

ROADS ADVISORY COMMITTEE

April 22, 2009

MEMBERS PRESENT: John Anderson, Karen Bodner, George Goldstein, Jim Wilcox, Kent Fleming

MEMBERS ABSENT: Jody Ogle

STAFF PRESENT: Marsha Miller, Bill Morgan, Celia Barry, Ed Chastain

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

- I. PUBLIC COMMENT – None.
- II. WELCOME NEW COMMITTEE MEMBER –
Chair Anderson welcomed new member Kent Fleming, appointed by Commissioner Rob Handy.
- III. APPROVAL OF MINUTES –
Motion: Radabaugh moved to approve the minutes as amended; Goldstein seconded; all present voted in favor.
- IV. OTHER –
Bodner asked the group to discuss how we need to handle asking clarifying questions of the public when they give testimony at public hearings. Group discussion ensued. Chair Anderson stated that specific clarifying questions should be asked at the very end, after all public testimony is received. It was agreed that Committee members should request from the chair, at the end of the hearing, if they have a question of an individual that spoke.
- V. I-5 BRIDGE RAISING PROJECT PRESENTATION (Ken Kohl, ODOT & KPFF Consulting Engineers)
Committee and staff joined ODOT and KPFF Consultants in the Goodson room for a brief overview and diagrams of raising 11 bridges. Kohl explained there are 11 bridges that cross I-5 to be raised to improve freight mobility. Currently trucks with heights too great to travel under these bridges must use Highway 99. Kohl stated the bridges will be raised to 17.5' allowing 90 percent of oversized loads to travel I-5. Kohl said the designs are to be done the end of July with construction to start in the fall. Kohl explained how they will raise bridges, that each takes about 1-2 months with the entire construction process taking 12 months, and none of the work will affect traffic except for a two week closure of Market Road Bridge. Committee members asked how many permitted loads will this get back onto I-5. Ken agreed to get back to the group with the information. Group discussion ensued regarding whether the Board of County Commissioners needed to get involved with the closure of Market Road. Morgan agreed to research what approval may be needed.
- VI. REPORT BACK/REVIEW OF HARLOW/HAYDEN BRIDGE WAY PAVEMENT REHABILITATION PROJECT (Ed Chastain) -
Chastain stated that the memo provided was an attempt to answer the questions generated from the last meeting. Chastain said they found after doing more study, that at Castle a queue length of one vehicle was needed, and at 3rd and 5th street intersections a queue length of two cars is necessary. Chastain said they worked on ways to offer another option to alternative three as presented. Chastain said we are limited by the transition distances needed to move traffic over – 150 feet is needed. Chastain said he acknowledges that one gentleman that testified was concerned about crash rates not being significant enough for this project. Chastain clarified by stating crash rates were not a driving force in this project. Additionally, the memo states the crashes are primarily rear-end turning type crashes which can be mitigated through the addition of a turn lane. Additionally, the suggestion received at the last meeting of regular patrol enforcement as a solution can be difficult with limited law enforcement resources and areas that take higher priority within the county. Chastain stated they were unable to come up with a strategy that would accommodate leaving parking on just one side of

the road; additionally, they were unable to make the concept of one, two-way bike lane work due to needing a lot of width and because they do not want the danger of making bicyclists turn all the way across the road across both directions of traffic. Chastain said in response to the inquiry of just having a turn lane from Third to Fifth Street, there isn't enough room for 300' of transition space needed to get in and out of the tapers as well as space needed for vehicles within the turn lane. Additionally, along the north side of the street all the residences front on the north, and have their back yards facing Hayden Harlow, so they do not need access to the road. Chastain said on the south side of that segment there are only four houses that front Hayden Bridge Road, and the three furthest to the east don't presently have parking because they're already in the transition zone of the existing turn lane. Chastain said they concluded there really isn't a fourth option, with the three options being the same as originally proposed. Option one is to put back the striping the way it is – retaining parking for the length of the project; Option two is the staff recommendation of having a two-way turn lane for the full length of the project; Option three is mix of retaining parking between Castle and Shady Lane. Chastain asked the committee to put forth a recommendation. Group discussion ensued regarding the three different options. Goldstein recommended that the staff look into rumble strips as an option to help keep speeds down in this area.

Radabaugh left the meeting at approximately 7 p.m.

Wilcox asked for clarification about the last statement in the memo regarding real estate appraisals. Morgan said we have a team that goes out to public projects and completes appraisals by following the Federal Uniform Act, and when they do that, it is based on whatever is within the property – not the intangible things such as parking or views of the hills and trees. Because we are not acquiring right of way and following the Uniform Act, the idea of reducing the home value by taking away parking does not enter the equation. Morgan added we acknowledge people's perceptions exist and they may differ from an owner or a perspective buyer. Group discussion ensued. Wilcox asked for the wording in the memo to be modified so it's very clear that the removal of parking is not a factor to be used by the Uniform Act in determining appraisals.

Motion: Bodner moved to approve Option 3, a turn lane beginning at Castle to the east and retaining parking to the west of that. Motion failed due to lack of a second.

Motion: Fleming moved to approve Option Two; Wilcox seconded. Anderson asked if anyone wanted to speak in favor of or in opposition to the motion. Bodner opposed option two because this option had been opposed by every resident and feels there is a real concern for people getting in and out of their driveways. Wilcox supported option two because the benefits for the larger traffic flow outweigh the impacts to the local residents, which have been considered by the county. Anderson is in opposition to option two. Vote 2-3, with Fleming and Wilcox in favor and Anderson, Bodner, and Goldstein opposed. Motion failed.

Motion: Bodner recommended approval of Option 3. Goldstein seconded. Anderson also voted in favor of option three. Vote 3-2, with Fleming and Wilcox in opposition and the motion passed.

VII. OTHER –

Anderson is on the Citizens Advisory Committee for the MPO area and was approached by the MPO regarding Beltline Road – Coburg Road – River Road and the city's work with ODOT to get federal transportation bill funding. Barry summarized what has taken place so far with regard to Federal Transportation Bill reauthorization. She said that the Beltline Corridor study is already in the process, and more funding is sought because the study is going to cost more than anticipated. She noted that the Board provided a letter of support, and the Roads Advisory Committee is welcome to provide a letter of support as well. Anderson said the MPO didn't request a letter but wants us to stay involved.

VIII. NEXT MEETING – May 27, 2009

Meeting adjourned @ 7:30 p.m.

Christy Mosier
Transcribing Secretary