

# ROADS ADVISORY COMMITTEE

March 30, 2011

**MEMBERS PRESENT:** Kent Fleming, John Anderson, Jeff Paschall, D.W. Northey, Mark Callahan  
Sean Barrett, Jim Wilcox

**STAFF & OTHER PRESENT:** Bill Morgan, Celia Barry, Mike Russell, Shashi Bajracharya, Howard  
Schussler, Christy Mosier.

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

- I. **PUBLIC COMMENT** – Beverly Ashwill, 315 Dublin Ave, Eugene OR 97404, 541-343-7248 (See staff memo provided). Ms. Ashwill previously provided written testimony to staff regarding Scenic Drive. Ms. Ashwill requested installation of sidewalk and curb to facilitate boarding on the Lane Transit District operated bus on the Scenic Drive Route. Ms. Ashwill is an electric wheelchair user who regularly uses the LTD bus service but is unable to board the bus conveniently at her closest bus stop on Scenic Drive due to the lack of sidewalks or ADA compliant boarding pad. As a result, she is required to use an alternative bus stop five minutes farther away on River Road, traversing along River Loop #2 shoulder in the wheelchair. River Loop #2 is also a County facility with no curb or sidewalks, and she said she is exposed to more traffic in this longer commute due to the lack of improvements on Scenic Drive. She approached LTD for necessary improvements at the bus stop. In a March 9, 2011 letter to Ms. Ashwill, the agency said it would not be able to meet her request until the County improves Scenic Drive with full curb and sidewalk. Ms. Ashwill acknowledged this request is costly and that the County has a lot of priorities right now, but that this is a safety concern for her and for others in wheelchairs that have been injured due to traffic not seeing them on the side of the road. She added that in regards to LTD's letter suggesting she use RideSource, it would cost \$6 per ride and as someone on a fixed income this would be a financial hardship for her to get to her part time job. Ms. Ashwill added that she runs a host family at her house for international people that come from about 40 different countries and is often hosting people or guests in wheelchairs. .
- II. **APPROVAL OF MINUTES – February 23, 2011**  
**Motion:** D.W. moved to approve the Minutes of February 23, 2011, as written. Wilcox seconded; all present voted in favor.
- III. **FISCAL LEAR 2012-2016 CAPITAL IMPROVEMENT PROGRAM DELIBERATION – Shashi Bajracharya**  
Bajracharya recapped the steps the RAC and staff have taken so far and that today staff is requesting the RAC adopt the updated CIP, which is not substantially different than the one previously viewed.

Bajracharya started by referring the group to the staff memo provided regarding Beverley Ashwill's public comment that was received after last month's public hearing. Bajracharya summarized the request and said after much research, staff is compelled to recommend the do-nothing option. He directed the RAC's attention to the County Engineer's explanation in the CIP materials, and invited Mr. Morgan to provide additional information. Morgan summarized the reasons stated in his memo for not recommending doing something in response to Ms. Ashwill's request. He briefly described the engineering policy and guidelines, ADA requirements, and liability issues that are taken into account with modifications such as those requested. Morgan said if the RAC and the Board wanted to pursue otherwise, we'd have to have more conversation about design exceptions and discretionary immunity. Morgan said safety is the big concern, and when we try to modify ADA guidelines, we end up with unintended consequences. Morgan said it's a difficult position to be in, because we want to help citizens, and at the same time, staff has to advise the board of policy and liability issues involved. Morgan invited the group to ask questions regarding the findings provided in the memo. Russell

stated that the Road Maintenance Division supports the recommendation of not doing a substandard improvement, noting that placing an isolated paved section at the bus stop in an area that was otherwise gravel would like introduce parking, enforcement, and drainage issues, and that the gravel will eventually cover the pavement and it becomes a maintenance issue. Morgan said staff did not know until tonight's testimony that it cost \$6 for the resident to use Ride Source as a means of travel. Wilcox asked if there is a better place to move the bus stop to. Russell said this area is characterized by this kind of development with assorted paved and unpaved areas without shoulders and gravel. Because of this, Miss Ashwill would still have to use the travel lane to get through the neighborhood. Callahan asked why we couldn't just install a curb just at that stop, and then LTD could then install a pad since that's LTD's requirement. Morgan explained it comes back to being a safety issue and that any time you put an isolated object out in the road, when not connected to a continuous curb and sidewalk it could be hit by someone. General discussion ensued. Morgan added that LTD's intention in their guidelines is to install a pad where there is continuous curbed setting, and not an isolated pad.

Bajracharya referred the group to the memo seeking the recommendation on the draft Capital Improvement Plan. Bajracharya said staff is proposing to add two new projects for development. Bajracharya stated these are unfunded projects, and therefore will not affect the funding level shown in the previous draft. The first addition is the Bob Straub Parkway (BSP)/Mt. Vernon Road Pedestrian Hybrid Beacon System which the RAC included during our last meeting. The second proposed is the 30<sup>th</sup> Avenue off-ramp design modification project which is a safety project.

Fleming asked how we establish priorities. Bajracharya referred Fleming to the matrix on Attachment two and explained the matrix system. Fleming asked if more funds come up, what happens to the unfunded items – does the first item on the list automatically get funding? Barry said circumstances change over time, and it could be that certain funding could be better for one project than another, so not necessarily.

In response to a question, Barry said the CIP is required to be adopted 30 days prior to the fiscal budget adoption, so the RAC is being asked to make a recommendation tonight. She explained this would not prevent the RAC from asking staff to work on any issues that remain of concern, such as that which was discussed in public comment tonight.

Motion: Anderson moved to approve the CIP as recommended by staff; Barrett seconded; Discussion followed. Callahan asked for clarification about whether the committee is voting on everything in the prioritization matrix. Barry explained the vote is on the CIP document as a whole in Attachment 1, in order to move CIP financing forward.

Fleming called for a vote for those in favor of approving the draft CIP; all present voted in favor and the motion carried.

#### IV. FINALIZE COGNITIVE MAP/THE EVOLVING ROLE OF THE RAC – Howard Schussler

Schussler summarized, for the committee's newest members, why they've done this work including that with road funding depleted, few road projects remain other than preservation related. Schussler explained the final graph which clearly shows what the RAC's goals, purpose, outcomes, impacts, purposes, values, and issues it deals with. Schussler said if people are still comfortable with this map and what it states, the RAC should use this as a guide for a couple years. Callahan asked how many of these items will be taken on by the ACT. Schussler said none. Schussler stated without changes, we would memorialize this and use it as a guide. Anderson commented the RAC should use this and let it evolve in time as needed.

#### V. FISH CULVERT PRESENTATION & DISCUSSION – Mike Russell

Russell gave a presentation on the history of why designs and work have evolved. Russell explained culverts are usually maintenance projects vs. CIP items. In the past, we would dig up a culvert and fix it in a week's time; now they average two years due to regulations and planning. Russell explained how in 2000, the ODFW identified 292 fish barriers throughout lane County that needed to be fixed, totaling \$12 million. The Board then set priorities of the 292 and we decided that if it was a road value/priority and one of the 292 identified that we would do it. The County's goal is to replace 5-6 a year. Russell explained the difficulty of installing culverts and the complexity of keeping the roadway open at all times while doing the work. Morgan explained the State's expectations will continue to change, presenting a constant challenge. Russell explained we've replaced 69 of the 292 culverts, but one of the keys to this program is that we've run out of road priorities and are now down to fish-only priority culverts. Staff is partnering with ODFW, watershed councils, BLM, Forest Service, and others to see if they have funding sources so we can continue the work. *(See presentation slides for complete details and figures).*

General discussion ensued. Wilcox said this is a good story to tell, and he'd like to get word out to fishing groups such as Caddis Fly. Fleming and Wilcox agreed to follow up with groups like these to see how we can do this.

#### VI. OTHER BUSINESS

Schussler said its legislative time of year and suggested members exercise caution when they are commenting on legislative issues or sending letters to the editor by being clear who you are representing – if you offer your name and sign it including the committee you belong with, it can imply you are speaking on behalf of the committee instead of yourself.

Wilcox said he will look into the Ride Source cost further.

#### VII. NEXT MEETING – (April 27)

- Agenda Request: follow up on committee consolidation considerations.
- Upcoming Construction Projects Overview – Bill Morgan
- Schedule future field tour day with the RAC and Road Maintenance.

Meeting adjourned at 7:18p.m.

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Christy Mosier, Executive Assistant – Director's Office