

W. 10.a.

Memorandum Date: June 22, 2009
Meeting Date: July 8, 2009

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Ed Chastain, Traffic Engineer

AGENDA ITEM TITLE: PUBLIC HEARING AND ORDER/IN THE MATTER OF POSSIBLE RESTRIPING
OF HAYDEN BRIDGE WAY AS PART OF THE HARLOW ROAD-HAYDEN
BRIDGE OVERLAY PROJECT

I. MOTION

Staff will prepare a Board Order based on Board direction.

II. AGENDA ITEM SUMMARY

This item is a public hearing for the proposed restriping of Hayden Bridge Way, from Manor Drive to 5th Street.

Hayden Bridge Way is being resurfaced providing an opportunity to review the current striping and lane configurations. Staff is seeking the Board's direction on striping and lane configurations for this roadway segment. There are three striping plans under consideration.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

This item is before you now because Hayden Bridge Way will need a striping plan after the roadway is overlaid with Asphalt Concrete as part of the Harlow Road-Hayden Bridge Pavement Preservation project in the summer of 2010. The new asphalt layer will cover the existing lane markings, providing an opportunity to stripe with alternative lane markings. Striping can be an effective way to address prevalent traffic safety issues. Staff is seeking the Board's direction on three proposed restriping plans. The Roads Advisory Committee has reviewed the proposed striping plans and recommended a plan that can potentially affect the existing parking lanes on the road.

Roads Advisory Committee (RAC)

Prior to approaching the Roads Advisory Committee, staff held neighborhood meetings on February 10, 2009 at St. John Episcopal Church in two sessions to collect public comments on possible lane reconfiguration that could occur when Hayden Bridge Way gets a new pavement surface as part of the Harlow Road-Hayden Bridge Pavement Overlay Project in the summer of 2010. Staff took the preliminary comments to the Roads Advisory Committee at the February 25, 2009 meeting (minutes enclosed as Attachment A). Detailed public comments received during the neighborhood meetings are filed in a binder that is kept outside the Board Office for your reference.

The RAC held a formal public hearing on the proposal on March 25, 2009. The public hearing was preceded by a staff presentation of the available options (Attachment B) and a question-and-answer session with the attending citizens. Three striping plans were presented. They are:

- Plan 1: Reinstall lane configurations as existing (two parking lanes, two bike lanes, and two travel lanes).
- Plan 2: Remove parking lanes to provide a continuous two-way center turn lane from Manor Drive to 5th Street, retaining travel and bike lanes.
- Plan 3: Reinstall lane configurations as existing (two parking lanes, two bike lanes, and two travel lanes) from Manor Drive to near Castle Drive; and provide a two-way center turn lane from Castle Drive to 5th Street as proposed in Plan 2.

After hearing public comments and considering written comments, the RAC deliberated and recommended for Plan 3 by a 3-2 vote at the April 22, 2009 meeting. Earlier, the committee moved for approval of Plan 2 which failed by a vote 3-2. The minutes of the RAC actions are in Attachment D.

Hayden Bridge Way Preservation Project Adoption

The Lane County Capital Improvement Program CIP 2008-2012 adopted the Hayden Bridge Road Pavement Preservation project for Fiscal Year 2007/08. The \$810,000 project leverages about 90% in federal funding. During the subsequent CIP update, the project was extended to cover a portion of Harlow Road and to address pavement structural issues. The CIP 2009-2013 updated this project as Harlow/Hayden Bridge Road Pavement Preservation Project for the total cost of \$1,615,000. The \$805,000 additional county contribution to the project was allocated from the Road Fund. The recently updated CIP 2010-2014 continues to adopt the project as a Fiscal Year 2010 project; previously allocated monies from the Road Fund is now being replaced by the one-time funding made available through the American Recovery and Reinvestment Act. The project is expected to extend the pavement life, as did the 1994 overlay project on the roadway.

In 1994, in conjunction with a proposed overlay, staff identified a need for a center two-way turn lane to address safety issues including rear-end and turning collisions. A door to door survey of residents in the neighborhood concluded that most supported the center two-way turn lane proposal. In addition, staff observed that the existing parking was much underutilized lending additional support for the proposal. However, many of the residents fronting on Hayden Bridge Way desired to retain the parking lanes. The Board discussed the proposal and directed staff to retain the existing lane configuration (Attachment E).

The Transportation Planning and Traffic Division monitors safety concerns at this and other locations throughout the County. There continues to be rear-end and turning related crashes in this road segment but the crash rate is below that which would prompt immediate action. Staff believes that a center two-way turn lane will address the rear-end and turning related crashes. Since the pavement preservation project provides a clean slate for pavement striping options, staff took this opportunity to bring this safety issue back to the Board.

B. Policy Issues

This section of Hayden Bridge Way is functionally classified as an Urban Minor Arterial Road in the Lane County Transportation System Plan. Two relevant Lane Code road design standards applicable to Minor Arterial Roads are:

LC 15.702(10)(a) states that “On-street parking is not permitted on arterial streets.”

LC 15.702(1)(b)(ii) indicates that these standards apply to County Roads within urban growth boundaries when reconstruction of existing arterial and collector streets, including reconstruction of the roadbed and addition of curbs, gutters, and sidewalks, but not including preservation or pavement rehabilitation.

Lane Code clearly desires to prohibit parking on arterial streets. However, since this project is for pavement preservation and not a reconstruction project, there is not a requirement for the elimination of parking.

C. Board Goals

Lane County Strategic Plan, under Goals on page 13 states: *Lane County Government exists to ensure the safety and well being of the people who live, work and visit our communities. That includes personal safety, security of property, preservation of infrastructure, health safety, and assisting in providing for our citizens' basic needs.*

Also stated on page 13: *Provide opportunities for citizen participation in decision-making, voting, volunteerism and civic and community involvement.*

D. Financial and/or Resource Considerations

The proposals do not incur additional financial burden to the County. Striping work is a regular work item in pavement preservation projects.

E. Analysis

The comments received at the meetings and the public hearing were mixed--the majority of the written comments / participants supported the two-way turn lane, with some suggesting to consider alternative solutions such as turn lanes at Castle and 3rd Street. On the other hand, during the public hearing, a petition with twenty-six signatures from residents along Hayden Bridge Way (Attachment C) was received desiring to retain the parking lanes. The striping proposals, thus, may be viewed from different perspectives.

From a traffic operations perspective, the striping proposed in Plan 2 with a center two-way turn lane should reduce traffic crashes, delay to through traffic, congestion, fuel consumption, and improve air quality. Since the existing parking lanes are underutilized, using this width to provide a two-way turn lane is justified. This is also consistent with Lane Code requirements to prohibit parking on arterial streets. The center two-way turn lane will serve as a refuge for those vehicles waiting to making left turns at intersections. It can also serve as a refuge for egress and ingress movements at driveways and when merging with through traffic. The separation of the through movements by the two-way turn lane should reduce the likelihood of head-on collisions and provide additional safety benefits.

The perspective of many of the residents along Hayden Bridge Way is their desire to retain the parking lanes. During holidays or occasional social gatherings they have a need for extra parking. They also indicated that the parking lane helps them when exiting their driveways.

The Roads Advisory Committee considered these perspectives during their discussions prior to recommending Plan 3. Striping Plan 3 is a compromise between Plan 1 and Plan 2; it provides

turn lanes at intersections which should reduce crashes while providing parking in the section of Hayden Bridge Way where there is the greatest concentration of homes directly accessing it. Most of the residents who signed the petition submitted to the Roads Advisory Committee are likely to retain their desired parking if Plan 3 is selected. As evidenced by the aerial photo, only ten households on Hayden Bridge Way between Castle Drive and 5th Street (Attachment F-2) are impacted by the parking removal.

IV. Alternatives/Options

Option 1. Direct staff to reinstall striping as existing (Plan 1).

Option 2. Approve Plan 2 striping as recommended by Staff.

Option 3. Approve Plan 3 striping plan as recommended by the Roads Advisory Committee.

V. TIMING/IMPLEMENTATION

The approved striping plan will be implemented when the Harlow Road-Hayden Bridge Way pavement preservation project is constructed in the summer of 2010.

VI. RECOMMENDATION

Transportation Planning and Traffic staff recommends approval of Option 2 (Plan 2). The Roads Advisory Committee approved Option 3 (Plan 3). Commissioner Dwyer has indicated to staff his support for Option 1 (Plan 1).

VI. FOLLOW-UP

Follow-up is anticipated with a Board Order if the Board provides direction today.

VII. ATTACHMENTS

- A. Minutes of February 2009 RAC meeting
- B. Striping Options
- C. Petition submitted to the RAC during the April 22 Public Hearing
- D. Minutes of April 22, 2009 RAC meeting
- E. Minutes of the 1994 Board Discussions
- F. Aerial maps showing vicinity map and impacted driveways
- G. Public Comments are on file in Zoe Gilstrap's office for review

ROADS ADVISORY COMMITTEE
February 25, 2009

Attachment A
Page 1 of 2

MEMBERS PRESENT: John Anderson, Karen Bodner, George Goldstein, Jody Ogle, Jim Wilcox

MEMBERS ABSENT: Jack Radabaugh

STAFF PRESENT: Marsha Miller, Bill Morgan, Phil Fields, Eric Wurster, Shashi Bajracharya, Celia Barry, Howard Schussler, Ed Chastain

OTHER: Sonny Chickering, Rex Redmon

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

I. PUBLIC COMMENT – None.

II. COMMITTEE MEMBER UPDATES –

Rex Redmon's 12 years was acknowledged by the group. The committee welcomed new member Jim Wilcox.

III. APPROVAL OF MINUTES –

Motion: Ogle moved to approve the minutes; Goldstein seconded; all present voted in favor.

IV. STRIPING OF HAYDEN BRIDGE WAY –

Traffic Engineer Ed Chastain introduced the pavement rehabilitation project and in order to get feedback before it's presented to the Board for a decision and direction to staff. Chastain stated the project is primarily a preservation project that goes from Pheasant to 19th street in Springfield in the area of the roundabout. Chastain reviewed the history and project scope along with the packet provided to the committee. Chastain said there are two alternatives; the first is to do nothing, and the second is eliminating parking along the sides of the road and build a turn lane. Chastain said an open house was held last month and shared the public's concerns regarding the project. Chastain will provide a map and plan before the Public Hearing next month.

V. ECONOMIC STIMULUS UPDATE –

Barry distributed information about the American Reinvestment and Recovery Act (economic stimulus), with regard to transportation funding, and how this would influence allocations in the draft Capital Improvement Program. She distributed a list of priorities that was being taken to a public hearing at the Board on March 4. She indicated that the rapid movement of the legislation and project delivery requirements meant that highest priority projects were necessarily preservation projects. She said there would be changes to the CIP draft either in a future amendment process or in the draft that is sent to the Board. Changes may be incorporated to the draft prior to the next meeting if they are known by then.

Goldstein asserted that the Coast Guard Station Road project was 5th in priority because he recalled staff indicating last year that only Willamette Valley projects get funded. Barry indicated that was not the case, recalling that last year Goldstein had asked for additional plus marks to be added to the Coast Guard Station Road project, and staff had added the plus marks in response. She asked the committee if additional research into last year's discussion on this topic and a report back was desired. The committee declined to make the request.

VI. CAPITAL IMPROVEMENT PACKET OVERVIEW –

Barry briefed the committee on the updated CIP packet, indicating the only changes were of a formatting nature and not substantive. The changes were made to make the draft easier to read and understand, especially with regard to SB 994 money.

VII. 2008 ACCOMPLISHMENTS & 2009 WORK PLAN –

Mosier presented the draft documents for approval. The committee approved both documents as is.

VIII. PUBLIC HEARING –

Anderson opened the public hearing at 7:00 p.m. and gave an overview of the process.

Bajracharya gave a PowerPoint presentation on the Capital Improvement Plan and reviewed the previous steps taken. Bajracharya covered the impacts of the unexpected funding and reviewed the list of projects for development should more funding come available in the future. Bajracharya explained that the Roads Advisory Committee is requesting the public's comments tonight so they can review and make a recommendation to the Board of County Commissioners. Barry shared the economic stimulus packet and explained the 1.7 million available for Lane Count Projects, the 1.26 million for the metro area, and how the timing requirements for which the money must be spent by limits which projects we can do and effects how we will use the other road fund dollars.

Chair Anderson requested comments:

PUBLIC COMMENT –

- **April Smith**; PO Box 1130 Fall Creek. Smith stated she is here to follow up on the email sent to Commissioner Faye Stewart and the committee regarding the need for guard rails along Jasper Lowell Road, mile post 2-3 since there is nothing there to protect cars from plummeting into the river and the deaths and accidents that continue to happen. Smith stated this has been a concern of the local residents for over 50 years now.
- **Joyce Foster**, 38100 Pengra Road. Said she is here in support of the guard rail request for Jasper Lowell Road. Foster stated it would only be a .5 mile stretch to be covered and this is the deepest area of the river. Arno Nelson responded to the request by investigating the site it and agreed guard rails were warranted. The request then went in for approval and Bill Morgan responded on behalf of Roads saying although it was warranted, there was no funding available in the budget. She is asking that we make this a higher priority and add it to the capital improvement plan.
- **Judy Jones**, Resident over 60 years. Jones is here to support the guard rail request and said she was a bus driver for many years and this stretch attracts a lot of people due to the Jasper Mountain Facility and the local schools.

Ogle asked if we have cost estimates for this project. Morgan responded we've been to the site and are getting the scope worked out – including the very narrow road, and the steep slope to the river. Morgan added we need to determine how we will meet the requirements to install a guard rail that could include construction of walls etc. Morgan will have an estimate and permitting info to the committee by next month's meeting.

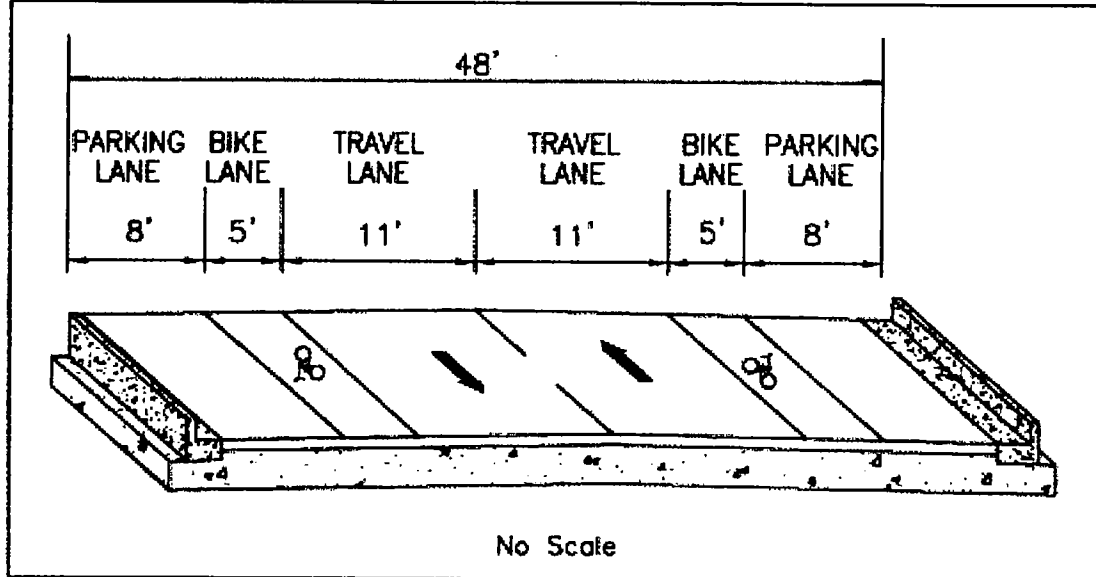
Anderson closed the public hearing at 7:20 p.m.

IX. NEXT MEETING – March 25th @ 5:45 p.m. – Public Hearing will be first agenda item.

Christy Mosier
Transcribing Secretary

PLAN 1

Proposal: This option reinstalls lane configuration as existing, shown in box 1 below.

1 Existing lane configuration from Manor Drive to Castle Drive**Pros:**

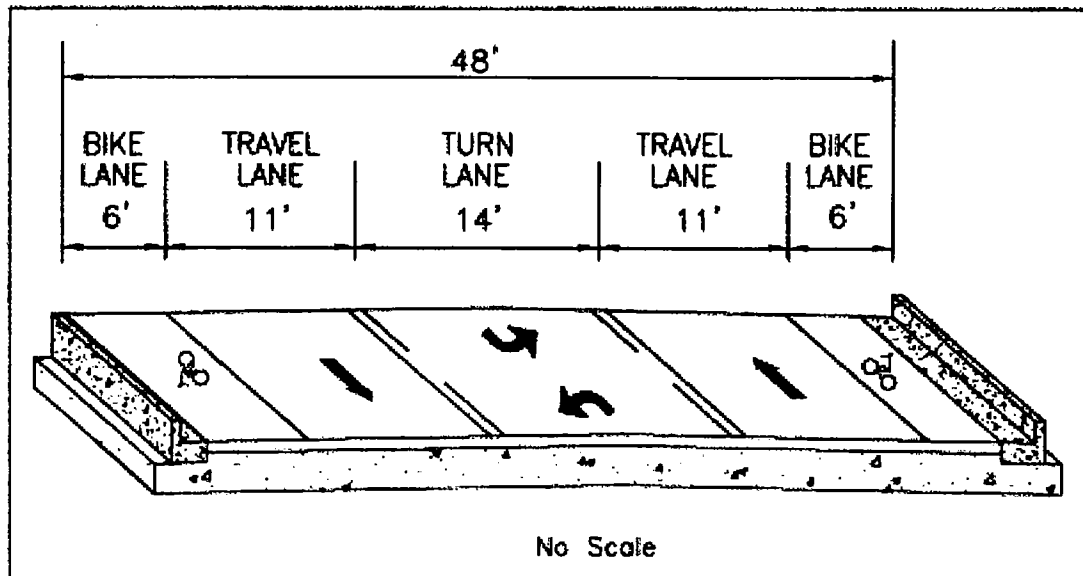
- Convenient parking for residents along Hayden Bridge Way
- Convenient driveway access

Cons:

- Non-conforming to Lane Code
- Hindered sight due to parked vehicles
- Misuse of the parking lanes
- Intersection safety is not addressed

PLAN 2

Proposal: This option would remove parking lanes on both sides retaining the existing bike lanes Manor Drive to Castle Drive as shown in box 1 below. A 14-foot wide center turn lane would be accommodated throughout the project length.

1 Proposed lane configuration from Manor Drive to 5th Street**Pros:**

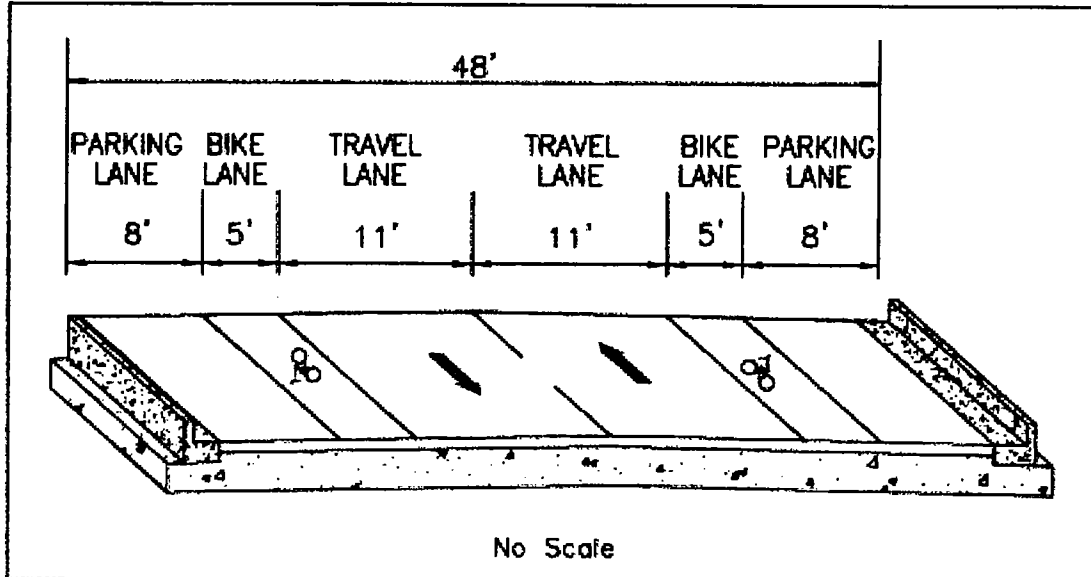
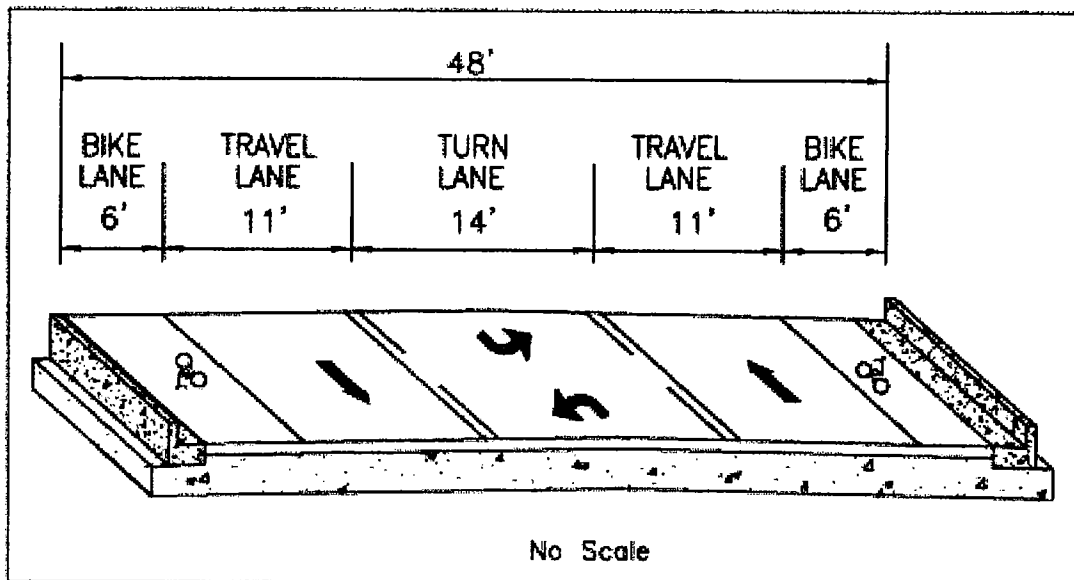
- Addresses most of the prevalent crashes on Hayden Bridge Way
- Improves roadway capacity, and improved safety for bike users
- Reduces traffic conflicts, roadside distractions
- Provides refuge for pedestrian crossing

Cons:

- Loss of convenient parking for the residents along Hayden Bridge Way
- Relative difficulty in getting on the road from the driveways

PLAN 3

Proposal: This option installs pavement markings as a combination of Option 1 and Option 2. It would retain the existing pavement marking, including the parking lanes from Manor Drive to Castle Drive as shown in box 1 below. The road section from Castle Drive to 5th Street would be removed of the parking lanes to accommodate a continuous center turn lane as shown in box 2 below.

1 Existing lane marking would be maintained from Manor Drive to Castle Drive**2 New lane configuration proposed from Castle Drive to 5th Street****Pros:**

- Addresses most of the prevalent crashes on Hayden Bridge Way
- Retains more than 450 feet of parking lanes on Hayden Bridge Way on each side
- Responsive to public opinion

Cons:

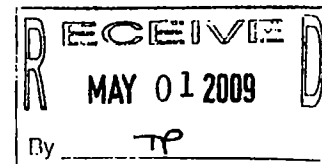
- Inequality in parking impacts to the residents on Hayden Bridge Way
- Non-conforming to Lane Code
- Misuse of the parking lanes

Shadi
Doyle Davis

Harlow Rd - Hayden Bridge Way Project - PETITION

We the undersigned, occupants of Hayden Bridge Way (Shady Lane to 5th St), object to a center lane turn system. We wish to retain our parking on each side of Hayden Bridge Way with the exceptions if possible, short center turn lane on Castle Drive and 3rd St.

Below are just a few reasons for our objections:



SAFETY REASONS

- 1.) Lack of space for Sani-Pac to pick up garbage without interfering with roadway.
- 2.) Lack of space for USPS, FEDEX and UPS pickup and deliveries without interfering with roadway.
- 3.) City and County maintenance crews to service storm drains and electric utilities without interfering with roadway.
- 4.) Bus services to pickup and drop off passengers without interfering with roadway.

Leave as is... restripe as is.

1 school/2.9M cars

Castle + 3rd

It has been said that 15,000 vehicles travel over this road each day. This calculates to 5.4 million vehicles per year. With the reported crashes being 13 in the last seven years we can estimate that for every 2.9 million vehicles only one accident has occurred. We feel that this roadway does not pose a sufficient danger to the public to justify removing a parking lane and creating a turn lane.

Name

Address

Phone #

<i>John Harkins</i>	<i>184 HAYDEN BRIDGE WAY SPRINGFIELD, OR</i>	<i>541-726-8697</i>
<i>CHC Ryskovic</i>	<i>2574 MINOR DR Spf 1.1</i>	<i>541-747-8837</i>
<i>Spedak Cross</i>	<i>196 Hayden Bridge Way Springfield</i>	<i>541-744-1890</i>

Harlow Rd - Hayden Bridge Way Project - PETITION

Name	Address	Phone #
Reedie Dwin	212 Hayden Bridge Way	746-3799
Dick Gibson	2287 Hayden Br. Way	747-7853
Alisha Wimpy	246 Hayden Bridge way	302-5714
Vigoren Cunningham	251 Hayden Bridge Way	
Salvador Ray	189 Hayden Br. Way	746-8002
Ralph L. Carson	1411 Hayden Br. Way	746-1380
Vernon Nickle	129 Hayden Br. Way	742-2380
Joyce Findley	107 Hayden Bridge Wy	606-6351
Daniel Earle	142 Hayden Bridge Way	463-8248
Jeri Matt	95 Hayden Bridge way	543-3991
Eusebio Estrada	79 Hayden Bridge way	654-0958
Katrina Short	2485 Shady Lane Dr Renter	844-1330
Coff Charles	2490 Shady Lane Dr.	221-8928
Jeff Spackman	2525 Manor Dr.	
Don Hass	445 Hayden Br. Wy	747-8787
Wendy Firth	445 Hayden Bridge Wy	746-7067
James Clark	2487 Larcade (Rental)	653-3358
Deley Codes	315 Hayden Bridge Way	232-3480
Sam Murray	1445 Larcade Dr	747-7477 915-1441

Harlow Rd - Hayden Bridge Way Project - PETITION

[illegible]

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.

commended Frazier on her efforts.

Frazier made a motion to approve the signing of the letter. Dumdi SECONDED. VOTE: 5-0.

5. EXECUTIVE SESSION as per ORS 192.660

To be held later in the meeting.

6. COUNTY ADMINISTRATION

a. Announcements

Rust announced that the County Administrator, Bill Van Vactor, is out of town this week to attend a gang task force seminar in San Jose, California.

7. PUBLIC WORKS

- a. ORDER 94-7-13-2/In the Matter of Establishing 1.0 Senior Engineering Associate Position and Transferring \$61,738 from Operational Contingency to Annual Appropriations in the Road Fund (Fund 25) in the Department of Public Works (06).**

MOTION: To approve the order. Cornacchia MOVED, Roberts SECONDED. VOTE: 5-0.

- b. DISCUSSION/Directing Staff on the Striping of Hayden Bridge Way (Pioneer Pkwy E to 5th Street).**

Ed Chastain from Public Works stated that he is seeking direction from the Board on how to proceed with this item. Cornacchia suggested to keep the road the way it is. He stated that he went out door to door and spoke to almost everyone living on Hayden Bridge Way. He commented that some of the people remember a promise made by the County in 1974 that if the County widened the road, they would give the residents ample space for parking. Cornacchia stated that the people in the subdivisions want a turn lane to have the convenience of turning into their street, but the people living on Hayden Bridge Way are concerned about where their friends and families are going to park on holidays and other events. Cornacchia stated that the residents also use the parking area as a refuge when pulling out into the traffic. He remarked that he is concerned that if a turn lane is made that it will be used as a passing lane, which will increase the amount of accidents.

Roberts concurred with Cornacchia's recommendation. He remarked that the County should follow through on promises made. He also noted that in the future the County needs to be careful on what kind of promises it makes. Frazier commended Cornacchia on taking the time to visit with his constituents on this issue. Frazier noted that the transportation staff needs to look more closely at the impact to the people living on collector streets. Rust stated that he was supportive of the recommendation made by staff. He remarked that promises made 20 years ago by a different Board should not affect the current Board. Dumdi questioned if parking would suffice if it was on one side of the street. Cornacchia stated that the residents are not in favor of this.

Chastain remarked that when viewing the video taken on Hayden Bridge Way, not many vehicles were parked on the street. He also stated that only half of the houses front the street. He commented that he thought alternative #3 would be a good compromise.

Rust stated that the direction from the Board is to leave the street how it currently is.

c. FIRST READING AND SETTING SECOND READING AND PUBLIC HEARING/Ordinance PA 1058/In the Matter of Adopting Amendments to the Oakridge Comprehensive Plan to Redesignate Tax Lot 401, T21S R35E and that Portion of Tax Lot 400, T21S R35E Lying Within the Oakridge Urban Growth Boundary, from Public Facility/Government to Highway Commercial and to restrict Highway Commercial Uses on these Tax Lots to those Uses that are Compatible with the Park and Recreational Uses Allowed Within Greenwaters Park, to Adopt Savings and Severability Clauses, and Declaring an Emergency.

MOTION: To approve the First Reading and Set the second reading and public hearing for July 27, 1994, 1:30 p.m., Harris Hall Main Floor. Dumdi MOVED, Frazier SECONDED. VOTE: 5-0.

8. PLATS

- a. Brownings Corner Estates
Lane County
18-12-02

MOTION: To approve the plat. Dumdi MOVED, Frazier SECONDED. VOTE: 5-0.

9. CONSENT CALENDAR

A. Approval of Minutes:

September 27, 1993, Joint BCC/Florence, 5:30 p.m.
May 11, 1994, Regular Meeting, following HACSA
May 11, 1994, Regular Meeting, 1:30 p.m.
May 18, 1994, Regular Meeting, following HACSA

B. County Administration

1) ORDER 94-7-13-3/In the Matter of Awarding Subcontract in the Amount of \$91,126; and Delegating Authority to the County Administrator to Sign Subcontract with Sponsors, Inc. to Provide Transitional Housing, Case Management and Support Services for Lane County Sex Offenders.

C. Health and Human Services

1) ORDER 94-7-13-4/In the Matter of Accepting an Intergovernmental Contract Extension in the Amount of \$27,978 from the City of Eugene; and Delegating Authority to the County Administrator to Sign the Contract Extension Attached as Exhibit A.

D. Human Resources and Management Services

1) ORDER 94-7-13-5/In the Matter of Authorizing the Sale of Surplus County-Owned Real Property to Richard A. Briggs on a Two-Year Land Sale Contract (Map #17-04-15-31-05400, Adjacent to 3893 N. Clarey, Eugene).

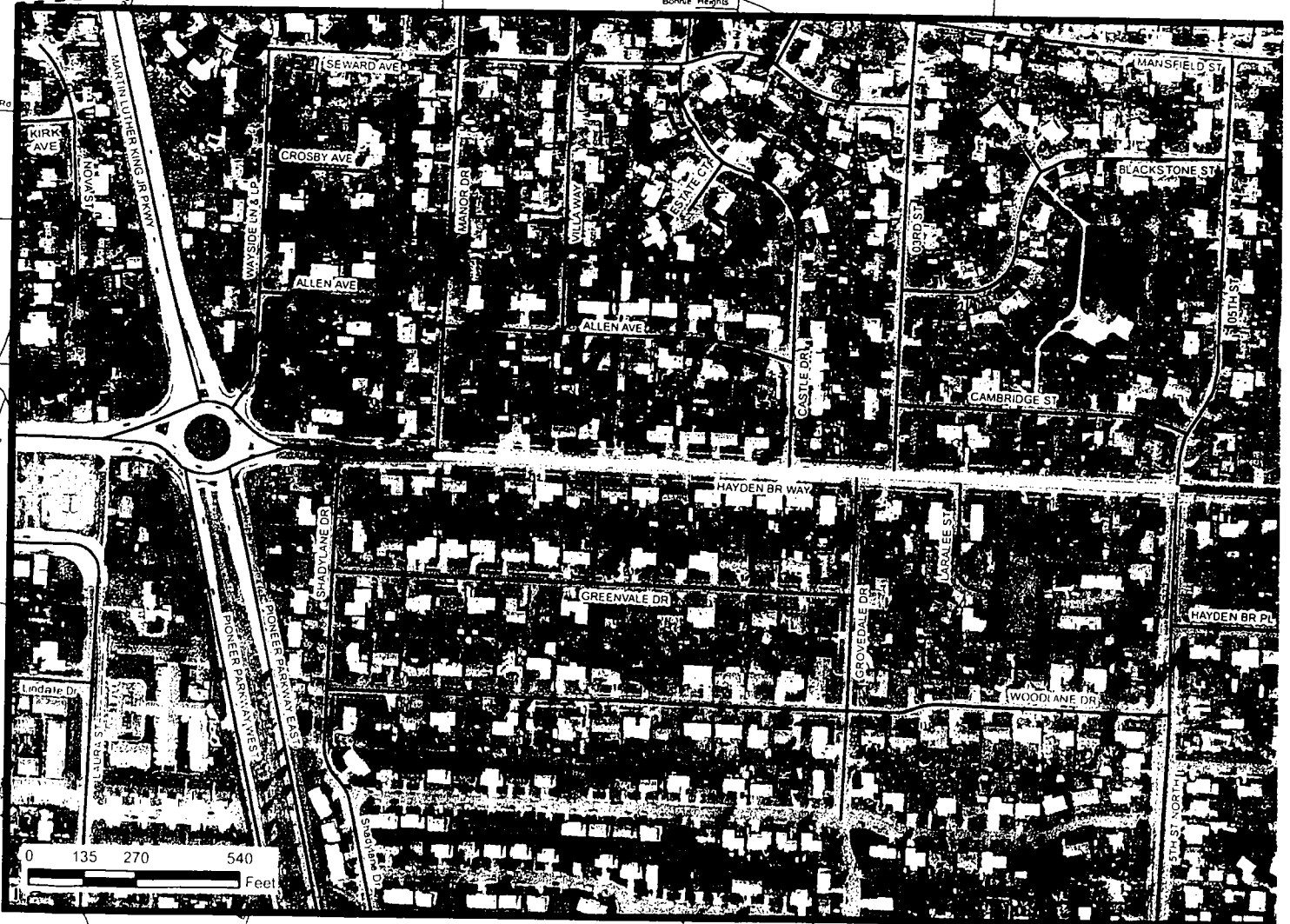
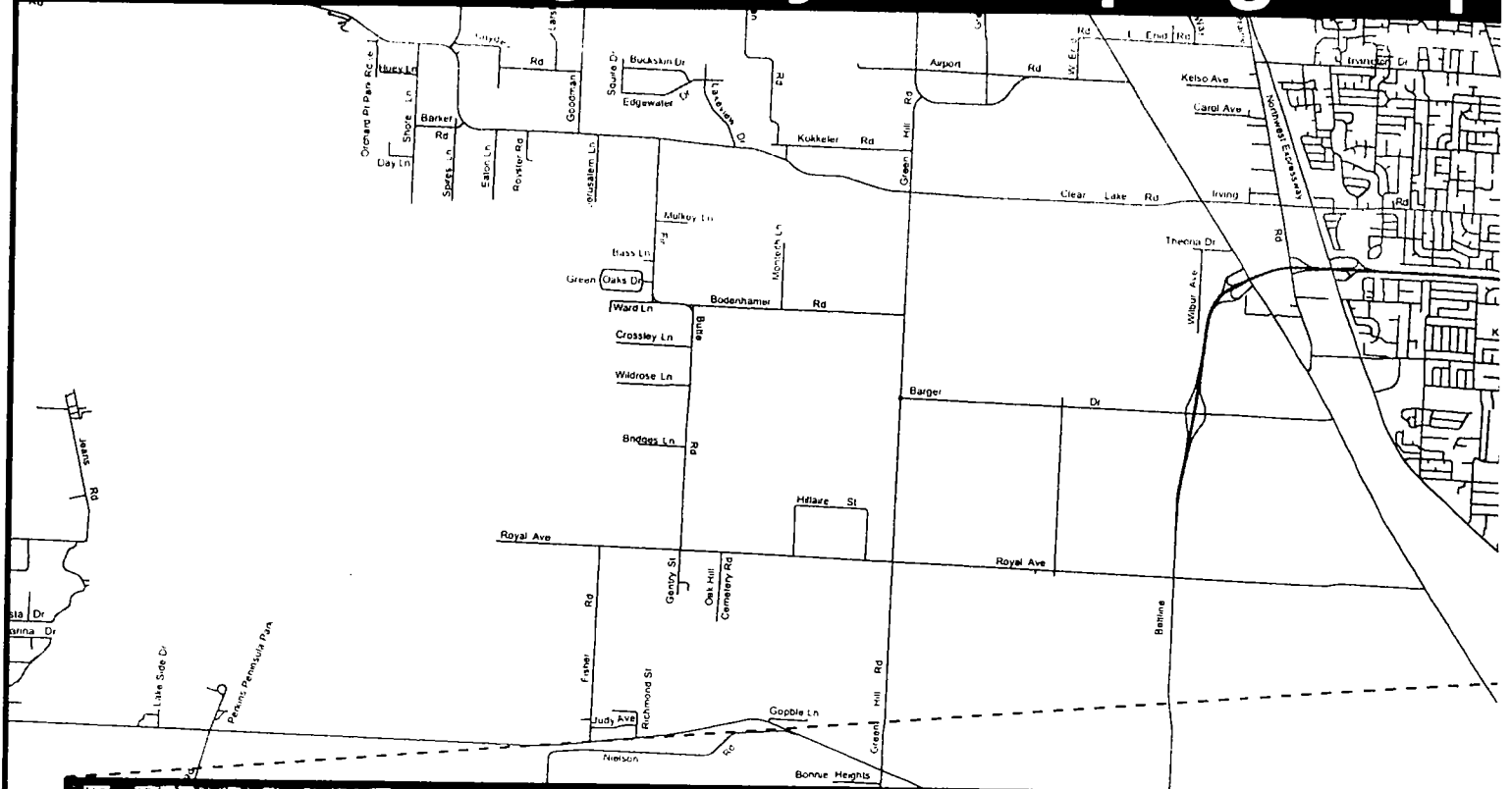
2) ORDER 94-7-13-6/In the Matter of Authorizing the Issuance and Sale of Tax Anticipation Notes, Series 1994, in an Amount Not to Exceed \$4,000,000.

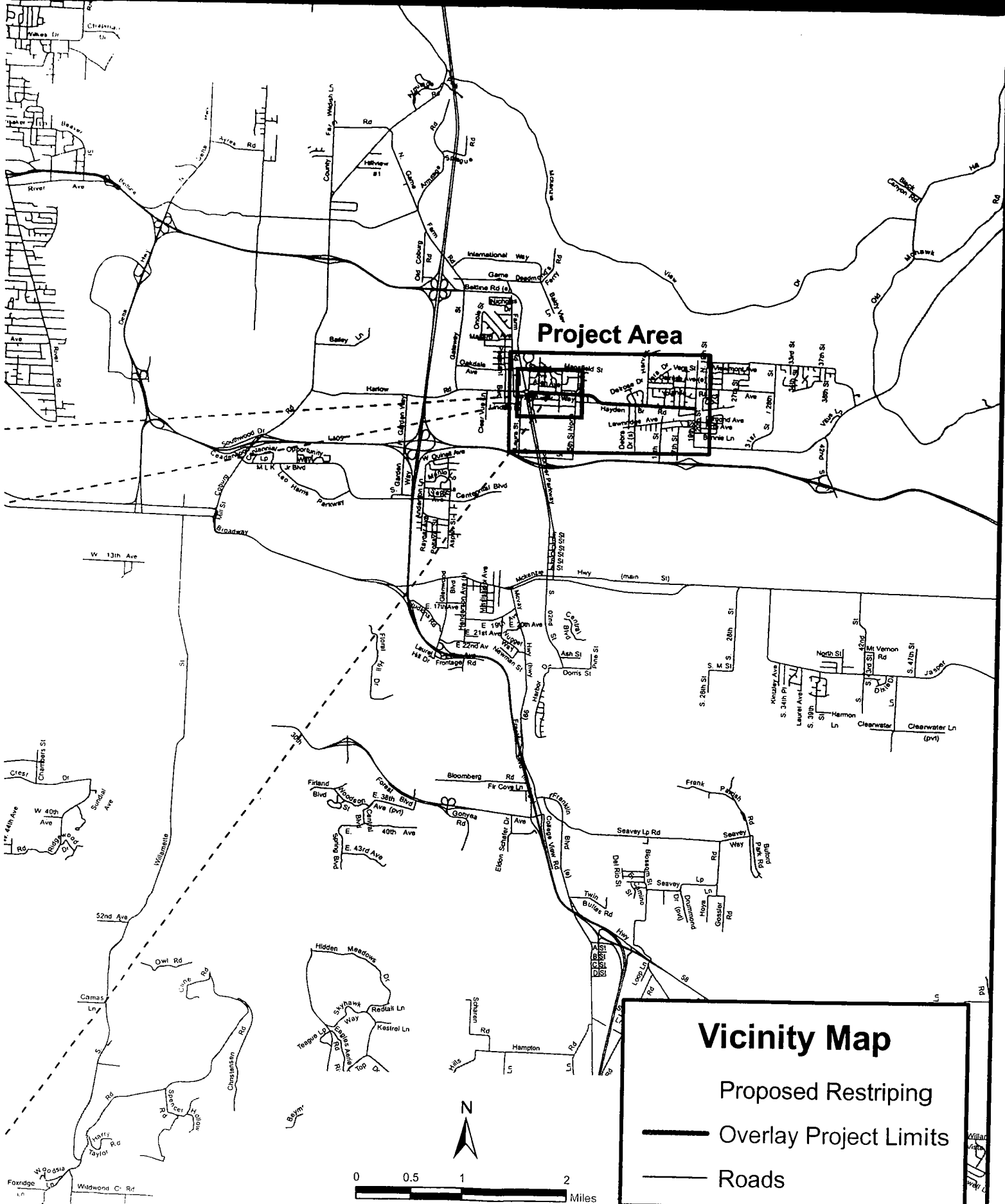
Hayden Bridge Way Restriping Prop





Hayden Bridge Way Restriping Prop





Vicinity Map

Proposed Restriping

Overlay Project Limits

Roads

