

ROADS ADVISORY COMMITTEE

September 28, 2011

MEMBERS PRESENT: John Anderson, Kent Fleming, D.W. Northey, Jeff Paschall,
Larry Reed, Jim Wilcox

MEMBERS ABSENT: Sean Barrett

STAFF & OTHER PRESENT: Marsha Miller, Howard Schussler, Bill Morgan, Celia Barry, Mike Jackson,
Lydia McKinney, Eric Wurster, Caroline Manewal, Andrea Riner, Brian
Barnett, Reed Dunbar, Lee Shoemaker

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

I. PUBLIC COMMENT – none.

II. APPROVAL OF August 2, 2011 Minutes

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

III. WELCOME NEW MEMBER/GROUP INTRODUCTIONS

Fleming introduced Larry Reed as a newly appointed member to the Committee. Committee and staff did introductions. Reed shared his background information and said he was appointed by Commissioner Sid Leiken.

IV. PROPOSED ESTABLISHMENT OF A PORTION OF BLACKFOOT AVENUE AS COUNTY ROAD #2280 – Mike Jackson, County Surveyor

Jackson explained Blackfoot Avenue has been maintained as a County road for years and it just recently came to light that an actual Board Order accepting Blackfoot Avenue as a County road is missing from the file. Jackson said he is looking for a recommendation from the RAC to be able to take this item to the Board. Jackson noted one reason this issue had been found was due to research being done for a future project to install ADA ramps at some intersections in this area. He further explained that in order to spend money for those ADA ramps, a road needs to have been accepted into the County maintenance system.

Reed asked if all roads created through a subdivision project become County-maintained roads. Jackson replied 'no' and explained there are two separate processes that take place with new roads, dedication and acceptance. The issue with Blackfoot Avenue is the official Board Order accepting it as a County road is not in the file.

MOTION: Reed moved to recommend to the Board of County Commissioners that Blackfoot Avenue be accepted into the County road system. Anderson seconded. All present voted in favor, motion carried.

V. UPDATE ON EUGENE'S PEDESTRIAN & BICYCLE PLAN – Lydia McKinney, Reed Dunbar, & Lee Shoemaker

McKinney explained City staff has been working on their Pedestrian and Bicycle Master Plan update for the past 18 months and we have two guests here tonight to provide an informational overview of the Plan; the RAC is not being asked to take any action.

Dunbar distributed outline copies of the PowerPoint presentation and began the presentation by covering the basic process that has taken place, which included listing elements of the plan, looking at existing conditions, reviewing current adopted plans, and public involvement (meetings/website/open houses, etc.).

Shoemaker continued the presentation by reviewing elements of the Plan – the proposed goals, new objectives and policies, increase spending by 50% per year for next 20 years, best practices guide for design, etc.

Shoemaker noted new design features are already appearing around the University area, e.g. green bike lanes, bike boxes, and new shared-lane markings. Stand-alone pedestrian projects are one of the new things included in the Plan. Neighborhood accessways are required in the Plan. Bicycle boulevards, a new term in Eugene, are streets where bicyclists and cars share the same roadway. Shoemaker noted we could currently use the term to refer to Alder Street, 12th Avenue, 15th Avenue, Monroe Street and Friendly Street, however, he explained that additional features need to be added to attract people who have concerns about safety. Other designs included in the Plan are buffered bike lanes, cycle tracks, shared lane markings (aka “sharrows”), grade separated crossings, and potential improvements to intersections.

One area the City is still working on is more public involvement. Nine feasibility studies have been recommended. The Plan is out for public comment until October 14. For more information, or to provide public comment online, people can go to www.eugenepedbikeplan.org. General discussion ensued. Shoemaker noted they also plan to do an informational presentation to the Board of Commissioners.

VI. REGIONAL TRANSPORTATION UPDATE – Andrea Riner, Lane Council of Governments

McKinney introduced Andrea Riner, Transportation Planning Manager for the Central Lane Metropolitan Planning Organization (MPO). She explained the policy board for the MPO is the Metropolitan Policy Committee (MPC) and we have two Lane County Commissioners, Leiken and Bozievich, who are members of the MPC.

Riner distributed copies of *“It’s How We Get There That Matters!”* and *“MPO Basics: RTP Regional Transportation Plan.”* Riner explained this RTP covers all modes of transportation. It is a Federally-required, Federally-funded Plan and communities are required to update this Plan every four years. The RTP provides the framework for the regional transportation system, so all local transportation planning needs to relate to it and vice versa. The RTP is in the public comment period right now, up until November. For more complete information, people can go to www.TheMPO.org or email mpo@lcog.org. She noted the RTP doesn’t get into the details of the local transportation systems plans; it covers more of the regional things they have in common.

In response to a question, Riner explained the ACT and MPO have very different charges and geographic areas.

VII. FOLLOW UP/REQUEST FOR NARRATIVE OF THE COGNITIVE MAP FOR THE RAC'S MISSION & GOALS – Howard Schussler

Schussler explained the background for the cognitive mapping process that has taken place. He explained that with a small capital improvement program, the RAC began looking at their goals, values, and interests. Fleming noted the formation of Lane ACT also brought up the question of RAC's identity. Schussler referred to the information included in the agenda packets, "*RAC – Outcomes, Actions, Values, Issues, and Mandates; Compiled 8-26-2011 from the January 26, 2011 Cognitive Map.*" This document is an outline-style list covering:

- Desired High-Level Outcomes: the ultimate desired results of RAC activities
- Possible unintended impact of RAC actions
- Immediate products or outcomes of RAC activities
 - Revenue Activities
 - Prioritization Activities
 - Outreach Activities
- Issues
- Lane Manual Mandate for PAC (Lane Manual 3.548, the RAC)
- Core values expressed by individual members

Members suggested the following wording change under Outreach Activities:

- Change "Try to be aware of the broad range of interests" to "~~Try to~~ Be aware of the broad range of interests."

Fleming thanked Schussler for his work and noted this is an excellent orientation document for new RAC members. It was clarified this is a living document that will be revisited and revised as needed.

VIII. LANE ACT MEMBERSHIP – Kent Fleming

Fleming explained he has been serving on the Lane ACT the whole time it was being formed, a couple of years now, and he suggested someone else could take on that role for a while. Consensus was to bring this subject up at the next meeting so Barrett could be part of the discussion and decision.

Fleming adjourned the meeting at 6:50 p.m.

IX. 7:00 P.M. PUBLIC HEARING – SEWARD AVENUE-WAYSIDE LANE CONNECTION STATUS – Lydia McKinney

Chair Fleming called the hearing to order at 7:00 p.m., introduced members, and reviewed the hearing format. He said the RAC members were here to take public comment. He further explained the RAC will not deliberate tonight, but will have their discussion and make their recommendation to the Board of County Commissioners at their next meeting on October 26.

McKinney gave a brief overview of the issue – Seward Avenue was opened for through traffic during the construction of the roundabout at the intersection of Hayden Bridge Way, Pioneer Parkway, and Martin Luther King Jr. Boulevard, but the determination of whether this would remain a permanent connection was postponed to a future date. She distributed copies of eleven letters of testimony staff had received from citizens.

Chair Fleming opened the hearing for public comment.

PUBLIC COMMENT

Bob Cassidy, 45 Seward Avenue, Springfield, OR – Cassidy stated he has lived at this address for 43 years; always was a quiet neighborhood; gave brief history of neighborhood and drainage ditch; citizens were told the connection was temporary, not currently created to permanent standards; traffic volume has exploded; traffic faster than 25mph; would like to see a gate that could open for emergency vehicles; if connection stays open, would like help slowing traffic with stop signs, cameras, etc. Prefers the road be closed.

Jerry Nickelson, 25 Seward Avenue, Springfield, OR – Nickelson stated the reason he purchased his property was because it was on a closed road; feels opening road has dropped his property value; he was told the connection was temporary; not currently constructed to permanent standards; if left open, need to do something with the “bump” and find ways to really slow traffic down. Prefers the road be closed.

Ken Vogeney, 65 Lorie Court, Springfield, OR 97477 – Vogeney stated he is the City Engineer for Springfield, but he is here representing himself and his family; he is a registered civil engineer and has been involved in the design and construction of subdivisions; encouraged RAC to recommend to the Board of Commissioners that Seward Avenue be reconstructed to current standards as a County local road to serve as a connection between two neighborhoods. In favor of leaving the road open.

Frank Long, 2980 Wayside Loop, Springfield, OR 97477 – Long stated he has lived at this address for 46 years; always thought previous one way in/one way out on the street was fine, but things have changed a lot and he has changed his mind; knows some older, long-term residents are scared to use/will not use the roundabout; feels need for another way out, especially in case of an emergency. In favor of leaving the road open.

Don Knoll, 2848 Chateau Place, Springfield, OR 97477 – Knoll stated he has lived at this address 21 years and in the Hayden Bridge area for 55 years; he is also a 1st Responder in the community and realizes if the roundabout was closed for some reason, it would create issues in emergency situations. In favor of leaving the road open.

Duane Knoll, 2999 Wayside Loop, Springfield, OR 97477 – Knoll stated his family has lived in the neighborhood for over 50 years; understands the safety concerns with more traffic and no sidewalks, but it’s better to have two exits in case of an emergency; the “bump” needs to be leveled out. In favor of leaving the road open.

Marla Walker, 30 Seward Avenue, Springfield, OR 97477 – Walker stated she is concerned about the health and safety of pedestrians because there are no sidewalks to get to/from parks in the area; the increased traffic and speeds make it difficult to walk along or cross the street because there are no stop signs; the emergency concern has not been an issue for the past 50 years. Prefers the road be closed.

Jim Walker, 30 Seward Avenue, Springfield, OR 97477 – Walker stated he checked with the City regarding the future of Seward Avenue before purchasing his property and was told repeatedly it would be temporarily opened during the construction of the roundabout; reason he purchased the property was because it was on a closed spur with only 4 houses; drivers are now

using the connection to “cut through” their neighborhood to avoid Hayden Bridge Road; he has counted over 230 cars per day. Prefers the road be closed.

Brian Barnett, City of Springfield Public Works, 225 Fifth Street, Springfield, OR 97477 –

Barnett stated he is the City Traffic Engineer for Springfield and said he had submitted a letter to the RAC outlining the City position on Seward Avenue (included in 9/28/11 RAC agenda packet). Barnett noted the main point of having the connection remain open is it gives people options on how they choose to travel through the neighborhood, e.g. access or avoid the roundabout; feels the connection has enhanced bike and pedestrian connection between the neighborhoods; unfortunately, there are no sidewalks, so pedestrians are obligated to walk in the street or in the ditch; the speed study shows average speed is well below the 25mph of subdivisions; connection gives better access for emergency vehicles; if these subdivisions were being platted today, it would be required to have secondary access based on the number of lots there. In favor of leaving the road open.

Carol Fairbourn, property owner at 2812 Manor Drive & 2788 Manor Drive, Springfield, OR 97477 –

Fairbourn stated she was told the opening was temporary construction; it’s not currently paved to standards; purchased her properties because they were on a dead end street; if left open, something has to be done to slow traffic down, e.g. stop signs, speed bumps; totally disagrees with the speeds shown in the speed study; feels speed has contributed to the accidents at Seward and Manor. Prefers the road be closed.

Richard Fairbourn, 2812 Manor Drive, Springfield, OR 97477 – Fairbourn stated there didn’t seem to be any issues with emergencies when the road was closed; he has safety concerns with no sidewalks and the excessive speed of some of the cars coming through; there are eight blocks with no stop signs, traffic control devices, or street lights and people are out walking dogs, riding bikes, etc. at all times; he has personally witnessed two vehicle collisions at Seward & Manor. Prefers the road be closed.

Jerry Nickelson, 25 Seward Avenue, Springfield, OR – Nickelson stated, regarding the traffic count information, that the traffic counter equipment was only in place for 36 hours compared to the week-long period of time used prior to the construction of the roundabout.

Fleming thanked the citizens for their comments. McKinney stated staff recommends leaving the record open until October 14th to allow for further testimony. McKinney handed out her business cards and also noted the County contact email and mailing addresses were included in the mailing citizens received.

Fleming closed the hearing at 7:41 p.m.

Caroline Manewal, Transcribing Secretary