, should the transfer occur, “annexing” into the City would be purely voluntary and not at all mandated.

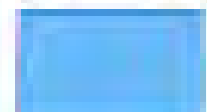
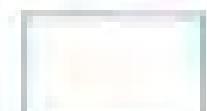


Next Steps

Following approval of the Design Concept by the Lane County Board of Commissioners, staff will continue to develop the design into construction drawings. The right-of-way needs for the project are conceptual at this time and will be more precisely determined as the design drawings are refined. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to fences and landscaping.

Gilham Road: Ayres Road to Ashbury Drive, Image 1



LEGEND

-  CURB RAMP AREA
-  DETECTABLE WARNING SURFACE FOR CURB RAMP
-  TO BE DETERMINED BASED ON SURVEY
-  RIGHT-OF-WAY (ROW)

NOTE

- 1.THE DESIGN SHOWN IS A ROUGH ESTIMATE BASED ON AERIAL IMAGERY. THIS DESIGN WILL CHANGE WHEN THE SURVEY WORK HAS BEEN COMPLETED AND THE ACTUAL RIGHT-OF-WAY LINE IS IDENTIFIED. THE ADA RAMP DESIGN IS SUBJECT TO CHANGE BASED ON THE GRADES FROM THE SURVEY.
- 2.ROW—PUBLIC LAND OR PROPERTY THAT IS ACQUIRED OR DEDICATED TO THE PUBLIC FOR TRANSPORTATION PURPOSES.



Gilham Road: Ayres Road to Ashbury Drive, Image 2



LEGEND

| | | | |
|--|--------------|--|--|
| | BIKE LANE | | RETAINING WALL |
| | SIDEWALK | | LANDSCAPE STRIP |
| | DRIVEWAY | | CURB RAMP AREA |
| | RIGHT-OF-WAY | | DETECTABLE WARNING SURFACE FOR CURB RAMP |
| | | | CURB AND GUTTER |






NOTE

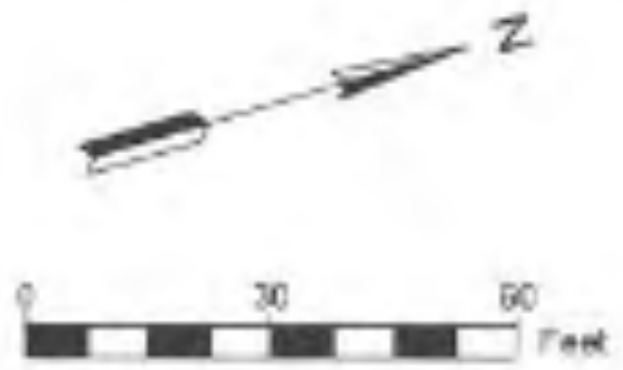
1. THE DESIGN SHOWN IS A ROUGH ESTIMATE BASED ON AERIAL IMAGERY. THIS DESIGN WILL CHANGE WHEN THE SURVEY WORK HAS BEEN COMPLETED AND THE ACTUAL RIGHT-OF-WAY LINE IS IDENTIFIED. THE ADA RAMP DESIGN IS SUBJECT TO CHANGE BASED ON THE GRADES FROM THE SURVEY.
2. ROW - PUBLIC LAND OR PROPERTY THAT IS ACQUIRED OR DEDICATED TO THE PUBLIC FOR TRANSPORTATION PURPOSES.

Gilham Road: Ashbury Drive to Sterling Park Place, Image 1



LEGEND

- | | |
|---|--|
|  LANDSCAPE STRIP |  CURB RAMP AREA |
|  SIDEWALK |  DETECTABLE WARNING SURFACE FOR CURB RAMP |
|  RIGHT-OF-WAY | |


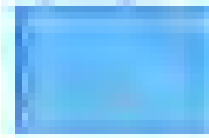

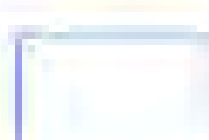



- NOTE**
1. THE DESIGN SHOWN IS A ROUGH ESTIMATE BASED ON AERIAL IMAGERY. THIS DESIGN WILL CHANGE WHEN THE SURVEY WORK HAS BEEN COMPLETED AND THE ACTUAL RIGHT-OF-WAY LINE IS IDENTIFIED. THE ADA RAMP DESIGN IS SUBJECT TO CHANGE BASED ON THE GRADES FROM THE SURVEY.
 2. ROW - PUBLIC LAND OR PROPERTY THAT IS ACQUIRED OR DEDICATED TO THE PUBLIC FOR TRANSPORTATION PURPOSES.

Gilham Road: Ashbury Drive to Sterling Park Place, Image 2



LEGEND

| | | | |
|---|-----------------|---|--|
|  | LANDSCAPE STRIP |  | CURB RAMP AREA |
|  | SIDEWALK |  | DETECTABLE WARNING SURFACE FOR CURB RAMP |
|  | RIGHT-OF-WAY | | |



NOTE

1. THE DESIGN SHOWN IS A ROUGH ESTIMATE BASED ON AERIAL IMAGERY. THIS DESIGN WILL CHANGE WHEN THE SURVEY WORK HAS BEEN COMPLETED AND THE ACTUAL RIGHT-OF-WAY LINE IS IDENTIFIED. THE ADA RAMP DESIGN IS SUBJECT TO CHANGE BASED ON THE GRADES FROM THE SURVEY.
2. ROW - PUBLIC LAND OR PROPERTY THAT IS ACQUIRED OR DEDICATED TO THE PUBLIC FOR TRANSPORTATION PURPOSES.

Appendix B

Public Comments

As of September 9, 2020, 11:20 AM

Comments received after this date will be provided at the public hearing

CALLISTER Dan

From: John Stadter <john.stadter@firstcallres.com>
Sent: Monday, June 04, 2018 1:12 PM
To: CALLISTER Dan
Subject: Gilham Road

We understand there is a staff meeting on June 20 that will decide whether to recommend funding Gilham Road improvements. We are writing you today to express our support of improving Gilham Road from Ayers all the way to Mirror Pond.

In the 3 plus years that we have lived on Mirror Pond the following 10 streets have been added, all of which feed Gilham Road: Talon Street, Clemson Way, Meadow Wood east, Meadow Wood west, Marilla, Lathan Way, Country Haven, Sterling Park Lane, Nicole Lane, Bungalow Crossing.

Additionally the following 4 streets have been extended as developments were created: Sterling Woods south end, Sterling Woods north end, Quail Meadow Way south end, Norwich 3711 to 3749

Finally 3 additional streets are proposed to support development of 41 home sites at the far north end of Gilham Road on the Nelson Farm Property. This development includes a street at the extreme north end of Gilham, past Mirror Pond.

These 17 new streets/extensions account for more than 200 new home sites in a little more than 3 years! With the Nelson Farm project the area will be fully developed yet the main thoroughfare that services these homes remains a rural road with no sidewalks, no shoulder and drainage ditches on either side.

Moreover, the far north end of Gilham, from before Creekside and past Mirror Pond is not even maintained, as it is deemed a Local Access Road. As a result it has large potholes and floods during heavy rain periods making for unsafe driving conditions year around. Cars routinely drive on the wrong side of the road to avoid the hazards, endangering other drivers and pedestrians.

To summarize, due to a large increase in population and development Gilham Road from Ayers to Mirror Pond has become unsafe for pedestrians, bicyclists and drivers. If you haven't been out here recently you should see it before making a decision.

Thanks for your consideration. Anything we can do to help please call.

John & Maureen Stadter
3961 Mirror Pond Way
541 643 1600

CALLISTER Dan

From: Kevin Reilly <kevin.sonoraguy@gmail.com>
Sent: Tuesday, June 05, 2018 1:28 PM
To: CALLISTER Dan
Subject: Gilham road and the north end of the Delta Highway

Good afternoon Mr. Callister,

My wife and I have lived on Mirror Pond Way for about three years, and we love Eugene and our neighborhood. We're fortunate to live in such a nice area, where folks care about their neighborhoods, their parks and their schools.

My wife and I love to walk around the neighborhood and ride our bikes over to the Crescent Park Senior Living apartments to visit my wife's mother. We also frequently ride down the Delta Highway to get to the river bike trails.

Contrary to what you might be hearing from other residents, it makes me happy to see new houses and apartments springing up in the area, full of young families with school-aged children. If it weren't for them, this area would turn into it's own senior center, and that's pretty boring.

Unfortunately, our two main outlets, Gilham road and the Delta Highway are not bike friendly, and Gilham road is neither bike, nor pedestrian friendly. I have particular worries for the children making their way to the elementary and junior high schools.

I've heard, over and over again, that Eugene wants to become a city for biking and walking. Fixing these two streets would be a big step in that direction.

Thanks,

Kevin Reilly
209-770-7040
kevin.sonoraguy@gmail.com

CALLISTER Dan

From: John Hudspeth <john@jhudspeth.com>
Sent: Wednesday, June 06, 2018 8:16 AM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

Dan,

There is a lot of home construction happening in our neighborhood, causing a lot of additional traffic down Gilham and arteries off Gilham. I would encourage you to study the traffic in this area and suggest changes required in road construction, traffic control and speed limits. Walking across Gilham is like crossing the highway at times. In addition, with the new home construction does it make sense to complete the road developments feeding these new communities on Ayres to Mirror Pond?

I look forward to hearing from you on this subject.

Sincerely,

John Hudspeth
3031 Metolius Dr. Eugene, OR

503 806 2287

CALLISTER Dan

From: Tim Hendrix <TimH@wildish.com>
Sent: Thursday, June 07, 2018 7:11 PM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

Dan C,

You no doubt have heard all the wisdom from lots and lots of people why Gilham Rd from Ayres Rd to Mirror Pond Way in N Eugene needs to be improved. I have faith that you can grasp the safety issues and the technical issues very well, or you would not be in the position you are in.

I want to share with you my perspective as someone who personally lives on Mirror Pond Way and who travels, walks, runs, bikes—often along this stretch of Gilham. I honestly hate being on Gilham, because, I see it as an accident, and God-forbid, a fatality waiting to happen. I have seen some signs in a subdivision or two near to this piece of Gilham that states, “Drive like your kids live here.” If that isn’t enough to bring it home to you and others that weigh where to best spend tax money and get the biggest bang for our bucks, I don’t know what is. So much development that others are writing to you about that exponentially increases vehicular and foot traffic is like rolling the dice—an accident due to the unsafe nature of Gilham will happen and sooner rather than later.

I propose a related verse, “Travel Gilham like your family lives here and you want them to be safe.” My wife and I along with one son and his wife and two of my young grandkids all live along this corridor. Our other kids, grandkids, friends and relatives visit Gilham Rd often. Easy to care a bunch about the road problem when you see the dice rolling... If you and our City and County decision makers lived in our neighborhood, you would find it far easier to take up this slogan, too, and “get ‘r done.”

Please help us improve all of Gilham from Ayres to Mirror Pond Way—soon. Help us beat the odds and make us as safe as possible. Cherished lives depend on it.

Reach me anytime you want at 541-683-7713 where I work as a Manager at Wildish with 42 years of time spent here. I am also a Registered Professional Civil Engineer in Oregon (retired status) That translates into, yes, I know something, maybe even lots, about roads, streets and traffic. But, I know even more about kids, and now, an increasing amount about grandkids. I want to make the dice roll in their favor. I trust you and our other elected and selected professionals want the same thing that I do.

Share this with anyone who needs to hear it. Better yet, come on over to our home and take a walk along Gilham with me—and bring your kids/grandkids, too.

Tim Hendrix
3916 Mirror Pond Way Eugene 97408

CALLISTER Dan

From: Bob Siegmund <bob.siegmund@gmail.com>
Sent: Sunday, June 10, 2018 3:57 PM
To: CALLISTER Dan
Subject: Road and sidewalk Improvements on North Gilham Road

Dan Callister
Transportation Planner
Lane Council of Governments
Eugene, Oregon

RE: Road and Sidewalk Improvements for North Gilham Road

My wife and I have lived on Country Haven Drive for approximately 18 months. Country Haven Drive connects to Gilham Road in the 3700 block of Gilham Road. As you know, a number of homes have been built on the west and east sides of Gilham Road over the last several years. This increased density has dramatically increased the amount of vehicle traffic on Gilham Road. A proposed 41 lot subdivision will be built on the east side of Gilham Road early next year.

While we understand that all of the new development has occurred within the city of Eugene, Gilham Road has remained within Lane County. Our primary concern is pedestrian safety along this corridor. Many school-aged children are forced to use Gilham as their primary walking and biking route to Gilham School.

We are very familiar with the condition of Gilham Road north of Ayres Road as we have walked along Gilham Road on many occasions. The two travel lanes are only ten feet wide each. Along approximately 40% of the roadway is a narrow gravel path on both sides in addition to two, three to four foot deep drainage ditches on either side. In other words, pedestrians are forced to either walk on the paved surface or on the narrow gravel path.

While walking in this area is dangerous for adults, it's extremely dangerous for children walking and biking on their way to and from Gilham School. A little known issue exists for those living on the four cul-de-sacs on the west side of Gilham Road. If an occupant (an adult or a child) of a house in one cul-de-sac wants to walk or bike to a house in an adjoining cul-de-sac they are forced to walk or bike on Gilham Road. That is yet another example of how dangerous it can be for some to walk or bike on this section of Gilham Road.

It's our understanding that improvements to increase pedestrian safety on Gilham Road is possible by using funding provided by the federal government. We highly support any

improvements that can be used to increase pedestrian and bike safety on the section of Gilham Road between Ayres Road and Ashbury Drive for all users. We also support the same or similar improvements to enhance pedestrian and bike safety between Ashbury Drive and Mirror Pond Drive.

Bob and Pat Siegmund
2192 Country Haven Drive
Eugene, Oregon 97408

CALLISTER Dan

From: Renee Buchanan <renee.buchanan7@gmail.com>
Sent: Monday, June 11, 2018 7:39 AM
To: CALLISTER Dan
Subject: Improve Gilham Road

June 11, 2019

Dan Callister
LCOG Transportation Planner

I am writing to urge development of the northern end of Gilham Road to safely accommodate pedestrians. As a resident of the area since 2004, I have experienced the challenge of Gilham as both a pedestrian and a driver.

I run between Ashbury and Mirror Pond three times each week, and the new development has made it more challenging. With more traffic, construction traffic, dump trucks, Gilham is unsafe. I eye the ditch on the side of the road wondering when I will have to jump into it to avoid being hit, or wondering if that is where my body will fall when I am eventually hit.

As a driver, I am cautious of pedestrians. School busses stop on the road and children wait for those busses next to the ditches. Runners, walkers, and dog walkers, and cyclists are trying to safely move through the area.

Improvements should extend all the way to Mirror Pond. More and more development is happening, and I hear more is on the way just north of Nelson Lane on the east side of Gilham. This means more traffic, more pedestrians, and more people eying the ditch, wondering if their body will be dead or just injured when it ends up there.

Thank you,

Renée Buchanan
2283 Avengale Drive
Eugene OR 97408

541-852-2579
renee.buchanan7@gmail.com

CALLISTER Dan

From: Denise Bourdage <denisebourdage@gmail.com>
Sent: Wednesday, June 13, 2018 9:47 AM
To: CALLISTER Dan
Subject: North Gilham Road Repairs (Ayres to Mirror Pond)

Dan Callister,

Our family lives at 2053 Creekside Way, just off Gilham Road. I wanted to reach out to regarding the condition of the road at the corner of Gilham and Creekside Way and the lack of sidewalks on the north end of Gilham Road (Ayres to Mirror Pond).

There are multiple, deep potholes that we are continually trying to avoid as we come and go from our residence. We have four children and are often riding bikes, walking and driving in this area. We have lived here for 8 years and the road conditions continue to decline.

In addition, we also attend Gilham Elementary school and do not have sidewalks for most of the distance between our house and the school. As we use this section of road frequently (Ayres to Mirror Pond), our family and neighbors would very much appreciate if funds were allocated to the repair of this road and addition of sidewalks along Gilham as well.

Thank you very much for your time,

--

Denise Bourdage
541.520.7211

CALLISTER Dan

From: drschuelke@aol.com
Sent: Wednesday, June 13, 2018 8:18 PM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

Mr. Callister,

I understand there will be a meeting soon to consider recommendations for paving Gilham or parts of Gilham Road. I have lived in the Ferry Street/Gilham area for 40 years since moving here from the Midwest. Gilham was a quiet country road at that time with a few houses and a few horses. Today it is rapidly become the major access road to several new housing developments. We have lived in one of those developments the past 11 years. I am a daily walker along Gilham and the surrounding neighborhoods.

Traffic has increased substantially as more homes are developed and added, weighty traffic with the many trucks and equipment involved in developing new home sites. Sidewalks would be a plus along Gilham but my major concern is the deteriorating condition of parts of Gilham Road. **In particular the area near Creekside is crumbling and full of potholes waiting to gobble a tire. I would encourage you to drive Gilham to the Creekside corner for a first hand look-just be careful in that area or you might damage your suspension system.**

I will be following the recommendations for paving/repairing Gilham. Please consider my request as one of many you may receive for this area.

thanks for your time,
Valorie Schuelke
3580 Quail Meadow Way
Eugene 97408

CALLISTER Dan

From: Dottie Dougher <dougher28@gmail.com>
Sent: Wednesday, June 13, 2018 4:21 PM
To: DCMCALLISTER@Lcog.org
Subject: Gilham Road upgrade

Hello Dan,

Jim and I have driven Gilham Road north to Nelson Lane for 52 years.

We've seen the gravel country road paved over in essentially original grading and configurations.

We built our home on an acre at 35 Nelson Lane in 2009.

You are aware of the development that has occurred in our area and accelerated recently.

I do not write to complain about development but of the lack of thought and city/county cooperation that has left us with a paved over country road!

I keep a little flower stand at the end of our lane on Gilham. It and garden time have afforded me a view of many walkers and bikers and pets old and young. I have seen many near misses and at least one child auto collision.

We need a full upgrade of Gilham from Ayers to Mirror Pond. When you think of new traffic and streets from the Wichert planned 41 houses plus the work around traffic that will flow from River Ridge Apartments, perhaps you'll begin at the north end!

Thanks for your work and hopeful for a safe Gilham Road.

We suggest the speed limit be reduced to 25MPH On entire Gilham Road from Ayers Road north. Immediately.

Sincerely, Dottie and Jim Dougher

Sent from my iPhone

CALLISTER Dan

From: tlaidlawn@comcast.net
Sent: Thursday, June 14, 2018 9:01 AM
To: CALLISTER Dan
Subject: Re transportation

Dan,

We have lived at 3875 Mirror Pond Way for past five years. We feel that Gilham Rd. from Ayres to the end at Mirror Pond is totally unsafe to walk or bike in any way. It is astounding that , with all of the residential development taking place along there during the last five years , nothing has been done to correct this problem. All of the development fees must surely be able to pay for a few blocks of completely unsafe roadway for pedestrian traffic. We appeal for your help.

An equally dangerous condition exists nearby. Just go out to the intersection of Ayres and N. Delta Hwy. with a family member and bike south towards Beltline and back. Report how safe you felt sharing the narrow street with truck and auto traffic and two feet clearance between the fog line and berry bushes or guardrail. Someone will likely get injured before that is corrected.

Please do what you can. Thanks.

Tom and Trina Laidlaw

CALLISTER Dan

From: Graham Kaiser <kaiserhouse@hotmail.com>
Sent: Thursday, June 14, 2018 1:55 PM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

Mr. Callister,

As you are aware, the City of Eugene will not extend the city boundaries, which I believe is a good thing. But, because of that, they are crowding in as many people as possible, which I believe is a profound mistake. We moved to Eugene 16 years ago to get the personalized mid-size city. The City's development plans have eaten up any free space and now we are suffering because of it. Gilham Road and many of the North side neighborhoods are feeling the crunch. The amount of traffic has grown considerably but nothing has been done to plan for this increase in automobiles. Our children cannot safely walk or ride their bikes on the roads and sidewalks are essentially nonexistent. We pay high taxes and feel the Northside is ignored by the City. We have no green space and few walkable routes.

Please vote to pass both parts of the proposed project. 1) full upgrade from Ayres to Ashbury and 2) extending the upgrade from Ashbury to Mirror Pond. From Ayres to the end at Mirror Pond we need sidewalks and bike lanes, ways for our neighbors to enjoy the neighborhood and be safe. We would like walkable places like those afforded to neighborhoods on the South side of Eugene.

Thank you,

Graham & Jillyn Kaiser

CALLISTER Dan

From: Anne Millhollen <hplam_1998@yahoo.com>
Sent: Saturday, June 16, 2018 1:14 PM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

Dear Mr. Callister,

I live near Gilham Rd. and encourage you to recommend funding for the road upgrade being considered. Gilham has always been a minimal street that is truly dangerous for walkers. Now we are getting new home construction and the problems will only get bigger. It would be wiser to go as far north as possible with the upgrade, which seems, for the moment, to be completion of the part between Ayres Rd. and Mirrow Pond. I would be even happier if you could encourage upgrade of the entire street.

Thank you for your time.

Anne Millhollen
2685 Benson Lane
Eugene, OR 97408

(541) 343-0890

CALLISTER Dan

From: Lyndon Anderson <lbander@comcast.net>
Sent: Saturday, June 16, 2018 4:14 PM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

Dear Mr. Callister,

This is to request that you consider recommending that the full length of Gilham Road from Ayres to Mirror Pond be upgraded. Traffic is heavy and the road is in disrepair. The new housing construction along Gilham has added to the amount of traffic and more is expected with the recently approved housing construction in Nelson Acres which will put a great deal of traffic emptying onto Gilham near the Mirror Pond juncture. The road in that immediate area is already in a state of repair which can pose dangers to automobiles and increase potential for cars (especially those speeding) to leave the road and cause damage to adjacent properties. People are avoiding the chuck holes and driving on the wrong side of the street which creates potential for collision with cars turning right off Mirror Pond.

Thank you for your consideration of this problem.

Sincerely,

Barbara and Lyndon Anderson

CALLISTER Dan

From: Denyse Roehl <denyseroehl@gmail.com>
Sent: Saturday, June 16, 2018 6:21 PM
To: CALLISTER Dan
Subject: North Gilham

Please support the much needed upgrades to north Gilham Road. It's marginally passable now, but with the many new homes going in it will be seriously dangerous for all.

Thank you for considering our concerns.

Steve and Denyse Roehl
3658 Sterling Woods Drive
Eugene. 97408
Sent from Denyse's Pad

CALLISTER Dan

From: john faville <faville@gmail.com>
Sent: Saturday, June 16, 2018 9:26 PM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

To LCOG's Transportation Planning Committee:

Gilham Road is the main north-south route through our neighborhood in northeast Eugene. It links hundreds of homes with our local schools (Gilham Elementary and Cal Young Middle School), and students and residents walk and bike along its entire length.

We live just off Gilham and use it every day. Plus, I am on the board of Northeast Neighbors neighborhood association and constantly hear complaints about Gilham.

The section north of Ayres Road is unsafe, lacking consistent sidewalks or any bike lanes. To make it worse, there are drainage ditches along both sides that often leave no room for a walker or cyclist to step or pull off to avoid traffic.

Much of Gilham Road falls within the 12 minute core of 4J's Gilham Elementary School Walking Routes to School, but the map pointedly does not designate it as a safe route even though it's often the only realistic option.

There are bike lanes on Gilham south of Ayres. We need them north of Ayres as well. This is flat geography and there are many residents who take advantage of that fact.

Making the issue more urgent, subdivisions feeding into that short stretch of Gilham have boomed. From 2015 to the present, over 200 new single family homes have either been built or are in the approval process. The homes being built are relatively large. More children walking to school. More walkers and cyclists. More drivers in the households. More concern about safety.

When Northeast Neighbors was first formed over eight years ago, one of the top complaints we heard was the unsafe condition of Gilham. At neighborhood meetings, the issue comes up repeatedly. KEZI and the Register Guard have run news segments and articles about it.

Please approve the funding to fix this problem.

John Faville
2216 Marie Lane, Eugene 97408
Board Member of Northeast Neighbors (NeN)

CALLISTER Dan

From: Kathy Danz <kmdanz@yahoo.com>
Sent: Sunday, June 17, 2018 12:09 PM
To: CALLISTER Dan
Subject: NORTH GILHAM NEEDS IMPROVEMENTS

Dear Mr. Callister,

My husband and I have lived in the North Gilham area for 9 years and love it here. A number of years ago my husband started walking for exercise: doing a loop from our house on Honeywood through Ashley Estates, past Chip Kelly's house (!), and south on N. Gilham back to Honeywood. It didn't take him long to figure out that walking on N. Gilham was taking his life in his hands. And so, rather than having to choose between getting hit by a passing vehicle and diving into a culvert, he changed his route.

I am writing to encourage LCOG to make the much needed proposed improvements to North Gilham Road from Ayers all the way to Mirror Pond. As you are aware, there are new houses being built along N. Gilham now -- some of which will certainly have children living in them. If for no other reason, please improve N. Gilham to make the road safe for these and all the neighborhood children to wait for and disembark from school buses, to cross the road when necessary, and to just allow them and their parents to live their lives not worried about speeders and other careless drivers who could seriously or even fatally injure them.

I know the county transportation department already has a lot "on its plate," so to speak, but I plead with you to make the North Gilham Road improvements a priority.

Thank you,

Kathy Danz
3394 Honeywood Street
Eugene 97408

CALLISTER Dan

From: Barbara Flitcroft <barwood13@earthlink.net>
Sent: Sunday, June 17, 2018 5:15 PM
To: CALLISTER Dan
Subject: Gilham Upgrade

My backyard butts up to Gilham Rd. It is unbelievable how fast cars, trucks and motorcycles go down that road in spite of the raised section at Honeywood St. I would not walk on the street past Ayers road, nor allow my grandkids to ride bikes, walk, etc along there. With all the new construction being done off of Gilham (north of Ayers) the street needs to be addressed (widened with sidewalks, crosswalks, etc) for the safety of everyone. Since it's a straight shot to Crescent, it would be nice to have the police monitor it more, also. I believe this is a priority, especially with the number of kids that live there (or will be) and attend the Gilham Elementary School or Cal Young Middle School. It's also nice to allow all the residents to access Creekside Park, not just those that live west of Gilham.

Barbara Flitcroft

CALLISTER Dan

From: Gohanlon <gohanlon@comcast.net>
Sent: Sunday, June 17, 2018 5:31 PM
To: CALLISTER Dan
Subject: Gilham Road Needs

Hi Dan-

My name is Greg O'Hanlon and I live at 2220 Comstock Avenue. I understand LCOG is reviewing the need for improvements along Gilham Road north of Ayres Road. As a resident of the area for the past 15 years, I would strongly recommend the need for street side improvements with the recent growth in the neighborhood.

Thanks for your consideration.

Greg

Sent from my iPhone

CALLISTER Dan

From: David Martin <psalm119@onlinemac.com>
Sent: Monday, June 18, 2018 8:49 AM
To: CALLISTER Dan
Cc: Anne Millhollen; Dane Butler; David Martin; John Faville; John Jaworski; Kevin Reed; Penny Patterson; Richard Edwards; Stephanie Coats
Subject: Gilham Road Upgrade

Dan,

I am writing in support of doing the maximum possible upgrades on Gilham Road, from Ayres to Mirror Pond. The project is only 0.6 miles long, and has already been partially upgraded by new developments, but desperately needs to be completed.

I live and work in the neighborhood and see almost daily the dangers that occur when pedestrians and bicyclists are forced to share the same lane of travel as cars and large construction trucks going 35 mph, or more. I live at 3426 Honeywood street and work at 3633 Gilham road.

A few years ago I joined the board of the Northeast Neighborhood Association because I wanted to help push for an upgrade on Gilham Road. Since that time I have written multiple articles for our Neighborhood newsletter, for the Register Guard, and I did a live news broadcast on KEZI.

When my wife and I walk our three little children to Creekside Park, we have to spend a time on Gilham Road. It is especially scary with my 3 and 5 year olds learning to ride their bikes. In places along Gilham Road there are deep ditches on each side of the road, with no shoulder, so there is no room to move over to get away from the cars.

This situation is also a big problem because of all the school children walking or riding their bikes to Gilham Elementary and Cal Young Middle school.

With the continued rapid growth at the north end of Gilham, the need for safe roads is becoming even more needed.

Please do all you can to make our neighborhood safer for everyone who lives or travels through it.

Thank you,
David Martin

CALLISTER Dan

From: . <fartoons@aol.com>
Sent: Monday, June 18, 2018 8:58 AM
To: CALLISTER Dan
Subject: Road Improvements

To Dan and all concerned:

My name is Sue and I live in the Lakeridge of Eugene community. The NeN newsletter is encouraging locals to write to you to urge you to consider the road improvements needed on Gilham road. I am one of many who walk the streets of our community for health reasons and enjoyment. All of the new housing going in off Gilham road produces an absolute need for pedestrian improvements. To me, it is unthinkable to add housing without total improvements of the area. This should be automatic. It is thrilling to see that mayor Vinis has now walked Gilham road and surely sees the needs we have here. If the area is to remain as nice as it is, there is obvious reasons to maintain the roads, sidewalks and speed.

Thanks you for your attention to this matter.

Sue and Dave Mattoon

CALLISTER Dan

From: Jim <JimTea@hotmail.com>
Sent: Monday, June 18, 2018 11:23 AM
To: CALLISTER Dan
Subject: Funding Vote on Gilham Upgrade

Dan Callister
LCOG Transportation Planner
Lane County, Oregon
June 18, 2018

Hello Mr. Callister, We are residents in the Lake Shore Estates development off of Ayres Rd. in the North Gilham area. We have lived here since 2005. Over the past few years, we have noticed an acceleration in the development AND the traffic on Gilham Rd. We are very concerned for anyone that lives or uses the road to the north of us. Gilham has become, in our opinions, a very dangerous street for pedestrians, joggers, and bikers. The fact that there are no bike lanes, curbs, or sidewalks adds to the problem.

We would like to add our names to those who support the funding of the improvements that are badly needed. Thank you very much sir for your time and consideration on this issue.

Respectfully submitted,

Jim and Janet Teague

CALLISTER Dan

From: Mark Agerter <markagerter@comcast.net>
Sent: Monday, June 18, 2018 10:00 PM
To: CALLISTER Dan
Subject: Gilham Road

Greetings:

As owners and residents of 3850 Gilham Road since 2000, we feel that we have a vested interest in the outcome of the discussion centered on the improvements contemplated for the road. First off, we would like to state that we are in full agreement that it would be great to see upgrades such as sidewalks and curbs to the road from Ayers to Ashbury. But we are very concerned that if full improvements are carried out Gilham will be a super highway, with speed violations greater than we already experience. And I don't believe anyone wants the final product to look like that sterile section from Ayers to Crescent. Too wide, too impersonal and too frequently traveled at too high speeds.

We have heard concern from our neighbors regarding children walking to school on the road. In the first place, most kids are driven to school by their parents and in today's world that is not likely to change. It has little to do with lack of sidewalks as much as safety of the children, and the parent's unwillingness to let them walk or bike on their own to school. Our previous residence was off of Harlow road with lots of sidewalks everywhere and parents still drove their kids to school. Kids attending schools other than Gilham Elementary ride the bus, so sidewalks are not a great issue for them either.

If sidewalk access from other neighborhoods is an issue, it might be beneficial to carry the improvements all the way down to Sterling Park in order to connect with the Walter and Adkins developments on the west side of the road. Pedestrian traffic would then have full access to sidewalks all the way from Mirror Pond to downtown via the Adkins/Walter streets.

We have also heard that sidewalks are only being contemplated for the west side of the road. If safe access is the main priority, it seems to us like sidewalks should be on both sides, thereby minimizing the need to cross from one side to the other to get to the sidewalk. Further, how are the sidewalks to be financed? If only on one side of the street, will the costs be split by neighbors on both sides? Hardly a fair or reasonable proposition to assess only property owners on one side when the benefits will be shared by all.

We are not in favor of further improvements north from Ashbury or Sterling Park all the way to Mirror Pond. At present, this short section of the road/neighborhood has a very intimate, country lane feel and we would hate to see that go away. The right of ways seem narrower down here and full improvements would definitely destroy that atmosphere. We are hoping that something configured, at the most, like Ayers road (without the twisting and turning) could be considered.

Another concern we have is with the use of landscaped parking strips. Sidewalks should be adjacent to the curb without any intervening landscape for the homeowner to deal with. With landscaping separated from the rest of the property by sidewalks, it makes mowing, edging, watering and even weeding less convenient. In many places where planting strips are in place, throughout the city, you will find them untended and weed choked. Though well-intentioned, all one has to do to see our point is to drive down Delta or Ayers or Gilham and see planters choked with weeds to realize that the added landscaping is more of a liability than an asset.

As to the potholes, it is our suggestion to do a simple fill and overlay in front of the Kokkino property, as the County did in front of our house after the construction of Mirror Pond. That street was created in the middle of the winter several years ago and the heavy trucks virtually destroyed the asphalt in front of our house due to the water logged, spongy

state of the ground. That subsequent overlay is in great shape and no further roadbed treatment was or is needed. The county responded to our need with a 3-4" layer of new asphalt. And, precedent has even been established for paving without full improvements as was recently done on Jeppesen Acres.

The other benefit to the fill/overlay strategy without further improvements is that it will not necessitate a long/expensive process to obtain ownership of that portion of the road from Lane County. It could theoretically be done easily and to the benefit of the community. Also, since there is less traffic at this end of the street this should be sufficient for many years of usage.

Thanks for letting us share our concerns.

Mark & Regina Agerter
3850 Gilham Road
Eugene

CALLISTER Dan

From: Britannia Hobbs <brittania.hobbs@gmail.com>
Sent: Tuesday, June 19, 2018 8:22 AM
To: CALLISTER Dan
Subject: Gilham Upgrade and North Delta Highway

Dr. Mr. Callister

There is a lot of development in North Gilham. Many of us pay a lot in property taxes -- and I mean a lot. We deserve better access to the bike trail along the Willamette River. I go from Gilham Road on my bike down Ayers Road to North Delta Highway. Gilham is a dangerous narrow road. Bikes are only safe on side walks and bike lanes without cars. Shared car- shoulder -bike lanes kill people. So I am strongly in favor of extended side walks along Gilham road, there are literally people (and kids) walking and biking on the road daily. We need big wide side walks for bikes and pedestrians -- you'll have happy people walking and biking daily !

More importantly, North Delta Highway has no bike path and is used all day long by cyclists. During the day, double-long cement and rock trucks drive fast down this road. Their long loads are known to swerve around as the truck drives full steam to get to the next job. This is exceptionally dangerous for cyclists. I'm terrified riding my bike down this road.

If I ride on the sidewalk, I must cross from the Starbucks to the river path at a huge intersection. Recently, there were 5 strollers (4 women and 1 man with children in strollers) crossing with me. We tepidly crossed 5 lanes with drivers making turns in several different directions -- onto Delta Highway, onto the Beltline -- a lot of confusion at this intersection. This should be an overpass for pedestrians before someone is killed. Or better yet, let North Gilham get down to the River path via the golf course and eliminate the need to enter at the busy intersection. I would love to ride my bike to work but the road is too dangerous to get to the bike path. You would be a hero to this area if you gave us access to the bike path via the river rather than North Delta Highway!

If you want a "world-class" riverfront park, we need access to it. I don't want to risk my life getting down to the bike path and N. Delta Highway is very neglected. I challenge you to go down it on a bike on a typical Thursday morning around 10 a.m. Wow, it is full of dump trucks and gravel haulers.

Sincerely,

Britannia Hobbs
2280 Lathen Way
Eugene OR 97408

Sincerely,

Britannia

Britannia Hobbs

CALLISTER Dan

From: John Beeson <johngbeeson@gmail.com>
Sent: Tuesday, June 19, 2018 3:09 PM
To: CALLISTER Dan
Subject: Paved separate bike / walk path for Gilham, Ayers, and North Delta Highway areas?

Dan:

I live in the North Gilham area in one of the new build subdivisions. I have been riding my bike to work a couple of days each week since the spring weather turned nice.

There is a lot of new housing development here off of Gilham road North of Ayers and even more up off of Delta.

Years ago I was hit from behind on my bicycle while riding on the shoulder of a busy road by a drunk driver and got a broken shoulder and skull fracture so I know first hand that a painted white line does not change laws of physics. I only ride on sidewalks or bike paths separated from vehicle traffic based on this unfortunate experience. I suggest installing wide concrete sidewalk / bike path routes along North Gilham, Ayers, and North Delta so that all the new homes and apartment people can walk, push jogger strollers, and ride bikes safely from their front door to the river front bike path and back. In a mixed walk / bike path the pavement needs to be wide enough for two bikes to pass each other or two of those giant SUV sized baby strollers young moms seem to like to run behind.

Unrelated to the bike path on North Gilham, Ayers, and Delta situation there appears to be a growing hobo encampment along and near the river front bike path just as you enter it coming across Delta from Home Depot and just under the bridge. First couple of weeks looked like maybe four or five people squatting but now about a dozen this week. I expect that a lot of the women and particularly those with the giant strollers would find this a very off-putting and even physically threatening environment particularly if they are alone.

Specific to North Gilham road where I am, I suggest installing storm drains of some sort instead of the deep V-ditches, paving the road, install curbs, and as noted previously wider bike / walk paths instead of just narrow sidewalk.

Thank you.

John Beeson
2280 Lathen Way
Eugene OR 97408

CALLISTER Dan

From: Mary Webb <mary.webb.9@gmail.com>
Sent: Tuesday, June 19, 2018 6:04 PM
To: CALLISTER Dan
Subject: Gilham road, North end

Dear Mr. Callister,

I am writing to encourage you to upgrade Gilham road all the way to Mirror Pond road, with a sidewalk on at least one side.

I lease around 8 acres in two parcels on the north end of Gilham road. I sell top quality organic, pasture based eggs at three farmer's markets in Eugene and Lowell, soon I will add wool products from my flock of Icelandic sheep. I am putting in a large market garden this year, and doing the groundwork for an organic peach orchard to come. I am so happy to have this farm land close in to the city, for all the efficiencies it gives. I live in an apartment on Goodpasture Island road, three miles from the farm, so I travel back and forth several times a day.

I enjoy seeing all of the people on the sidewalks and bike paths on Ayers road and Gilham road north of Crescent. The range in ages of people out walking, biking, running, and meeting neighbors is great to see. This area is definitely a planning success!

At the north end of Gilham, the ditches are unusually close to the road, and fearfully deep. I would certainly not want my child, husband, or mother out biking or even walking there. It seems potentially hazardous even to drive next to such deep, close to the road ditches. Of course, neighbors still do want to get out and about, creating hazardous situations.

Thank you for your consideration of our neighborhood's needs.

Warmly, Mary Webb, Merryheart Farm and Gardens

CALLISTER Dan

From: KAREN KING <randykarenking@msn.com>
Sent: Wednesday, June 20, 2018 12:01 AM
To: CALLISTER Dan
Subject: Gilham Road Upgrade

Hello Dan,

I live in the North Gilham area and have for 17 years. Our family loves to walk our dog and bike around the area. For us to go to the Creekside Park, we have to walk on Gilham Rd for a minimum of one block. It is scary to walk on Gilham without sidewalks. This area has been developed so much, but the streets really lack improvements! If the improvements only go to Ashbury, we still can't safely get to the park.

Thanks for considering this much needed upgrade,
Karen King



Northeast Neighbors (NeN)

**January 2016
Newsletter
Volume 5 Issue 1**

Inside this issue:

| | page |
|-----------------------------------|------|
| Gilham Road Risks | 1 |
| Transportation Plans for Our Area | 2 |
| January 28 General Meeting Info | 3 |
| Striker Field News | 3 |

We're on the Web:

www.neneugene.org

Contact Us:

chair@neneugene.org

This is the official newsletter of Northeast Neighbors. Funds for the printing and mailing of newsletters are provided by the City of Eugene. Newsletters are produced by neighborhood volunteers and are free to residents and businesses in the area. Letters to the editor or articles from neighbors are welcome and will be published as space permits. The information provided and the views expressed in this publication do not necessarily represent the position of the City of Eugene or Northeast Neighbors.

North Gilham Road is Not Safe for Children

By David Martin, NeN Board Member

One of the greatest dangers for pedestrians and bicyclists in Northeast Eugene is along the north end of Gilham road. On this 35 mph road, pedestrians and bicyclists are forced to occupy the same lane of travel as cars and heavy construction trucks. The six-tenth's of a mile from Ayres north to Mirror Pond Way has no sidewalks or bike lanes. Along parts of this section there are also deep ditches preventing any escape from dangerous traffic. Children who walk to Gilham Elementary School, or ride their bike to Cal Young Middle school, are unnecessarily forced to risk their lives. This is unacceptable and needs to change.

The greatest obstacle to fixing this problem is that this section of Gilham road is stuck between the county and city, and so far, neither one is willing to do anything about it. Lane County won't upgrade the road, and the city of Eugene won't take ownership of the road until it is upgraded. In the mean time, children have to walk to school every day and risk their lives in the process.

The new housing developments that funnel additional traffic onto this section of Gilham Road have paid a lot of money into Systems Development Charges (SDCs). Some of these monies are designated solely for the purpose of transportation needs. It would be good and proper to invest that money to upgrade the very road that is most impacted by these new developments.

I live in the neighborhood and walk and bike these streets with my wife and two young children. The north end of Gilham Rd is a huge safety risk and desperately needs to be fixed before someone gets seriously hurt or killed. Please help to make the north Gilham area a safer place to live by upgrading Gilham road to a standard city street.

NeN has lobbied for years for safety on Gilham. Help us by telling Lane County Commissioner Pat Farr and City Councilor Mike Clark that you want action.



NORTHEAST NEIGHBORS
C/O NEIGHBORHOOD SERVICES
99 WEST 10TH AVENUE
EUGENE, OR 97401

NEXT NeN GENERAL MEETING

January 2019

Watch for postcard with details.

**Open to all residents and local
businesses.**



Good News for North Gilham Road

By John Faville, NeN Board Member

On September 2, Lane County's Metropolitan Policy Committee approved funding for the improvements we've been lobbying for. The \$1.2 million for North Gilham Road was part of an \$18 million package of county-wide projects. Most of the funding is from Federal sources.

What will we get? A full upgrade from Ayres to Ashbury—repaving, set-back sidewalks, the works—and a west side sidewalk from Ashbury to Mirror Pond.

In 2019 there will be meetings and hearings to inform neighbors about the planned work and to hear your concerns.

In 2020 they'll bring in equipment and fix that road!

Lots of thanks need to go out. The 40 neighbors who emailed the committee asking for the upgrade. The ones who walked the road with Mayor Vinis back on April 30. The ones who showed up at the August 2 hearing. City and Lane Staff who listened to us and recommended the project. And Mayor Vinis, Pat Farr, and Clair Syrett who spoke for it and voted for it.



Letter submitted to the Register Guard June 27, 2017, Published July 5th

Subject Line: Gilham safety fix long overdue

Due to a failure of the City of Eugene and Lane County to work together for road safety, pedestrians and bicyclists are forced to walk or ride in the same lane of travel as 35 mph autos and heavy construction trucks on the 0.6-mile stretch of Gilham Road in northeast Eugene between Ayres Road and Mirror Pond Way.

With no sidewalks and only deep ditches for escape, the likelihood of serious **injury is great. Eugene refuses to take ownership of this road and Lane County won't** upgrade it to a standard city street. Why is this blame-shifting tolerated?

New housing developments that funnel additional traffic onto this road have paid lots of money into systems development charges, of which some of these monies are designated solely for the purpose of transportation improvements. Children walking to Gilham Elementary School or riding their bikes to Cal Young Middle School are exposed daily to this dangerous **situation. It's** way past time to fix this unacceptable condition that can only lead to serious injury or death if allowed to continue.

David Martin
3426 Honeywood St.
Eugene, OR 97408
541-556-1795

North Gilham Road is Still Not Safe for Children

By David Martin, NeN Board Member

One of the greatest dangers for pedestrians and bicyclists in Northeast Eugene is along the north end of Gilham road. On this 35 mph road, pedestrians and bicyclists are forced to occupy the same lane of travel as cars and heavy construction trucks. The six-tenth's of a mile from Ayres north to Mirror Pond Way has no sidewalks or bike lanes. Along parts of this section there are also deep ditches preventing any escape from dangerous traffic. Children who walk to Gilham Elementary School, or ride their bike to Cal Young Middle school, are unnecessarily forced to risk their lives. This is unacceptable and needs to change.

As the Northeast Neighbors, we will continue to push for this county road to be handed over to the city of Eugene and for Gilham road to be upgraded to city street standards.

Unfortunately, although this problem has repeatedly been brought to the attention of our elected officials in Lane County and the city of Eugene, nothing has been done to move forward towards upgrading the road.

In response to an article in the NEN Newsletter, KEZI created a video news report to highlight this situation. It was aired on January 21, 2016 and can be viewed at http://www.kezi.com/news/Residents_Push_for_Safer_Road_.html, or by doing a search at www.kezi.com for "Residents Push for Safer Road." In the news article, Lane County officials said "they are willing to work with the group, if they come to meetings. The county officials also said "safety is their top concern but funding may be an issue."

Which meetings are being held that we can come to and discuss this problem? The NEN is the only group that has initiated meetings to talk about this problem. The county officials have attended our meetings, but nothing has been done about the problem.

It appears that safety is not their "top concern", because funding is available, but is not being used to make the improvements. All of the new housing developments that funnel additional traffic onto this section of Gilham road have paid a lot of money into Systems Development Charges (SDCs). Some of these monies are designated solely for the purpose of transportation improvements. It would be good and proper to invest that money to upgrade the very road that is most impacted by these new developments.

**Northeast Neighbors Comments for
Metropolitan Policy Committee/Transportation Planning Committee
Concerning Improvements to Gilham Road North of Ayres**

January 25, 2018

Submitted by John Faville

2216 Marie Lane, Eugene 97408

Representing Northeast Neighbors (NeN)

This document is supported unanimously by the NeN Board and reflects extensive outreach meetings with our residents and discussion with the 4J School District.

OUR REQUEST

Gilham Road is a critical north-south route through our neighborhood. It links many homes with our local schools (Gilham Elementary and Cal Young Middle School), and students walk and bike along its entire length. However, the section north of Ayres Road is unsafe, lacking sidewalks or bike lanes. (KEZI and the Register Guard have even run news segments and articles documenting the lack of safety on Gilham north of Ayres.)

Two nearer term projects that begin to address Gilham's problems are already in TSP 2035 (Within 20 Years) and Lane TSP (Financially Constrained):

- Upgrade Gilham Road consistent with neighborhood collector standards from Ayres to Ashbury (\$1.5M).

- Add sidewalk on the west side of Gilham Road from Ashbury Drive to Mirror Pond Way (\$272,000)

We ask that these projects for upgrading Gilham Road be given priority for funding and subsequent implementation.

UNSAFE WALKS TO SCHOOL

I have attached 4J's Gilham Elementary School Walking Routes to School map to help with discussion of the options for children in the areas surrounding Gilham north of Ayres.

Gilham Road itself is not designated a safe route. It's not simply that it lacks sidewalks and bike lanes. For much of Gilham north of Ayres, there are drainage ditches along both sides that often leave no room for a walker or cyclist to step or pull off to avoid traffic. The 35 mile per hour speed limit for all of Gilham adds to the risk of walking or biking on it or crossing it.

On the east side of Gilham, Walton provides a relatively safe route, with sidewalk down most of its east side. But it is barely adequate. Pavement needs upgrading; no bike lanes; significant gaps in the west side sidewalk; no marked crosswalks for its entire length. (The marked crosswalk to eventually cross Honeywood to get to the school is very inconveniently located, but 4J is seeking to get it moved.)

On the west side of Gilham, there are far more significant problems. Many routes are circuitous and unlikely to be used. The new developments are creating safe and easy-to-use routes to get to Gilham, but only partially filling in the sidewalks down that west side. A nearly 200 foot gap is left at Ayres.

Grossing Gilham is also problematic. At Ayres there is no marked crosswalk or traffic calming. There is a marked crosswalk and speed bump at the intersection with Honeywood, but no stop signs. Neither crosswalk is marked as "supervised" on the 4J map.

There are bike lanes on Gilham south of Ayres. We need them north of Ayres as well. This is flat geography and there are many residents, in addition to students, who take advantage of that fact.

RAPID HOUSING GROWTH ALONG GILHAM NORTH OF AYRES

All of the Northeast Neighbors area has seen strong recent growth. According to LCOG, there were 4338 addresses our area in 2015 and there are 5058 now. Over 16% growth in three years.

Gilham north of Ayres has been one of the centers of that growth. Since August 2014, in subdivisions feeding into that short stretch of Gilham, 153 single family dwelling have been approved. The majority have been in the portion above Ashbury, with 89 approved and 63 either built or under construction. There have also been several single units built on existing tax lots.

| | Lots | Approval Date | Current Status |
|------------------------------------|-------------|--------------------------|---|
| Gilham north of Ayres Total | 153 | Since August 2014 | |
| | | | |
| North of Ashbury Total | 89 | | 63 built or under construction |
| Country Haven | 38 | 6/22/15 | 30 built or nearly completed |
| Estates at Meadowview | 16 | 12/8/14 | 12 built or nearly completed |
| Bridge Way PUD | 18 | 3/29/17 | 9 under construction |
| Alder Woods PUD | 17 | 8/21/14 | 12 built or nearly completed |
| | | | |
| South of Ashbury Total | 64 | | Ready to begin construction |
| Sterling Woods II | 36 | 11/28/16 | Sidewalk completed on Gilham 5 built or under construction |
| Sullivan Meadows | 18 | 8/2/17 | Sidewalk completed on Gilham |
| Kersey Subdivision | 10 | Pending | Sidewalk completed on Gilham |

The earliest approved subdivisions are filling in rapidly. The more recently approved ones will do so as well.

MORE HOMES = MORE KIDS AND MORE CARS

The lots in all of these new suburbs and the homes being built on them are relatively large. More children walking to school. More drivers in the households. More concern about safety.

GILHAM ELEMENTARY SCHOOL

Gilham Elementary has had enrollment growth and has had to construct new classroom space to deal with it. The area around it is one of the most densely populated with school age children in Eugene. In 2016, 4J commissioned a Portland State study to forecast enrollment growth. Gilham Elementary showed strong recent growth in enrollment, which was projected to continue through 2025-26.

CAL YOUNG MIDDLE SCHOOL

Cal Young is not experiencing the growth of Gilham Elementary, but anyone driving on Gilham when school lets out can testify to the stream of kids walking and biking north along Gilham Road.

The creation of Creekside Park on Crimson Avenue, which feeds into Gilham from the west, adds an important walkable destination for children and families.

UPGRADING GILHAM ROAD

Upgrading Gilham north of Ayres with reconstructed roadway, sidewalks, bike lanes, and improved crossings solves these safety problems. Ideally we would like to see Gilham upgraded all the way to Mirror Pond. Pragmatically, the City and Lane have focused on two partial projects: complete upgrade from Ayres to Ashbury; west side sidewalks above that point.

The newer developments between Ayres and Ashbury have been required to install sidewalk on Gilham, reducing the amount of upgrading needed. But gaps remain. The most critical is at Ayres on the west side of Gilham, a three acre property extending about 185 feet along Gilham. The owner has come to our neighborhood meetings. He states very convincingly his intention never to sell or develop the property. But he is willing to deed his right of away in order to facilitate greater safety on Gilham.

The pace of development has slowed. The only significant buildable land along Gilham that is within the UGB is towards the northern end on the east side, which lies outside both project areas.

In short, there is no reason to anticipate new development along the sections of Gilham covered by the two projects. No reason to postpone the projects.

NEN'S LONG-STANDING CONCERN ABOUT THIS PROBLEM

When Northeast Neighbors was first formed over six years ago, one of our first steps was to survey neighborhood concerns. One of the top was the unsafe condition of Gilham above Ayres. In 2013 we went through a Strategic Neighborhood Assessment and Planning (SNAP) process with the City. In that very thorough scoping of concerns in the NeN area, Gilham's need for improvement was again highlighted. At many Neighborhood Meetings, the issue has surfaced as well.

Our extensive comments on TSP 2035 requested attention to Gilham and contributed to its being moved from Upon Development to Within 20 Years.

We appreciate your consideration of this request.



John Faville
2216 Marie Lane, Eugene 97408
Northeast Neighbors Board Member

Date/Time: January 24, 2020 - 1pm

Topic: Meeting with Dan and John Edgar about ROW lines on their property on the corner of Gilham Rd & Ayres Rd

Attendees: Sasha Vartanian, Danielle Stanka, Karen Mason
Dan Edgar, John Edgar

Dan showed us the 5/8th pins on the corner of property designating his property boundary. He pointed to the northern end of the property and stated that the second T-Post indicated the other pin marking property boundaries.

Discussion about determining where the actual ROW lines are. Dan indicated that his property line should be 20 feet from the center of the road. What was used to designate the center is unknown to him. The area has developed rapidly recently. The current center of the road may not be the historical centerline.

- ➔ Sasha noted she would flag this for the survey crew
- ➔ Might need to pull records to find the historical centerline

Sasha noted that the survey crew would be out mid-February. Could take a couple of weeks to process data. **Sasha offered to reach out to Dan and John as soon as we have the data so we can schedule another meeting.**

Discussion about the culvert on property and stormwater management. John noted that he does not want a storm drain on property. Stormwater should continue to drain north. Concern about any sidewalk infill impacting that. John believes that the installation of a rain garden by the development to the east of them has already altered stormwater draining patterns.

Becky,

Thank you for your diligence.

Joe Enders

From: TAYLOR Becky [<mailto:becky.taylor@lanecountyor.gov>]

Sent: Friday, December 13, 2019 2:22 PM

To: 'markagerter@comcast.net'; 'john@stadter.us'; 'maureen@stadter.us'; 'James Butrynski'; 'Dottie Dougher'; 'kokkino@comcast.net'; 'colleendonnelly@comcast.net'; 'markagerter@comcast.net'; 'irana.hawkins@gmail.com'; 'joe.enders@comcast.net'

Cc: STANKA Danielle E

Subject: Gilham Road

Hi All,

Some of you inquired about the newest subdivision under development closest to your homes. I looked through the City land use decision records, which you can access here: <https://pdd.eugene-or.gov/LandUse/SearchApplicationDocuments?file=SF-18-0006>. It looks like no additional right-of-way dedication or improvements were required for Gilham Road from the development; however, I see the developer was required and provided what's essentially a promise to participate in any future street improvement project, which is known as an Irrevocable Petition that waives the owner's ability to object to the project and commits them to paying their assessable share of the improvement costs. These Irrevocable Petitions are very commonly required of developments; however, I have rarely seen these petitions enacted by the City because formation of a local improvement district still requires the majority of affected property owners to agree.

You may have also noticed that we removed the speed feedback signs from Gilham Road. I know you wanted additional signs – or moving those signs to different locations – so complete removal is likely a disappointment to you. We only have four of those signs which we rotate throughout all of rural Lane County every three weeks. Our sign technician is responding to other neighborhood complaints about speeding, so there is a list of roads scheduled for deployment over the next several months, but I've requested Gilham be added to this list again as soon as the signs are available and mounting them closer to the locations you all requested.

Let me know if you have any questions.

Thanks,

Becky Taylor
Senior Transportation Planner
Lane County Public Works
3040 N. Delta Hwy
Eugene, OR 97408
Becky.Taylor@co.lane.or.us
541-682-6932

On Mon, Dec 9, 2019 at 6:43 PM -0800, <maureen@stadter.us> wrote:

Thank you for all who attended and thanks James for making this happen.
Maureen Stadter

Get [Outlook for iOS](#)

On Mon, Dec 9, 2019 at 5:33 PM -0800, "James Butrynski" <jamesbutrynski@yahoo.com> wrote:

Thank you and Danielle for meeting with us. We look forward to collaborating with you and all necessary entities to provide a safe area to live.

Respectfully
James

James E. Butrynski

617 365 2262 mobile
jamesbutrynski@yahoo.com

On Dec 9, 2019, at 4:53 PM, TAYLOR Becky wrote:

Hi All,

Thanks for meeting with us this afternoon to discuss your concerns about Gilham Road, including the lack of infrastructure for people to safely walk, excessive vehicle speeds, and growing traffic volumes with surrounding land development not providing sufficient mitigation of transportation impacts. As we discussed, the portion of Gilham Road affecting most of your properties is designated as a Local Access Road which means that it is not a County road and is therefore maintained by abutting property owners. If the road were annexed, it would automatically transfer to the City. A tradeoff we discussed is that the City requires abutting property owners to pay a significant portion of abutting street improvements. I am uncertain at this time how much sidewalk we can build under the grant funding, but it seem unlikely that we will have enough funding to construct north of Sterling Park Place. As we discussed, our objective has been to avoid any assessments to abutting property owners.

Over the coming year, we'll work through the design details together. I'm tentatively planning on a public meeting in February to start the discussion about design considerations. We do want to minimize property impacts while also meeting the transportation needs. This is ultimately a sidewalk project, but we are required to provide stormwater treatment which increases our costs and footprint. If we are able to construct sidewalks along the LAR portion of Gilham Road, I understand the majority of you prefer

the sidewalk be curb-tight (rather than setback from the street) and on one side of the street (preferably the east side).

We have some follow-up items, such as questions about development in the area, and the speed feedback signs. I will keep you updated as more information becomes available. In the meantime, feel free to reach out with any questions or comments.

Sincerely,

Becky Taylor

Senior Transportation Planner

Lane County Public Works

3040 N. Delta Hwy

Eugene, OR 97408

Becky.Taylor@co.lane.or.us

541-682-6932

From: Melissa Zimmer [mailto:mzimmer144@aol.com]
Sent: Tuesday, December 31, 2019 1:09 PM
To: TAYLOR Becky
Subject: Re: Request 8427, Gilham Road

[EXTERNAL △]

Thank you so much Becky for your comprehensive response! It is greatly appreciated!

Melissa

-----Original Message-----

From: TAYLOR Becky <becky.taylor@lanecountyor.gov>
To: 'Melissa Zimmer' <mzimmer144@aol.com>
Sent: Tue, Dec 31, 2019 12:55 pm
Subject: RE: Request 8427, Gilham Road

Melissa,

I understand your concern and frustration. What I meant to say is that the posted speed is regulated by state law; if the County had the authority to change the posted speed to 25 mph, we would. The sidewalks on Gilham will be built; I got a federal grant so that we could construct sidewalks on Gilham north of Ayres Road – without having to assess abutting property owners. Normally, sidewalk construction is paid for by the abutting property owners, which is probably why there are so few sidewalks.

You're right about the traffic enforcement problem. You may know that Lane County laid off its traffic patrol team many years ago and our officers do their best to keep up responding to emergencies; we have a major shortage of officers. I'm hopeful that more people like you are asking government for enforcement; in the past, people supported cutting our patrol team because they wanted officers fighting "real crimes" but as you may know, traffic violations are creating more deaths than homicides in Lane County.

We're doing what we can with what we've got, but your support and advocacy for safety is greatly appreciated.

Thanks,
Becky

From: Melissa Zimmer [mailto:mzimmer144@aol.com]
Sent: Tuesday, December 31, 2019 12:30 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: Request 8427, Gilham Road

[EXTERNAL △]

Becky;

Passing the buck to the state (ODOT) concerning a present safety concern is not serving the residents of North Eugene. Another new housing project will be feeding on to Gilham near Mirror Pond sometime in 2020. The sidewalks in the future may never be built. As a resident of Eugene for almost 30 years and once a neighborhood leader, I know how slow the system works. Without traffic enforcement (which is almost non-existent in this area) and a speed reduction to 25 mph, accidents and injuries will surely become a reality.....

I do, however, appreciate your timely response and wish you a healthy New Year.

-----Original Message-----

From: TAYLOR Becky <becky.taylor@lanecountyor.gov>

To: VARELA Larisa M <L.Varela@eugene-or.gov>; ZIMMER Lloyd (SMTP) <MZimmer144@aol.com>

Cc: VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov>

Sent: Tue, Dec 31, 2019 12:07 pm

Subject: RE: Request 8427, Gilham Road

Thanks Larisa, Melissa and Lloyd,

From the email string below, it sounds like you're all familiar with the County's request to ODOT to lower the posted speed on Gilham Road to 25 mph. Unfortunately, per the State methodology, we were only able to reduce the speed to 30 mph, but at least that's lower than the previous 35 mph posting. I'm hopeful that once our sidewalks are constructed, we'll be able to resubmit the lowered speed request for the desired 25 mph. Until then, we'll continue to deploy our speed feedback signs as soon as they're available.

I'll be sure to add you to the project interested parties list for future updates, but if you have any other questions, feel free to reach out to me any time.

Thanks,

Becky Taylor
Senior Transportation Planner
Lane County Public Works
3040 N. Delta Hwy.
Eugene, OR 97408
Becky.Taylor@co.lane.or.us
541-682-6932

From: VARELA Larisa M [<mailto:L.Varela@eugene-or.gov>]

Sent: Tuesday, December 31, 2019 10:46 AM

To: ZIMMER Lloyd (SMTP) <MZimmer144@aol.com>

Cc: VARTANIAN Sasha L <sasha.vartanian@lanecountyor.gov>; TAYLOR Becky <becky.taylor@lanecountyor.gov>

Subject: RE: Request 8427, Gilham Road

[EXTERNAL △]

Hi Melissa,

Thanks for the email.

As ODOT indicated, that stretch of Gilham is a County street. The City of Eugene doesn't have control of the speed limits on County streets. The good news is, the County does have similar goals to the City in reducing deaths and life changing injuries on all of our streets. I just looked at the crash data for that stretch of Gilham and there was a major life changing injury crash involving a cyclist in 2010 at the intersection of Gilham and Ayres. As transportation professionals, working toward Vision Zero, we try to prioritize streets that already have a fatal or severe injury crash history. In this case, Gilham does. I've CCed a couple of my colleagues at the County that work

on transportation safety, Sasha Vartanian, Transportation Planning Program Supervisor and Becky Taylor, Senior Planner, so that they are familiar with your concerns as well.

Larisa

Larisa Varela (*she/her/hers*)
Associate Transportation Planner
City of Eugene
Public Works, Engineering
Office Phone: (541)682-6887
Work Mobile: (541)501-0351
LVarela@eugene-or.gov

From: Melissa Zimmer <mzimmer144@aol.com>
Sent: Tuesday, December 31, 2019 6:26 AM
To: VARELA Larisa M <LVarela@eugene-or.gov>
Subject: Fwd: Request 8427, Gilham Road

[EXTERNAL 

-----Original Message-----

From: Melissa Zimmer <mzimmer144@aol.com>
To: LarisaVarela <LarisaVarela@aol.com>; AssociateCityPlanner <AssociateCityPlanner@aol.com>
Sent: Mon, Dec 30, 2019 9:16 pm
Subject: Fwd: Request 8427, Gilham Road
Larisa;

Saw your news story on KVAL tonight and was delighted to see the city of Eugene actively engaged in lowering speed limits throughout the city. I am sending some of the emails I have sent to various agencies over the last three months regarding speed issues on Gilham Rd. north of Ayres. Our neighborhood has been unsuccessful in lowering the limit from 35mph to 25mph. The State has settled on 30mph which is still too fast. Senator Manning has yet to respond to my recent email.

Most of the streets feeding onto this stretch of Gilham are now city streets due to an explosion of new housing. The City of Eugene should have some say in the speed limit since safety is their main concern. This stretch also has no sidewalks and must accommodate a certain degree of foot traffic. I hope that the Vision Zero Action plan can aid in correcting a major safety issue on a residentially used road which is no longer in a "sleepy" county neighborhood. Nothing will change without a cooperative effort amongst all agencies.

Respectfully, Lloyd & Melissa Zimmer

-----Original Message-----

From: Melissa Zimmer <mzimmer144@aol.com>
To: Sen.JamesManning <Sen.JamesManning@oregonlegislature.gov>
Sent: Mon, Nov 18, 2019 11:18 am
Subject: Fwd: Request 8427, Gilham Road
Senator Manning;

Enjoyed meeting you and your wife at last weeks' North Gilham Neighborhood meeting. I am forwarding most of the correspondence concerning the safety issue on Gilham Rd. The State of Oregon can easily be proactive rather than reactive to avoid serious accidents with a speed reduction. Why is the posted speed 25 mph on the parallel section of Delta Highway one mile west where the residential density is less? Thanking you in advance for any help you can offer to resolve this neighborhood concern. Lloyd & Melissa Zimmer

-----Original Message-----

From: MCCONNELL Kathleen E <Kathleen.E.MCCONNELL@odot.state.or.us>

To: 'mzimmer144@aol.com' <mzimmer144@aol.com>

Cc: RYAN Weldon J <Weldon.J.RYAN@odot.state.or.us>; 'GALLUP Steve S (LCPW)' <Steve.GALLUP@co.lane.or.us>

Sent: Tue, Oct 1, 2019 5:39 pm

Subject: RE: Request 8427, Gilham Road

Sorry about that, my contact information was inadvertently left off of the previous email.

Kathi McConnell | ODOT Traffic Investigations Coordinator

4040 Fairview Industrial Dr SE, MS#5 | Salem OR 97302

☎ (503) 986-3609 | ✉ kathleen.e.mcconnell@odot.state.or.us

From: MCCONNELL Kathleen E

Sent: Tuesday, October 1, 2019 3:54 PM

To: 'mzimmer144@aol.com' <mzimmer144@aol.com>

Cc: ODOT Speed Zoning <ODOTSpeedZoning@odot.state.or.us>; RYAN Weldon J <Weldon.J.RYAN@odot.state.or.us>; 'GALLUP Steve S (LCPW)' <Steve.GALLUP@co.lane.or.us>

Subject: FW: Request 8427, Gilham Road

Hello Melissa,

Thank-you for your comments concerning the speed zone investigation conducted on Gilham Road. I am sorry you are disappointed. There are rules and regulations that we must follow concerning designating speeds. I have discussed with Steve Gallup, Traffic Engineer, Lane County and the recommendation from the State Traffic-Roadway Engineer is the lowest speed that is within his authority to establish.

Steve mentioned an upcoming project that will make some enhancements to the roadside that will possibly bring speeds down and then if he thinks it warrants, another investigation can be conducted after the changes are completed.

Since Gilham Road is a county road, under the jurisdiction of Lane County, they are your main contact for these concerns.

If you have further questions, please let me know.

Kathi

From: Melissa Zimmer <mzimmer144@aol.com>

Sent: Tuesday, September 24, 2019 10:02 PM

To: ODOT Speed Zoning <ODOTSpeedZoning@odot.state.or.us>

Subject: Re: Request 8427

ODOT;

We received the recommendation for the proposed speed change on Gilham Rd. as proposed in Request 8427 for a speed zone change from 35 mph to 30 mph rather than the requested change to 25 mph. We were overwhelmingly disappointed with the almost insignificant change in the speed lowering. With 100s of new homes in this neighborhood and countless more cars on this stretch of Gilham, the safety of the community is not best served by this token change. As a daily pedestrian on this length of Gilham, I can tell you first hand it's becoming more dangerous to navigate our walks due to increased traffic and distracted driving. In addition, there are NO sidewalks with no definite plans of building any in the near future. A 25 mph posting would be a sensible speed limit since most drivers comply with posted limits. Increased traffic enforcement could monitor the few scofflaws.

I don't know what more a community can do to convince ODOT of the ongoing safety problem regarding only a 30 mph limit. Close calls do not factor into your "study". I felt it a bit disingenuous that the traffic study report excluded 2017, 2018 and the current year. A look at Portland speed limits wouldn't hurt either since they have some of the lowest in the state. We hope it doesn't take a serious accident or two before ODOT realizes that 30 mph for this residential stretch is too fast.. Respectfully, Lloyd & Melissa Zimmer 3735 Waterbrook Way, Eugene 97408
541- 345-3062

From: VARTANIAN Sasha L
Sent: Monday, August 3, 2020 4:01 PM
To: WOOLSEY Neil P <neil.woolsey@lanecountyor.gov>
Cc: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: RE: 3525 Gilham Road property impact questions

Hi Neil,

I received a little more information from the main designer on the project (below) and I will follow up if he has additional information to share.

"We will need approximately 3' of ROW at the moment and I don't think that will impact the fence. I haven't done the grading in that area yet, so I'm not sure if we will need a retaining wall or what kind of impact there will be on the landscaping. If we will need an wall, it will be a short 1'-3' wall and impacts should be minimal to the landscaping. For the shop, we will add curb cut/driveway approach to maintain access."

Please let me know if you have additional questions.

Best,
Sasha

Sasha Vartanian
Transportation Planning Supervisor
Lane County Public Works
Transportation Engineering Services
3040 N Delta Hwy, Eugene, OR 97408
Office: 541.682.6598; Cell: 541.914.8045



From: VARTANIAN Sasha L
Sent: Friday, July 31, 2020 12:46 PM
To: WOOLSEY Neil P <neil.woolsey@lanecountyor.gov>
Cc: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: 3525 Gilham Road property impact questions

Hi Neil,

It was nice speaking with you earlier today. Sorry I didn't have the design in front of me to better answer your questions.

On the project page - [here](#) – you will be able to see the design concepts – Improvements Sheet 2 shows the tentative plans in front of your property.

I am having the design team take a closer look to more fully answer your questions. The initial information I have describes an additional 3 feet of property being needed to treat stormwater (this is essentially green space to help filter water that comes off of the sidewalk). It also looks like the landscaping gets steep in one area and a retaining wall is proposed there.

As soon as I know more we will follow-up with details about whether or not your fence might be impacted by the proposed design. I have flagged that we need to maintain access to the easement behind your property with a curb-cut.

Construction for this project has been pushed out to Summer 2022. Please let me know if you would like to talk more – we can also arrange an on-site meeting with one of our designers, our Right-of-Way office, and me to talk through concerns.

Thanks for reaching out,
Sasha

Sasha Vartanian

Cell: (541) 914-8045

Transportation Planning Supervisor

Lane County Public Works

Engineering & Construction Services

From: TAYLOR Becky
Sent: Tuesday, September 8, 2020 10:02 AM
To: 'john stadter' <john@stadter.us>
Subject: RE: Gilham Road Sidewalk Public Hearing 9/23

Thanks John and Maureen,

I understand your frustration and appreciate your support. I will enter your comments into the record for review by the Transportation Advisory Committee. Several of your neighbors have submitted similar comments.

Sincerely,

Becky Taylor
Senior Transportation Planner
Lane County Public Works
Becky.taylor@lanecountyor.gov
Working remotely: 541-255-5761 (cell)

From: john stadter [<mailto:john@stadter.us>]
Sent: Friday, September 4, 2020 6:13 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Re: Gilham Road Sidewalk Public Hearing 9/23

[EXTERNAL △]

Thanks Becky,

We are supportive of the project but very disappointed that it does not address beyond Sterling Park Place to Mirror Pond. Specifically the road itself. We do appreciate the patch work that has been done recently but it won't last long, it never does and it continues to crumble. The road being classified as an LAR is nonsensical especially now that the Weichert development has a city street feeding into the LAR above Mirror Pond. It joins Mirror Pond and Creekside as city streets feeding into the LAR.

Thanks for listening and for the work you have done on the proposed improvements.

John & Maureen stadter
4075 Gilham Rd.

From: TAYLOR Becky
Sent: Tuesday, September 8, 2020 8:40 AM
To: 'Bruce Manning' <bruce_manning@comcast.net>
Subject: RE: Sidewalks

Dear Rev. Manning,

Great questions! I'm not in the development-review arm of government (so I don't have answers about specific developments), but many years ago I was (so I have a general understanding of how it works). From that experience, I know that land use laws require constitutional findings to make exactions of development which means any time government "takes" something from private development, there's a layer of legal burden to prove proportionality to impact. In most cases, it's straightforward to defend requiring improvement directly abutting a development, but more difficult beyond the development's street frontage.

Overall, land development in the area is regulated by the City of Eugene – even if the road is owned by Lane County. I know the County is supportive of developers improving County roads. It's up to the City whether to make those requirements of developers.

I'm not sure if this answers your question. Staff at the City is better equipped to answer your development questions. Please let me know if you have concerns about the project Lane County proposes.

Thanks,

Becky Taylor
Senior Transportation Planner
Lane County Public Works
Becky.taylor@lanecountyor.gov
Working remotely: 541-255-5761 (cell)

From: Bruce Manning [mailto:bruce_manning@comcast.net]
Sent: Saturday, September 5, 2020 10:57 PM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Sidewalks

[EXTERNAL △]

Becky my question is this. I think normally when a developer is taking land and building on it along with streets, utilities are put in then why are not improvements in existing streets included in that builders cost along with **sidewalks?**

As a side note which has nothing to do with this project. However, a few years ago McKenzie Willamette Hospital in Springfield wanted to use a portion of that area for a new hospital. Was rejected due to traffic problems. I have sat near the River Bend Hospital and the other hospital in Springfield and little traffic is a problem. Staff

at hospitals change shift when others are not driving. Very little traffic from the hospitals creates a problem. So we reject the Springfield Hospital due to traffic but approve hundreds of high end houses and town houses and more are being built presently. Causes of course much more traffic and many are moving at the same hour. What is in this picture that I am missing?

Rev. Bruce E. Manning
2398 Dale Ave,
Eugene, OR 97408-7551

From: TAYLOR Becky
Sent: Tuesday, September 8, 2020 8:51 AM
To: 'THOMAS LAIDLAW' <tlaidlawt@comcast.net>
Subject: RE: Gilham Rd. improvement

Thanks for your comments, Thomas. I will forward this to the review committee. Becky

From: THOMAS LAIDLAW [<mailto:tlaidlawt@comcast.net>]
Sent: Saturday, September 5, 2020 9:55 AM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: Gilham Rd. improvement

[EXTERNAL △]

Becky,

Having lived on Mirror Pond Way for over 7 years, I would attest to the fact that Gilham Rd. , north of Ayres Rd. to the end , is a hazard to walk or bicycle. Current conditions leave extreme exposure to pedestrian vs. vehicle collision. Over the past 7 years over 125 new houses , (with over 40 more being constructed) , have added to the vehicle traffic along this stretch of roadway.

So, as a walker, bicyclist, and driver, I'd like to add the best improvements possible to Gilham Rd.

Thank you.

Thomas Laidlaw
3875 Mirror Pond Way
Eugene

From: Tim Hendrix [mailto:TimH@wildish.com]
Sent: Wednesday, September 9, 2020 6:31 AM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: RE: North Gilham Road Improvements

[EXTERNAL △]

Thank you, Becky. Stay safe.

From: TAYLOR Becky [mailto:becky.taylor@lanecountyor.gov]
Sent: Tuesday, September 8, 2020 9:36 AM
To: Tim Hendrix <TimH@wildish.com>
Subject: RE: North Gilham Road Improvements

Dear Tim,

Thank you for your thoughtful comments. I will forward this to the review committee. This will be very useful information to them – to know that you support the sidewalk construction project, including filling the ditch.

The committee won't be making a decision about assessments, but your comments will be important to establish in the record for when the project ultimately goes before the Board of County Commissioners. I don't think this will be an assessment project, but with the funding so tight and with the need to do more work on the road, it could become a topic of discussion.

Lane County applied for federal grant funding for this project. The intent was to construct the project with the grant funding. Beyond grant funds, Lane County's transportation revenue source is gas (not property or income) tax receipts which have been severely on decline since COVID-19. We don't receive Systems Development Charges (SDC) collected by the City.

I'm not sure if the City can use SDC for sidewalks. I believe City policy requires sidewalks to be constructed at the cost of abutting property owners. Land development is also regulated by the City even if the affected roads are owned by Lane County – so requirements for developers to build sidewalks is at the City's discretion. I also know that discretion is tempered by land use laws which require government to make constitutional findings for any exaction to prove the requirement is proportional to the impact of the development. It's usually defensible to require a development to build sidewalks abutting the development, but more difficult beyond the development's frontage. That's why we see a lot of piece-meal sidewalk installation.

I believe the County is supportive of upgrading Gilham Road to urban standards and transferring ownership to the City. Paying for the upgrade and long-term maintenance has been the issue. Typically, the City won't take a road until it's been improved to their standards which is an expensive endeavor. Normally the County uses its transportation revenue (gas tax) to maintain and preserve the many roads that we have across the county. With gas tax revenue shortfalls and a backlog of maintenance needs,

upgrading roads (such as adding sidewalks) is rare – and usually dependent on grant funds (which we are constantly pursuing).

I'm not trying to defend, but just explain what I know about, why things are the way they are. I know neighbors have been wanting Gilham to be improved for years. I've attended the neighborhood meetings and walked the roadway with neighbors. Many of them share your views. That's exactly why Lane County pursued the grant funding – to break through some of the financial barriers and construct something that would improve safety.

Sincerely,

Becky Taylor
Senior Transportation Planner
Lane County Public Works
Becky.taylor@lanecountyor.gov
Working remotely: 541-255-5761 (cell)

From: Tim Hendrix [<mailto:TimH@wildish.com>]
Sent: Saturday, September 5, 2020 5:48 AM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: North Gilham Road Improvements

[EXTERNAL △]

Ms. Taylor,

Long ago, North Gilham was an adequate roadway for the limited development and access that had occurred. For the past 20 years and especially for the recent past 5 years, it has become nothing more than a death trap waiting to happen for the public. Not only has walking and biking along the stretch from Ayres to Mirror Pond become exceedingly dangerous, but so also has the access for vehicles that pull much too far out far into the current street at many of the intersections in order to see oncoming traffic.

There are many children and adults that are on foot and bicycles along North Gilham. I do not want it to be any of my family or neighbors that have to grieve the hurt and/or loss of a loved one, because this road has been neglected. I believe that there have been many times the amount of needed funds from Systems Development Charges to pay for needed improvements. I am not sure if these SDCs can be applied, but, if they cannot be used for this purpose, I have to wonder for what they are intended.

As to the specific question about whether assessments to property owners should be made for a part of the improvements, I do not want to lend support for such, because, I believe it is too easy of an out for County (and City) planners to bill people for what has become a need to upgrade the essential service of safe transportation for North Gilham. The amount of tax revenue that has been, is and will be collected annually from properties in the North Gilham area is huge. Surely, somehow, someday, the County and City can apportion some of it to improving North Gilham sooner as opposed to later and the improve it in the responsible way that it should be done.

It believe that the worry that it is “very expensive to install [a] sidewalk north of Ashbury” should not dissuade the County from doing the right project to upgrade North Gilham. I believe that the ditches are a danger in themselves and they should all be eliminated in the improvements with sidewalks on both sides. The former County standard roadway of North Gilham is now more a part of the City than a County-type roadway would dictate. It’s time to make it a City-like street with walks on both sides, lighting, underground poles for utilities, storm water system (versus ditches), a crossing for pedestrians somewhere along its length, turn lanes where appropriate... The example of the right way to do it lies on Gilham Rd south of Honeywood (just south of Ayres). It used to resemble a County-type road and it was transformed into a City-type street. I doubt special assessments were made to property owners to make the needed improvements for access and safety to this stretch of Gilham.

Not mentioned is why the City and County cannot jointly get it figured out that North Gilham, like most adjoining properties along its length, needs to be a City street versus a County road. Maybe, this is one for both organizations to work jointly to make the change that is needed on North Gilham, before the roadway results in injured or lost loved ones who navigate what is there today.

I feel certain many of the current and future residents feel similar to me and our family and neighbors. I hope apathy and hopelessness in our government does not cause them to hold them back from sharing their views. Maybe, it’s time for a door-to-door trip to the people by the County, by the City?

Thank you for listening,

Tim Hendrix
3916 Mirror Pond Way
Eugene OR 97408
541-683-7713

I'm not trying to defend, but just explain what I know about, why things are the way they are. I know neighbors have been wanting Gilham to be improved for years. I've attended the neighborhood meetings and walked the roadway with neighbors. Many of them share your views. That's exactly why Lane County pursued the grant funding – to break through some of the financial barriers and construct something that would improve safety.

Sincerely,

Becky Taylor
Senior Transportation Planner
Lane County Public Works
Becky.taylor@lanecountyor.gov
Working remotely: 541-255-5761 (cell)

From: Tim Hendrix [<mailto:TimH@wildish.com>]
Sent: Saturday, September 5, 2020 5:48 AM
To: TAYLOR Becky <becky.taylor@lanecountyor.gov>
Subject: North Gilham Road Improvements

[EXTERNAL △]

Ms. Taylor,

Long ago, North Gilham was an adequate roadway for the limited development and access that had occurred. For the past 20 years and especially for the recent past 5 years, it has become nothing more than a death trap waiting to happen for the public. Not only has walking and biking along the stretch from Ayres to Mirror Pond become exceedingly dangerous, but so also has the access for vehicles that pull much too far out far into the current street at many of the intersections in order to see oncoming traffic.

There are many children and adults that are on foot and bicycles along North Gilham. I do not want it to be any of my family or neighbors that have to grieve the hurt and/or loss of a loved one, because this road has been neglected. I believe that there have been many times the amount of needed funds from Systems Development Charges to pay for needed improvements. I am not sure if these SDCs can be applied, but, if they cannot be used for this purpose, I have to wonder for what they are intended.

As to the specific question about whether assessments to property owners should be made for a part of the improvements, I do not want to lend support for such, because, I believe it is too easy of an out for County (and City) planners to bill people for what has become a need to upgrade the essential service of safe transportation for North Gilham. The amount of tax revenue that has been, is and will be collected annually from properties in the North Gilham area is huge. Surely, somehow, someday, the County and City can apportion some of it to improving North Gilham sooner as opposed to later and the improve it in the responsible way that it should be done.

It believe that the worry that it is "very expensive to install [a] sidewalk north of Ashbury" should not dissuade the County from doing the right project to upgrade North Gilham. I believe that the ditches are a danger in themselves and they should all be eliminated in the improvements with sidewalks on both

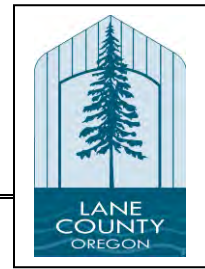
sides. The former County standard roadway of North Gilham is now more a part of the City than a County-type roadway would dictate. It's time to make it a City-like street with walks on both sides, lighting, underground poles for utilities, storm water system (versus ditches), a crossing for pedestrians somewhere along its length, turn lanes where appropriate... The example of the right way to do it lies on Gilham Rd south of Honeywood (just south of Ayres). It used to resemble a County-type road and it was transformed into a City-type street. I doubt special assessments were made to property owners to make the needed improvements for access and safety to this stretch of Gilham.

Not mentioned is why the City and County cannot jointly get it figured out that North Gilham, like most adjoining properties along its length, needs to be a City street versus a County road. Maybe, this is one for both organizations to work jointly to make the change that is needed on North Gilham, before the roadway results in injured or lost loved ones who navigate what is there today.

I feel certain many of the current and future residents feel similar to me and our family and neighbors. I hope apathy and hopelessness in our government does not cause them to hold them back from sharing their views. Maybe, it's time for a door-to-door trip to the people by the County, by the City?

Thank you for listening,

Tim Hendrix
3916 Mirror Pond Way
Eugene OR 97408
541-683-7713



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Peggy Keppler, Lane County Engineer
Sasha Vartanian, Transportation Planning Supervisor

AGENDA ITEM: **Public Hearing – Draft 2021/2022-2025/2026 Road & Bridge Projects for Lane County Capital Improvement Program (CIP)**

I. ACTION

The TrAC is being asked to: 1) conduct a public hearing; and 2) develop a recommendation to the Board of County Commissioners (BCC) on the Road & Bridge projects proposed to be incorporated into the Lane County Capital Improvement Program (CIP). Prior to the public hearing, staff will provide a brief summary of the attached draft 2021/2022-2025/2026 Road & Bridge projects.

II. BACKGROUND

The attached tables reflect the draft FY 2021/2022-2025/2026 Road & Bridge projects proposed to be incorporated into the Lane County Capital Improvement Program (CIP). The list of projects proposed for funding assumes an annual Road & Bridge projects Capital Improvement budget of \$4.25 million.

Please note that this list may change dramatically next year due to the current fires causing damage to Lane County infrastructure.

There are several projects highlighted on Table 10 where we are waiting for final cost estimate, so costs are subject to change.

Table 17 lists projects where a need has been identified and initial cost estimates completed, but are currently unfunded. The unfunded projects included in Table 17 total \$10 million. These projects have been included in past versions of the Road & Bridge projects list proposed for funding. They have been moved to the unfunded list due to the Road Fund shortage because of impacts from COVID-19.

Lane County staff will continue to look for funding opportunities for these projects including applying for grants or modifying project scope.

III. RECOMMENDATION / NEXT STEPS

Staff recommend a recommendation by the TrAC of approval of the FY 2021/2022-2025/2026 Road & Bridge projects proposed to be incorporated into the Lane County CIP to the Board of County Commissioners. The recommendation will be forwarded with the draft Lane County CIP to the Board of County Commissioners in November.

IV. FOR MORE INFORMATION

Feel free to contact Sasha Vartanian by phone at 541-914-8045 or by email at Sasha.Vartanian@lanecountyor.gov

V. ATTACHMENTS

FY 2021/2022-2025/2026 Road & Bridge project Tables 8-17.

TABLE 8: ANNUAL EXPENSES BY CATEGORY

| CATEGORY | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|--|--------------------|---------------------|---------------------|--------------------|--------------------|---------------------|
| PAVING (522524) (Table 9) | | | | | | |
| Identified Overlay & Rehabilitation Paving Projects | \$2,300,000 | \$3,240,000 | \$2,104,000 | \$2,485,000 | \$0 | \$10,129,000 |
| Slurry Seals (Roads Identified Annually) | \$250,000 | \$0 | \$246,000 | \$250,000 | \$250,000 | \$996,000 |
| Unidentified Paving Funding Available | \$0 | \$234,868 | \$0 | \$2,094,790 | \$2,350,000 | \$4,679,658 |
| Total Paving | \$2,550,000 | \$3,474,868 | \$2,350,000 | \$4,829,790 | \$2,600,000 | \$15,804,658 |
| BRIDGES & STRUCTURES (522525) (Table 10) | | | | | | |
| Bridge Preservation & Rehabilitation | \$0 | \$687,000 | \$325,000 | \$415,000 | \$0 | \$1,427,000 |
| Covered Bridge Preservation | \$0 | \$515,875 | \$0 | \$0 | \$0 | \$515,875 |
| Seismic Rehabilitation & Retrofit | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Culverts | \$490,000 | \$0 | \$0 | \$0 | \$0 | \$490,000 |
| Unidentified Bridges & Structures Funding Available | -\$265,000 | \$184,031 | \$156,436 | \$585,000 | \$1,000,000 | \$1,660,467 |
| Total Bridges & Structures | \$1,225,000 | \$1,386,906 | \$481,436 | \$1,000,000 | \$1,000,000 | \$6,093,342 |
| RIGHT-OF-WAY (522526) (Table 11) | | | | | | |
| Identified Right of Way Needs | \$123,224 | \$0 | \$0 | \$0 | \$0 | \$123,224 |
| Total Right-of-Way | \$123,224 | \$0 | \$0 | \$0 | \$0 | \$123,224 |
| INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (Table 12) | | | | | | |
| Pedestrian/Bicycle Improvements | \$1,451,911 | \$2,402,460 | \$250,000 | \$250,000 | \$250,000 | \$4,604,371 |
| Transportation Safety Actions | \$0 | \$0 | \$1,016,100 | \$0 | \$0 | \$1,016,100 |
| Unidentified Infrastructure Safety Improvement Funding Available | \$231,566 | \$21,311 | \$145,647 | \$0 | \$0 | \$398,524 |
| Total Infrastructure Safety Improvements | \$1,683,477 | \$2,423,771 | \$1,411,747 | \$250,000 | \$250,000 | \$6,018,995 |
| GENERAL CONSTRUCTION (522529) (Table 13) | | | | | | |
| Identified General Construction Projects | \$150,000 | \$0 | \$3,101,889 | \$0 | \$0 | \$3,251,889 |
| Unidentified General Construction Funding Available | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total General Construction | \$150,000 | \$0 | \$3,101,889 | \$0 | \$0 | \$3,251,889 |
| Jurisdictional Transfer Funds | | | | | | |
| Aspen Street | | | | | | |
| Other Agencies | | | | | | |
| Total JT Funds | | | | | | |
| CONSULTANTS | | | | | | |
| Consulting Services - Engineering | \$76,776 | \$50,000 | \$300,000 | \$200,000 | \$200,000 | \$626,776 |
| Consulting Services - Bridge | \$200,000 | \$200,000 | \$300,000 | \$200,000 | \$200,000 | \$900,000 |
| COBO Consultants | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Consultants | \$276,776 | \$250,000 | \$600,000 | \$400,000 | \$400,000 | \$1,526,776 |
| ANNUAL CIP | \$6,008,477 | \$7,535,545 | \$7,945,072 | \$6,479,790 | \$4,250,000 | \$32,818,884 |
| Total Revenues- (see Table 14) | \$1,758,477 | \$3,285,545 | \$3,695,072 | \$2,229,790 | \$0 | \$10,968,884 |
| NET COUNTY CIP COST | \$4,250,000 | \$4,250,000 | \$4,250,000 | \$4,250,000 | \$4,250,000 | \$21,850,000 |
| TERRITORIAL HIGHWAY IMPROVEMENTS (Table 16) | | | | | | |
| Total Territorial Highway Improvements | \$3,400,000 | \$10,800,000 | \$10,100,000 | \$1,750,000 | | \$26,050,000 |

TABLE 9: PAVEMENT PRESERVATION

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Project Specific Paving* | | | | | | |
| Coburg Road MP 4.836-6.601 | | \$425,000 | | | | \$425,000 |
| Cottage Grove - Lorane Road MP 5.0-12.654 | | | \$1,642,000 | | | \$1,642,000 |
| Hamm Road MP 2.000-4.360 | | | \$462,000 | | | \$462,000 |
| Laura Street Urban Upgrade | | | | \$2,485,000 | | \$2,485,000 |
| Lorane Highway Overlay: MP 4.458 to MP 7.78 | | \$2,050,000 | | | | \$2,050,000 |
| N Game Farm Road MP 0.590-1.690 and Coburg Road MP 4.836-6.601 | | \$550,000 | | | | \$550,000 |
| Paiute, Winnebago, Indian | | \$215,000 | | | | \$215,000 |
| River Road UGB to Junction City | \$2,300,000 | | | | | \$2,300,000 |
| Slurry Seal Projects** | \$250,000 | | \$246,000 | \$250,000 | \$250,000 | \$746,000 |
| Unidentified Paving Funds Available for New Projects*** | \$0 | \$234,868 | \$0 | \$2,094,790 | \$2,350,000 | \$10,875,000 |
| TOTAL PAVING | \$2,550,000 | \$3,474,868 | \$2,350,000 | \$4,829,790 | \$2,600,000 | \$16,736,000 |

*Pavement Preservation Treatment for Roads are determined annually based on their

*Remove .820-4.980 from CG-Lorane because it will be chipsealed

TABLE 10: BRIDGES & STRUCTURES

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|--|--------------------|--------------------|------------------|--------------------|--------------------|--------------------|
| Bridge Preservation & Rehabilitation | | | | | | |
| Big Fall Creek Rd-Big Fall Creek Reservoir Bridge #39C636 (MP 7.55) Deck Seal | | | \$325,000 | | | \$325,000 |
| Crow Rd-Sprencer Creek O'flow Bridge #39C31A (MP 5.04) Section Loss Repairs | | | | \$145,000 | | \$145,000 |
| Dahlin Rd-Mercer Lake Bridge #39C564 (MP 0.04) Section Loss Repairs | | | | | | \$0 |
| Kitson Springs Rd-Salt Creek Bridge #39C627 Replacement (MP 0.268) | | | | | | |
| Maple Creek Rd-Maple Creek Bridge #39C566 (MP 0.59) Section Loss Repairs | | | | | | \$0 |
| Marlow Rd-Coyote Creek Bridge #39C204 (MP 0.008) Section Loss Repairs | | | | \$110,000 | | \$110,000 |
| Pine Grove Rd-Spencer Creek Bridge #39425 (MP 1.75) Section Loss Repairs | | | | \$110,000 | | \$110,000 |
| Sher Khan Rd-Camas Swale Bridge #14790 (MP 0.21) Section Loss Repairs | | | | \$50,000 | | \$50,000 |
| S Canary Rd Fiddle Creek Bridge #15149A (MP 5.729) Section Loss Repairs | | \$500,000 | | | | \$500,000 |
| S Canary Rd O'flow Bridge #39C573 (MP 0.43) Section Loss Repairs | | | | | | \$0 |
| Spring Blvd 30th Ave Xing Bridge #39C151 (MP 0.041) Deck Overlay | | \$187,000 | | | | \$187,000 |
| Templeton Rd Bear Creek Bridge #39C371 (MP 0.98) Section Loss Repairs | | | | | | \$0 |
| Covered Bridge Preservation & Rehabilitation | | | | | | |
| Goodpasture Rd Covered Bridge #39C118 Roof / Deck Repair | | \$515,875 | | | | \$515,875 |
| Old Mill Rd-Office Covered Bridge #39C650 Painting | | | | | | \$0 |
| Seismic Rehabilitation & Retrofit | | | | | | |
| Marcola Road Bridge #001229 Seismic Retrofit | \$1,000,000 | | | | | \$1,000,000 |
| Culverts | | | | | | |
| Five Rivers (2) Culvert Replacements (MP 1.52 & 4.63) | \$245,000 | | | | | \$245,000 |
| Riverview Avenue Culvert Replacement | \$245,000 | | | | | \$245,000 |
| Unidentified Bridges & Structures Funding Available for New Projects*** | -\$265,000 | \$184,031 | \$156,436 | \$585,000 | \$1,000,000 | \$1,660,467 |
| TOTAL BRIDGES & STRUCTURES | \$1,225,000 | \$1,386,906 | \$481,436 | \$1,000,000 | \$1,000,000 | \$4,623,342 |

TABLE 11: RIGHT-OF-WAY ACQUISITION

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|--|------------------|------------|------------|------------|----------|------------------|
| Howard Elementary & Colin Kelly Middle Schools (STP-U) | | | | | | \$0 |
| Row River Deep Culverts | | | | | | \$0 |
| Gilham Road Sidewalk & Safety Improvements (KN21385, STBG, Match \$22,055) | | | | | | \$0 |
| Beaver Hunsaker | \$123,224 | | | | | \$123,224 |
| South 28th | | | | | | |
| TOTAL RIGHT-OF-WAY | \$123,224 | \$0 | \$0 | \$0 | | \$123,224 |

TABLE 12: INFRASTRUCTURE SAFETY IMPROVEMENTS

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|--|--------------------|--------------------|--------------------|------------------|------------------|--------------------|
| Project Specific Bicycle/Pedestrian Improvements | | | | | | |
| ADA Upgrades | | | \$250,000 | \$250,000 | \$250,000 | \$750,000 |
| Beaver Hunsaker Short Term Safety Improvements | | | | | | \$0 |
| Gilham Road Sidewalk & Safety Improvements (KN21385) CMAQ & STBG | | \$1,107,000 | | | | \$1,107,000 |
| Howard Elementary & Colin Kelly Middle Schools | \$520,295 | | | | | \$520,295 |
| Junction City SRTS project | | \$1,295,460 | | | | \$1,295,460 |
| Lowell Pedestrian Improvements | \$931,616 | | | | | \$931,616 |
| Maxwell ADA Upgrades | \$200,000 | | | | | |
| Sears Road Rumble Strips | | | | | | |
| Project Specific Transportation Safety Actions | | | | | | |
| Lane County Signing Improvements & Guardrail Installation | | | \$1,016,100 | | | \$1,016,100 |
| Local Road Roadway Departures (Clear Lake Road; London Road; Prairie Road) | | | | | | \$0 |
| Unidentified Infrastructure Safety Improvement Funding Available for New Projects | \$231,566 | \$21,311 | \$145,647 | \$0 | \$0 | \$398,524 |
| TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS | \$1,883,477 | \$2,423,771 | \$1,411,747 | \$250,000 | \$250,000 | \$6,018,995 |

TABLE 13: GENERAL CONSTRUCTION

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|---|------------------|------------|--------------------|------------|----------|--------------------|
| | | | | | | \$0 |
| | | | | | | \$0 |
| Kitson Springs Rd Slide Repair | | | \$3,101,889 | | | \$3,101,889 |
| | | | | | | |
| Mercer Lake Road | | | | | | \$0 |
| Nelson Mountain Road | \$150,000 | | | | | \$150,000 |
| | | | | | | \$0 |
| Unidentified General Construction Funding Available for New Projects*** | \$0 | \$0 | \$0 | \$0 | | \$0 |
| TOTAL GENERAL CONSTRUCTION* | \$150,000 | \$0 | \$3,101,889 | \$0 | | \$3,251,889 |

TABLE 14: CONSULTANTS

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|---|------------------|------------------|------------------|------------------|------------------|-------------------|
| Engineering Services 522190 | | | | | | |
| Geotech Services (BB&A) | | | | | | \$0 |
| Geotech Services (Western States Soil) | | | | | | \$0 |
| East King Rd (NEPA) | | | | | | \$0 |
| Design/Archy Consulting | | | | | | \$0 |
| Cloverdale Road Overlay | | | \$100,000 | | | \$100,000 |
| Unidentified Other Professional Services | \$76,776 | \$50,000 | \$200,000 | \$200,000 | \$200,000 | \$726,776 |
| COBO Engineering Services 522190 | | | | | | |
| Veneta Elmira Multi-use Path | | | | | | \$0 |
| Glenwood Riverfront Path | | | | | | \$0 |
| Bridge Engineering Services 522509 | | | | | | |
| Goodpasture Covered Bridge Roof / Deck Repair | \$60,000 | \$25,000 | | | | \$85,000 |
| Sweet Creek Bridge (DEA-Inspection) | | | | | | \$0 |
| Bridge Eng Consulting | | | | | | \$0 |
| Unidentified Bridge Consultant Services | \$140,000 | \$175,000 | \$300,000 | \$200,000 | \$200,000 | \$1,015,000 |
| Total Consultant Services | \$276,776 | \$250,000 | \$600,000 | \$400,000 | \$400,000 | \$911,776 |

TABLE 15: PROJECT-SPECIFIC REVENUES

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|---|--------------------|--------------------|--------------------|--------------------|-----------------|--------------------|
| Anticipated One-time funds | \$150,000 | | | | | \$150,000 |
| Annual ODOT Fund Exchange (453115) | | | | | | \$0 |
| Beaver Hunsaker | | | | | | \$0 |
| City of Eugene (2020 Slurry Seals) | | | | | | \$0 |
| City of Springfield (Glenwood Riverfront Path) | | | | | | \$0 |
| Coburg Road/N. Game Farm STIP | | \$874,868 | | | | \$874,868 |
| Five Rivers Culvert Replacement (MP 1.52) | \$225,000 | | | | | |
| Gilham Road Sidewalk & Safety Improvements (STBG & CMAQ) | | \$978,311 | | | | \$978,311 |
| Glenwood Riverfront Path | | | | | | \$0 |
| Goodpasture Covered Bridge Roof / Deck Repair | | \$386,906 | | | | |
| Howard Elementary & Colin Kelly Middle Schools (STP-U) | \$451,861 | | | | | \$451,861 |
| Junction City SRTS Project [tentative - grant request] | | \$1,045,460 | | | | |
| Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds | | | \$2,783,325 | | | \$2,783,325 |
| LC Signing Implementation & Guardrail Safety Improvements | | | \$911,747 | | | \$911,747 |
| Laura Street Urban Upgrade | | | | \$2,229,790 | | \$2,229,790 |
| Local Road Roadway Departures, Key #19797 SFLP Funds (453116) | | | | | | \$0 |
| Lowell Pedestrian Improvements SRTS [tentative - grant request] | \$931,616 | | | | | \$931,616 |
| Row River Deep Culverts FLAP Funds (451751) | | | | | | \$0 |
| Row River Trail Safety Crossings | | | | | | \$0 |
| So. 28th Dust Mitigation | | | | | | \$0 |
| Veneta-Elmira Multi-use parth | | | | | | \$0 |
| TOTAL REVENUES | \$1,758,477 | \$3,285,545 | \$3,695,072 | \$2,229,790 | \$0 | \$9,311,518 |

TABLE 16: TERRITORIAL HIGHWAY IMPROVEMENTS

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|---|--------------------|---------------------|---------------------|--------------------|----------|---------------------|
| OR 200: MP 34.9 Slide Repair (completion 2021) | | | | | | \$0 |
| OR 200: MP 30.8 Slide Repair unfunded | | | | \$1,000,000 | | \$1,000,000 |
| OR 200: Raise & Widen Bridges #4057A & #4058 | \$3,400,000 | | | | | \$3,400,000 |
| Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b) | | \$10,800,000 | | | | \$10,800,000 |
| Territorial Highway: Hamm Road to Lorane (TSP #141c) | | | \$10,100,000 | | | \$10,100,000 |
| Territorial Highway/Suttle Road Intersection Improvements (TSP #144e) unfunded | | | | \$750,000 | | \$750,000 |
| Pengra Road Bridge #039C35 Seismic Retrofit | | | | | | \$0 |
| Row River Road Bridge #14964B Seismic Retrofit | | | | \$348,000 | | \$348,000 |
| Row River Road Bridge #14965A Seismic Retrofit | | | | \$300,000 | | \$300,000 |
| TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS | \$3,400,000 | \$10,800,000 | \$10,100,000 | \$1,750,000 | | \$26,050,000 |

TABLE 17: Unfunded Projects

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL | Potential Funding |
|--|----------|-------------|-------------|-------------|----------|--------------|-------------------|
| Bob Straub Parkway MP 0.000-0.425 | | \$1,200,000 | | | | \$1,200,000 | FLAP |
| Bailey Hill Road (Eugene to Lorane Hwy) | | | | \$2,200,000 | | \$2,200,000 | |
| Cloverdale Road from OR 58 to Hendricks Road (TSP #25) | | | | \$1,300,000 | | \$1,300,000 | |
| E. King Road Realignment | | \$2,000,000 | | | | \$2,000,000 | |
| Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b) | | \$1,200,000 | \$2,100,000 | | | \$3,300,000 | |
| | | | | | | | |
| | \$0 | \$4,400,000 | \$2,100,000 | \$3,500,000 | \$0 | \$10,000,000 | |

Cerified on Behalf of (COBO) Agreements

| PROJECT | FY 21-22 | FY 22-23 | FY 23-24 | FY 24-25 | FY 25-26 | 5-YR TOTAL |
|--|------------------|------------------|-----------------|-----------------|-----------------|--------------------|
| Springfield - So. 28th Street Dust Mitigation (CMAQ) | \$308,436 | \$980,720 | | | | \$1,289,156 |
| Springfield - Glenwood Riverfront Path | | | | | | \$0 |
| Veneta - Veneta/Elmira Multi-use Path | | | | | | \$0 |
| TOTAL COBO AGREEMENTS | \$308,436 | \$980,720 | \$0 | \$0 | \$0 | \$1,289,156 |