

ROADS ADVISORY COMMITTEE/BOARD OF COMMISSIONERS
JOINT DINNER MEETING

July 22, 1992
5:30 p.m.

COMMISSIONERS PRESENT: Steve Cornacchia, Ellie Dumdi, Marie Frazier,
Jerry Rust

COMMISSIONERS ABSENT: Jack Roberts

RAC MEMBERS PRESENT: Jim Branch, Jim Brown, Sky Chamard, Laura
Olson, Tom Poage, Leo Stapleton

RAC MEMBERS ABSENT: Brian Churchill

STAFF PRESENT: Sonny Chickering, John Goodson, Caroline Jones,
Betty Mishou, Sue Pierce, Tom Stinchfield,
Carlos Van Elsberg, Bill Van Vactor

VISITOR PRESENT: Dave Reinhard

The meeting was called to order by Board of Commissioners' Chair Ellie Dumdi.

I. PUBLIC COMMENT - None.

II. FERRY STREET BRIDGE - Dave Reinhard, City of Eugene

Reinhard distributed informational brochures and showed a video explaining the four alternatives selected for the Ferry Street Bridge study. Reinhard reviewed a July 22, 1992 memo to the Board of Commissioners (BCC) and the Roads Advisory Committee (RAC), pointing out that ODOT had included the Ferry Street Bridge in their updated 6-year Transportation Improvement Program with an overall figure of \$38 million, (includes a \$23.7 million federal grant) which leaves a need for approximately \$15 million.

Discussion included: 1) statement that Lane County has made no commitment concerning the City's request for \$15 million; 2) questioning if ODOT's shifting of money to allow for the Ferry Street Bridge project was going to take funds away from other projects considered a higher priority in Lane County; 3) a specific request for Reinhard to find out/clarify where ODOT's \$15 million came from, new money or taken from other region projects; 4) concern over the long-term impact \$15 million would have on the existing system/budget; 5) questions on impact/complaints from the University area and Reinhard's statement that the U of O is on record as opposed to Alternative D.

Cornacchia asked for input from RAC members on the concept of the project and input from staff on County involvement, leaving the level of funding for future discussion.

Brown commented that the Ferry Street Bridge is definitely a major link and we should be planning for future automobile use, adding that as a rural resident he would want to use his car in the urban area.

Comm. Rust indicated that he doesn't have trouble with the concept, however the funding amount is questionable. Rust added he would have difficulty accepting an alternative that would go through Alton Baker Park and would probably lean toward Alternative C.

Stapleton commented that some type of project is needed, but not at the expense of the rest of the County. Stapleton added that, from his personal observations, the bottlenecks at each end of the bridge need to be eliminated to receive benefit from widening the bridge.

Chickering remarked that a sum such as \$15 million would seriously impact the CIP and asked everyone to look carefully at what impact it might have on other projects, adding that he would not want to see other outside areas suffer.

Goodson commented that he would like to shift the responsibility back to the State as that section of Coburg Road is a link with three other State systems. Goodson added the State will be doing a functional classification update this fall and he will be pushing to get this section put on the State system.

Stinchfield indicated he is supportive of the concept and feels the County should have a role in major Eugene/Springfield projects, however he realizes the difficulty of prioritizing a large urban project like this with all the other County-wide needs.

Van Vector indicated that he is supportive of Goodson's view to have the area in the State's system.

Comm. Dumdi commented that the bridge needs improved auto access and it is important to create a better transportation link to downtown. Dumdi expressed support of Goodson's suggestion to put this area within the State system. Dumdi noted she has a grave concern with ODOT's \$15 million and if the funds would be taken away from projects such as Highway 126 or Highway 58.

Chamard remarked that he would like to hold his opinion until TransPlan is adopted in 1996, although he said if he had to vote right now it would be for Alternative A.

Comm. Frazier commented that she would concur with Goodson's suggestion and offered her help. Frazier suggested the City address the bottleneck situation at each end of the bridge. Frazier added that if the project were to go through as a joint project there should be equal commitments by all parties including the City.

Frazier suggested 'reversal of lanes' as a possible option to use the current system more efficiently during heavy traffic flows. Frazier also stated she would want to see equal consideration given to other projects e.g. Highway 58.

Comm. Cornacchia indicated that he feels the County does have a role to play involving the bridge, but the funding amount is problematic. He added he would not favor the alternatives that would affect Alton Baker Park. Cornacchia pointed out that dealing with the bottlenecks would impact City of Eugene residents and businesses more than those passing through. Cornacchia stated he would also want to be sure the ODOT dollars are 'new' money and not re-assigned Region 3 money.

Branch indicated that he is a new member and hasn't really formulated an opinion yet, but he would agree with Goodson's suggestion. Branch suggested some technical issues need to be looked at e.g. volume capacities, etc.

Poage commented that there is a need with Ferry Street Bridge and we need to start planning and studying, but not at the expense of other projects.

Olson commented that she sees an immediate need for some quick fixes and encouraged Reinhard to take the idea of reversible lanes back to the City. Olson noted that she feels people standing with signs is a traffic hazard in the area. Olson suggested staff compile figures showing what kind of difference the Chambers Connector made, adding that this issue needs a lot more study before any decisions are made.

[Rust and Reinhard excused]

III. COUNTY ASSESSMENT POLICY

Goodson stated that in addition to the BCC's request for a work session on this issue, Bob Sisson, City of Cottage Grove, had approached him with some questions regarding what portion of new storm sewers in a development project would be eligible for County Road Fund money. Goodson explained how the County currently handles different types of storm sewer issues, adding that in conferring with County Counsel there may be a need to make some changes in the current policy that would include some type of assessment.

Discussion included: 1) storm sewers in urban areas vs. ditches in rural areas; 2) possibility the County will have to deal with new regulations on the disposal of storm water in the future; 3) other examples of projects which have included storm sewers; 4) assessments based on type of property and point source; 5) methods of assessing, based on point source deep into the residential area (or industrial area) vs. just residents adjacent to the road; 6) methods used by the City of Eugene; 7) State highway methods and on-site detainment.

Cornacchia suggested (referring to question from Sisson) that Cottage Grove needs to deal with the extra expense over what is Road Fund eligible by developing their own formulas and assessments and the County just needs to work with what's eligible for Road Funds.

Goodson reviewed memo "Status Report on Assessment/Remonstrance Policies and Deferral programs for Special Assessments" prepared by Mishou.

Discussion included: 1) concern over assessing property owners for improving a connector when they are not the primary users; 2) County's ability to assess area of benefit; 3) Springfield's dual policy; 4) problems of different agencies using different assessment policies on joint projects; 5) problems with part urban/part rural projects e.g. Fox Hollow.

Brown referred to his February 16, 1991 memo "Bike Lane Assessment Policy" and quoted from the County Charter. Brown stated he feels that when the construction of bike lanes causes encroachment onto properties more than the normal amount of setback, takes away curbside parking and/or driveway space, and basically has a negative impact on adjacent property owners, the normal assessment for sidewalk, curb, or gutter should be eliminated as a compensation to those property owners' for the negative impact. Brown noted he feels he has a valid point and gave information to Dumdi for review.

IV. ROAD TOUR

Goodson reported the road tour is set for August 10 from 8:30 a.m. to approximately 1:00 p.m. Van Elsberg reviewed the itinerary which will include chip sealing operations, problems of wetlands and how they impact the planning of a project, and how the County deals with water problems in maintaining roads. Committee members asked about seeing vegetation problems, looking at Marcola Road, and looking at the new area on Camp Creek.

Cornacchia expressed appreciation for the sign that has been placed on Leo Harris Drive letting the public know this project was done with Lane County Road Fund money. Goodson noted that several employees have started working on placing signs to improve public awareness/education and that there are also signs on Hamm Road and Hayden Bridge Road.

Comm. Frazier noted that a group has recently contacted her office and let her know they are starting a new biweekly newspaper called Lane County Journal that will focus on what Lane County does and doesn't do.

V. PLEASANT HILL AREA CIRCULATION PLAN

Stinchfield reported that staff is getting close to coming to the Board with information and a draft agreement for review. Stinchfield presented a short overview of the issues and the planned schedule. Van Vactor stated he would be uncomfortable with some of the sequence of events mentioned by Stinchfield, adding that he will work with Goodson in getting some of the Comprehensive Plan issues dealt with earlier.

Brown voiced concern about the Pleasant Hill Citizens Advisory Committee and access for future development. Branch asked about the Access Management Plan, if it has specific points of access and how it would affect future development/land divisions.

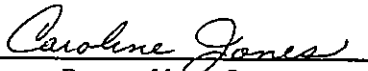
Stinchfield explained the Access Plan attached to the agreement, noting the State is trying to minimize/combine driveways and close some problematic intersections. There was explanation and discussion of the "jug handle" concept. Stinchfield noted the next step, before bringing the agreement to the BCC, would be to meet/discuss with Van Vactor. Stinchfield added the BCC would have more than one opportunity to review/make changes.

Stinchfield added there is another option and explained a part of Goal 12 which requires the County to adopt a Transportation System Plan (TSP) by 1996. This requires the County to do public facilities planning, County-wide, which would include developing transportation systems plans that would contain an inventory/needs assessment section. The BCC and staff could defer on the Hwy. 58 issue until they can do an overall review of the TSP in that area.

Discussion on the appreciation for and the value of joint meetings.

VI. OTHER BUSINESS - None.

Joint meeting adjourned at 9:20 p.m.



 Recording Secretary