

**BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON**

**ORDER AND RESOLUTION
12-07-11-12**

-) In the Matter of Approving a Project Design Concept
-) for the Hyacinth Street Sidewalk Project from Calla
-) Street to Irvington Drive Based on the Design Concept
-) in Exhibit A, and Authorizing Staff to Prepare a Right-
-) Of-Way Plan Necessary to Construct the Sidewalk and
-) to Prepare Plans and Specifications of the Sidewalk.

WHEREAS, Lane Manual 15.580 establishes a process for citizen involvement for individual road improvement proposals; and

WHEREAS, a public hearing was held by the Roads Advisory Committee on May 23, 2012, to consider the sidewalk improvement for Hyacinth Street; and

WHEREAS, on May 23, 2012, the Roads Advisory Committee adopted recommendations and findings approving the Design Concept for the Hyacinth Street Sidewalk Project; and

WHEREAS, the recommendation and findings were mailed to property owners within the project area; and

WHEREAS, the Board of Commissioners held a public hearing and considered the Roads Advisory Committee's recommendation on July 11, 2012; and

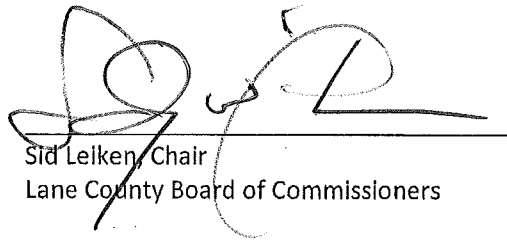
WHEREAS, the Board has concurred with the necessity of the improvement and believes that the proposal is most compatible with the greatest public good and the least private injury.

NOW, THEREFORE, IT IS HEREBY ORDERED AND RESOLVED as follows:

1. That the Board approves the project design concept presented in Exhibit A for the improvement of the Hyacinth Street Sidewalk Project from Calla Street to Irvington Drive, based on the findings in Exhibit A.
2. That the Board delegates authority for determination of all other project design standards not identified in the design concept, and exceptions to design standards, to the County Engineer consistent with this order.
3. That staff prepare a right-of-way plan necessary to construct the sidewalk and associated improvements; pursue all necessary planning actions; acquire right-of-way and prepare plans and specifications for improvement of the Hyacinth Street Sidewalk Project, pursuant to this order.
4. That under authority granted in ORS Chapter 35 and consistent with ORS Chapter 281, that there exists a necessity to acquire real property in order to improve Hyacinth Street to serve the needs of Lane County for the general use and benefit of Lane County.
5. That the cost of the improvements will not be assessed to the benefiting properties in accordance with the Lane County Special Assessment Policy as outlined in Lane Code Chapter 15 and ORS 371.625 and 371.640, because this project was granted STP-U funds to cover the assessment.

6. That the Director of the Department of Public Works or the Director's designee is hereby delegated the authority to purchase the necessary real property in accordance with any applicable provisions of Lane Manual chapter 21 and to execute related instruments to accomplish the property acquisition. If Lane County is unable by negotiations to reach an agreement for the acquisition of the necessary real property rights, the Office of Legal Counsel of Lane County is hereby authorized to commence and prosecute in the Circuit Court of Lane County, in the name of Lane County, any necessary proceedings for the condemnation and immediate possession of necessary real property rights and for the assessment of damages for the taking thereof.

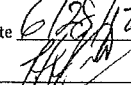
ADOPTED this 11th day of July, 2012.



Sid Leiken, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 6/28/12 Lane County



OFFICE OF LEGAL COUNSEL

Design Concept and Findings

LANE COUNTY ROADS ADVISORY COMMITTEE
Recommended Design Concept and Findings
June 21, 2012

Hyacinth Street Sidewalk Project

Calla Street to Irvington Drive

BACKGROUND AND SUMMARY

Hyacinth Street is a Minor Collector road running north and south that provides a connection from Irvington Drive to Irving Road. Irving Elementary school is located on the west side of Hyacinth Street between Irvington Drive and Irving Road. Minor Collector roads are used primarily to channel traffic from neighborhoods to other collectors or arterials. The road currently carries 1600 Average Daily Trips (ADT), 50 percent of which is school related traffic. The road has curbs and gutters but no sidewalks. Parking is permitted on both sides of the street, leaving a narrow roadway to be shared by bicyclists, pedestrians, users with mobility devices, and automobiles. This project focuses on installation of a sidewalk on the west side of Hyacinth Street; from Calla Street to Irvington Drive, which are the project limits.

Adding a sidewalk to Hyacinth Street has a long history of support. Irving Elementary School and the Bethel School District have requested sidewalk improvements since early 2000. The County began exploring funding options and Lane County staff worked with the school and applied for an ODOT Bicycle and Pedestrian Improvement Grant in 2006, but the project was not funded. This project was added to the 2010-2014 County Capital Improvement Program (CIP) and in 2009 County staff sought and received funding through STP-U (Surface Transportation Program, Urban) funds, with an additional portion sought and approved in 2010. The total STP-U funds were approximately \$560,000 and the Road Fund provided the required 10.27% match. This allowed provision of the full sidewalk connection from Calla Street to Irvington Drive. This funding source allows the project to be constructed without assessing adjacent property owners for the cost of the improvements.

Although this specific project is not identified in the Lane County Transportation System Plan (TSP), the installation of this sidewalk supports and is consistent with the TSP. The following Goals and Policies specific to bicycle and pedestrian facilities are relevant to this project:

- *Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.*
- *Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the county's and other jurisdictions' transportation systems.*

PUBLIC INVOLVEMENT AND TESTIMONY

The Hyacinth Street Sidewalk Project was developed with and adhered to a robust public involvement plan to engage community stakeholders with timely input opportunities. The plan centered on three key public involvement goals:

- Develop early communication and rapport between affected property owners and Lane County Public Works.

- Educate to create a well-informed public on the project's benefits to neighborhood livability, safety, and sense of community.
- Contribute to positive relationships between Santa Clara and Lane County.

To achieve this, early and continued outreach with affected property proved essential. Methods included:

- An initial survey notice mailed to all property owner and residents within the project limits outlining project goals, scope, and on-site preliminary work.
- Stakeholder meetings held with the current and former Irving Elementary School principals, leadership from the Santa Clara Community Organization's Neighborhood Association, Oregon Research Institute's Community and Schools Together (CAST) Project¹, and the Bethel School District.
- Advance flyers distributed to Hyacinth property owners and residents with notification of a walkabout by project staff.
- A door-to-door walkabout by the project staff conducted on December 16 and 17 2011, to introduce the project to residents directly impacted by the sidewalk installation. Property owner concerns were noted.
- Project presentations to Irving Parent Teacher Organization and Santa Clara Community Organization.

The information gathered provided critical information for initial design alternatives development. While the Hyacinth Street Sidewalk Project generated broad general public support, some issues arose from property owner in the design process. These were addressed through responsive County staff's use of context sensitive design solutions.

¹ CAST is a five-year National Institutes of Health project that seeks to improve child health in the Bethel School District. The project includes seven elementary schools with an enrollment of nearly 3,000 students. CAST is a unique community-based participatory program in that it brings together schools, local organizations, and families to assess and respond to children's health and nutrition needs at both a school and community level.

Issues identified	How addressed
Speed on street creates dangerous conditions	Design narrower road where possible to slow traffic. Street trees add vertical relief to affect driving behavior.
Tree Maintenance	Trees proposed are well suited for sidewalks (deep growing roots, limited maintenance).
Kids are not walking now, so there isn't a need for a sidewalk	Irving Elementary School's Safe Route to School Action Plan notes over 33% of parents whose children do not currently walk to school would allow them to so if sidewalk existed. Over 56% would allow with improvements to crossings and intersections.
Concerned why sidewalk is not on east side where it already exists in sections.	Over 70% of families attending Irving Elementary live west, north, and south of school.
Parking in driveways will be disrupted	For properties close to street, design accommodated driveway parking.
Concerned project does not connect Irving to Hyacinth	Project improves connectivity from Calla to Irving via existing infrastructure.
Drainage problems in front of home	Design staff is making minor modifications to gutter elevations and adding inlets to remove standing water where possible.
Concerned about impacts to mature trees	Where possible with street widths – street narrowing addressed maintaining neighborhood character of mature trees with impact to speed.
ADT seems high	New counts were conducted and these confirmed the ADT counts.

Two community open houses supplied residents the information necessary to give informed input about design preferences.

March 14 Open House: Design Alternatives

- Provided stakeholders with project overview, scope, and perspectives from neighbors, schools, school district, and neighborhood association.
- Articulated design constraints and identify where design options exist.
- Explained reasoning as to why stakeholder design ideas can or cannot be explored.
- Listened to community input in a semi-formal setting.
- Identified issues for inclusion, removal, or mitigation.

April 11 Open House: Preferred Alternative

- Reviewed input from March 14 meeting.
- Illustrated how input affected design options, where feasible.
- Obtained input on preferred options for tree species and retaining wall materials.

ROADS ADVISORY COMMITTEE

The Roads Advisory Committee (RAC) held a public hearing, deliberated, and provided a recommendation on the Design Concept on May 23, 2012. At the public hearing, four people spoke and they were all in favor of the Design Concept as described herein. The RAC received one letter of written testimony, included as Attachment 1 to this Exhibit. A second letter of testimony was submitted in response to the notice for public hearing before the Board of County Commissioners, and this is included as Attachment 2.

DESIGN DEVELOPMENT

Design Standards

This project must meet minimum design standards as outlined in American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets as well as Lane Code, Chapter 15. Below is a summary of the relevant standards for this project:

<u>AASHTO Section 6.3.2</u>		<u>Lane Code Chapter 15</u>	
Lane Width:	11-12 ft	Lane Width:	11-12 ft
Offset to Curb:	1-2 ft	Min. Sidewalk Width (w/planter strip):	5 ft
Min. Sidewalk Width:	4 ft	Min Sidewalk Width (curbside):	6 ft
		Bike Lane:	5.5 ft

Additional design guides used for this project are; *Oregon Bicycle and Pedestrian Plan, Neighborhood Street Design Guidelines, and Portland Stormwater Design Manual.*

Environmental Permits Required

Several environmental clearance documents and permits are required and will be addressed by Lane County Staff:

- State Historic and Preservation Office (SHPO).
- A Phase 1 Hazardous Material Investigation
- Wetland Assessment.
- Threatened and Endangered Species Impact.
- Stormwater Treatment Plan.

Right of Way

Because Hyacinth Street was dedicated and constructed in connection with several subdivisions at different times in the past, the as-constructed street width varies between 25.7 and 35.7 feet, reflecting subdivision development standards in effect at the time of construction. However, the existing right of way width is 60 feet and is generally sufficient to accommodate the proposed improvements.

Of the 28 affected properties along the project, the only additional permanent right of way that will be required is along the frontage of the Irving Elementary School property owned by Bethel School District. A permanent easement or fee interest will be needed to accommodate the setback sidewalk configuration requested by the School District. In order to match driveway grades and the grade of the adjacent yards, it will also be necessary to obtain the permission of numerous other adjoining owners by Permit of Entry, which will expire upon completion of the project. This work will be for the benefit of the adjacent properties and no fee will be required for the Permits of Entry.

A resolution of necessity, which provides authority for condemnation, will be included in the final Board Order per Lane County policy and by agreement with ODOT. This resolution will address any unforeseen right of way needs that might arise that could otherwise hold up the construction and could not be obtained voluntarily.

Design Exceptions

If a design standard cannot be met, a design exception can be requested to be approved through the Design Concept process. The County Engineer is authorized to approve design standard variations and exceptions to design standards. The following three design exceptions will be required for this project

Improvement Costs of Road Improvements

Lane Code(LC) 15.636(2)(b) specifies the direct costs of constructing sidewalks within urban growth boundaries shall be assessed to the abutting property owners on a cost per foot basis. However, as indicated at the beginning of this report, the STP-U funds cover the cost of the improvements, alleviating the need to assess property owners.

Sidewalk Construction on One Side of the Street

LC 15.702(8) specifies that sidewalks are required on both sides of urban arterial and collector streets. However, funding for this project only covers sidewalk design and construction on one side of the street. Because seventy percent of the student body lives to the west of Hyacinth Street, Irving Elementary is located on the west side of the street, and the boundary between Bethel and 4J school districts is approximately 2 blocks east of Hyacinth, staff's recommendation is to provide the sidewalk on the west side of the street. Staff notes that the east side of the street does have sidewalks in some areas; approximately 1,200 feet of the street length.

Marked Bike Lanes

LC 15.702(9) requires bike lanes on new and reconstructed urban collector streets. This project does not fall clearly into the reconstruction category because the roadbed will not be reconstructed, but bike lanes were a consideration in the design development phase of the project. However, given several constraints, the project team determined that bike lanes would not be viable within the scope of the sidewalk project. Considerations included:

- The road width in Section 6 is only 25.7 feet. Providing five-foot bike lanes on either side would leave only 16 feet for vehicle travel. With 1600 ADT, 8-foot travel lanes are not a viable or safe solution. Expanding the roadway to 34 feet to properly accommodate bike lanes is outside the scope of this project.
- The section south of the project from Calla Street to Kalmia Street connecting to Irving Road is also only 25.7 feet wide.
- Sections 3, 4, and 5 are wide enough to accommodate the addition of two bike lanes, but this would require removal of necessary on-street parking. Additional right-of-way would be required to construct bike lanes plus the sidewalk and appurtenances.
- Cycle tracks and contra-flow bike lanes which provide two-way bike travel on one side of the street are not recommended given the many perpendicular access points into Hyacinth Street.

DESIGN METHODOLOGY AND ALTERNATIVES

Design methodology for this project is based on *Context Sensitive Design*, which has five core elements:

- Balances safety, mobility, community and environmental goals in a project.
- Involves the public early and continuously.
- Addresses all modes of travel.

- Applies flexibility inherent in design standards.
- Incorporates aesthetics as an integral part of good design.

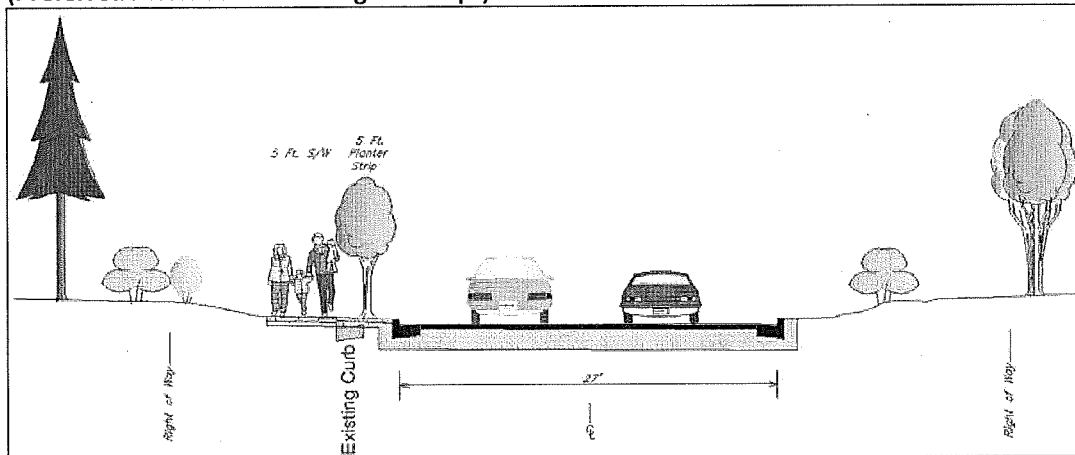
Design Alternatives

The project is broken into six discrete sections. Depending on site constraints such as topography or ownership patterns, different options were available for the different sections. One of the major challenges with the sidewalk design is that Hyacinth Street was built over an estimated 20-year period in three distinct sections of varying roadway width. Additional design constraints for each of the sections, and the design options developed, are further described below.

Section 1: Calla Street to Flat Creek

The road in this section is 31 feet wide and is relatively flat between the street edge and the adjoining properties. No homes front this section. The major constraint here is the presence of Flat Creek, which passes beneath Hyacinth Street. Placing fill in the streambed to widen the road would trigger the need for a US Army Corps of Engineers Removal/Fill permit. This trigger would require the replacement of the existing culvert with a fish passage structure. To minimize impacts to Flat Creek; the proposed design developed is for a 5-foot sidewalk and 5-foot planter strip to be located primarily within the existing street..

(Preferred Alternative for Design Concept)



The following table defines how this proposed design addresses the goals and constraints of the project.

SECTION 1	Option 1
Street Width	27 ft
Sidewalk	5 ft
Features	5 ft planter strip
Retaining Walls	No
Pedestrian Safety	Increases with trees in planter strip
Storm Water Treatment	Managed in the planter strip
Fish Passage	Avoids impacts
Parking	Discourages long term daily parking
Speed Impacts	Narrower roadway and street trees slows speed
Landscape Impacts	Minimal
Utility Poles & Street lighting	No impact

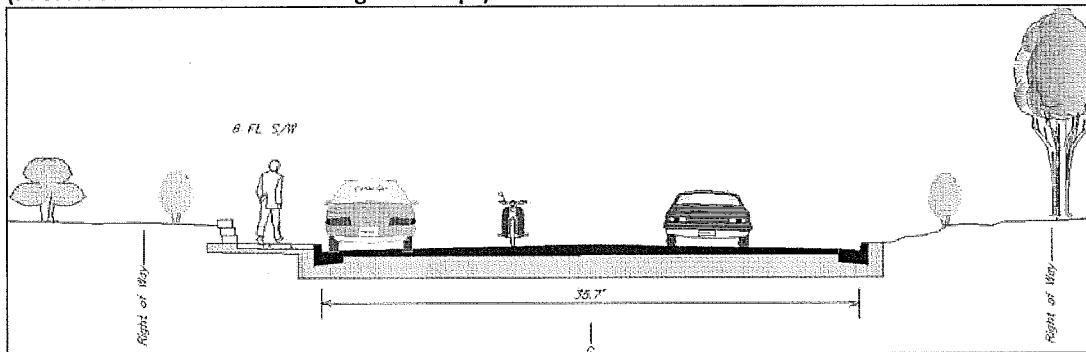
Section 2: Flat Creek to Mid-Block Maranta/Bobolink

The street width in this section is between 31 and 35.7 feet. The following issues in this section affected the design alternative:

- Homes with only one parking space depend upon on-street parking.
- Some homes appear to be setback only 10 feet from the right-of-way (current standard is 20 feet). This creates a short front driveway pad. Once a new sidewalk is constructed, it will make the driveway pad usable only for a small vehicle.
- Mature and well-tended landscaping is present in the County Right-of-Way. Two mature trees that warrant saving are located in this section.
- In some locations, the elevation difference between yards and the curb necessitates retaining walls. The greater the sidewalk setback, the greater the height of the retaining wall.

The proposed design for this section is to construct a sidewalk behind the existing curb.

(Preferred Alternative for Design Concept)



The following table defines how this proposed design addresses the goals and constraints of the project:

SECTION 2	Option 1
Street Width	31 to 35.7 feet
Sidewalk	6 ft (curbside)
Features	
Retaining Walls	Required
Pedestrian safety	
Storm Water Treatment	Needs to be managed elsewhere (Section 5)
Parking	No change
Speed Impacts	No impact
Landscape Impacts	Lower impacts on significant trees
Utility Poles & Street Lighting	One street light pole requires relocation

Section 3: Mid-Block Maranta/Bobolink to School South Property Line

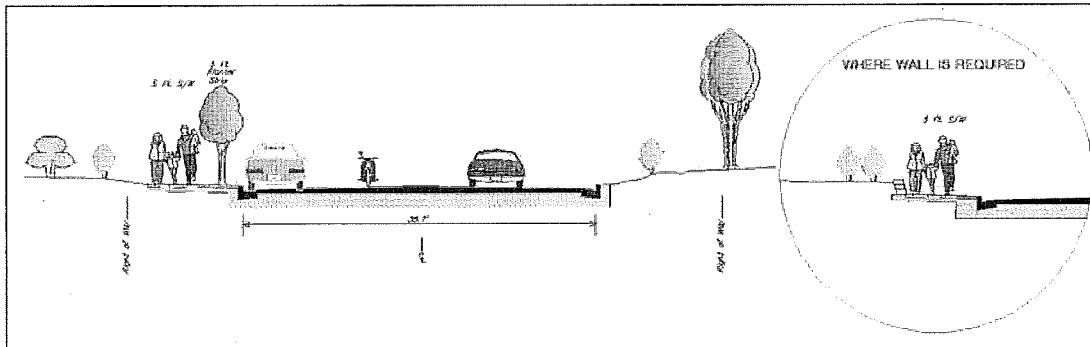
The street width in this section is 35.7 feet. The following are constraints in this section:

- Homes with only one parking space depend upon on-street parking.
- Some homes appear to be setback only 10 feet from the right-of-way (current standard is 20 feet). This creates a short front driveway pad. Once a new sidewalk is constructed, it will make the driveway pad usable only for a small vehicle.

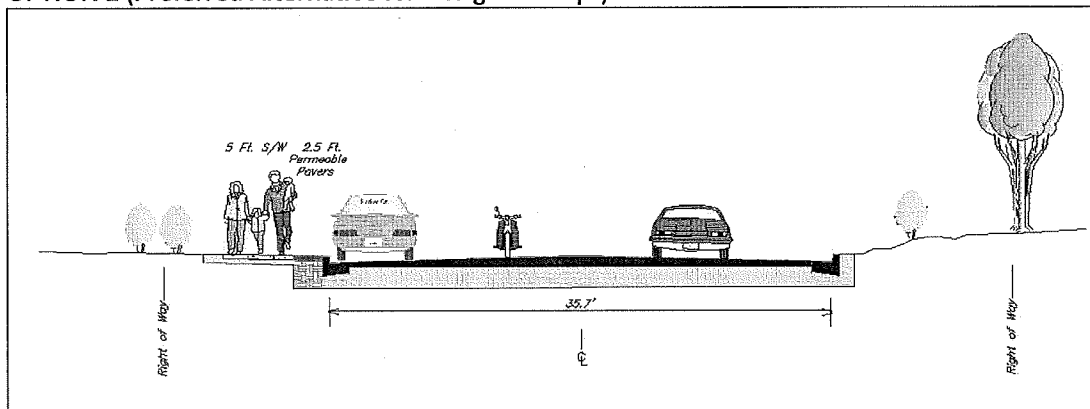
- In some locations, the elevation difference between yards and the curb necessitates retaining walls. The greater the sidewalk setback, the greater the height of the retaining wall.

Two options were designed for this road section. The first is a sidewalk behind a planter; the second is a sidewalk including permeable pavers behind the existing curb.

OPTION 1



OPTION 2 (Preferred Alternative for Design Concept)



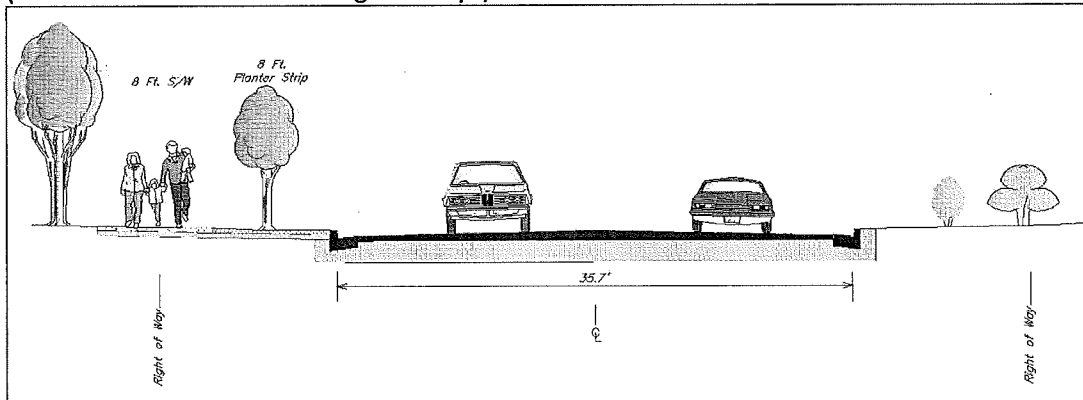
The following table defines how the proposed options address the goals and constraints of the project:

SECTION 3	Option 1 (Planter Strip) Where adjacent grade is flat	Where adjacent grade requires retaining wall (Option 2)
Street Width	35.7 ft	35.7 ft
Sidewalk	5 ft	5 ft
Features	5 ft planter	2.5 ft of permeable pavers
Retaining Walls		As required
Pedestrian Safety	Increases with planter strip	No change
Storm Water Treatment	Addressed in planter strip	Addressed with permeable paving
Parking	No change	No change
Speed Impacts	Vertical height of trees has effect of slowing speed	No change
Landscape Impacts	Greater – 3ft more feet is required	3 ft. less with no planter strip
Utility Poles & Street Lighting	No impact to overhead utilities	No impact to overhead utilities

Section 4: School Frontage

The street is 35.7 feet wide in this section. Irving Elementary School staff provided input to the design during initial meetings. They requested a setback sidewalk to discourage using the street as a school drop-off lane. Therefore, only one design was developed featuring an eight foot sidewalk behind an eight foot planter strip.

(Preferred Alternative for Design Concept)



The following table defines how the proposed option addresses the goals and constraints of the project:

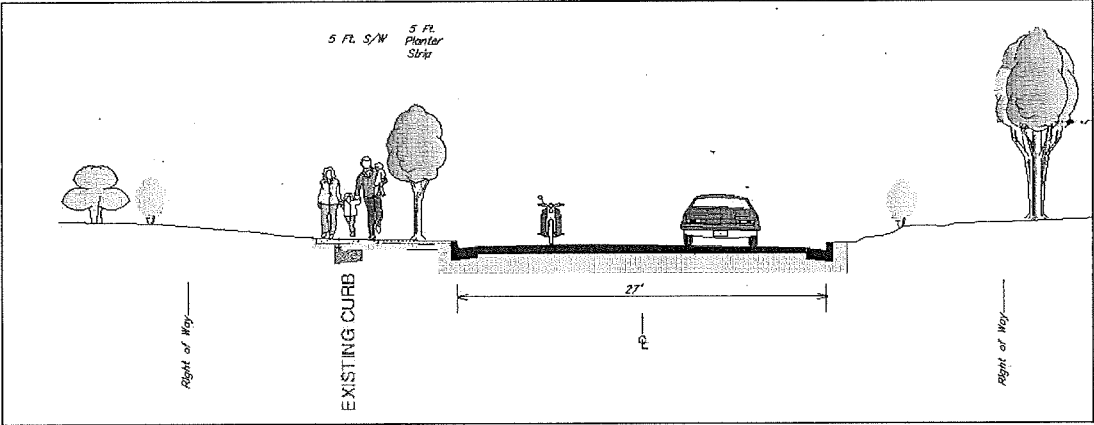
SECTION 4	Option 1
Street Width	35.7
Sidewalk	8 ft
Features	8 ft. planter strip
Retaining Walls	N/A
Pedestrian Safety	Increases with separation from street / accommodates high volume traffic in front of school
Storm Water Treatment	Addressed in planter strip
Parking	No change
Speed Impacts	Some- street trees will slow traffic
Landscape Impacts	Existing trees will be removed and replaced
Utility Poles & Street Lighting	No impact to overhead.
Other	Requires a sidewalk easement

Section 5: School North Property Line to Curve

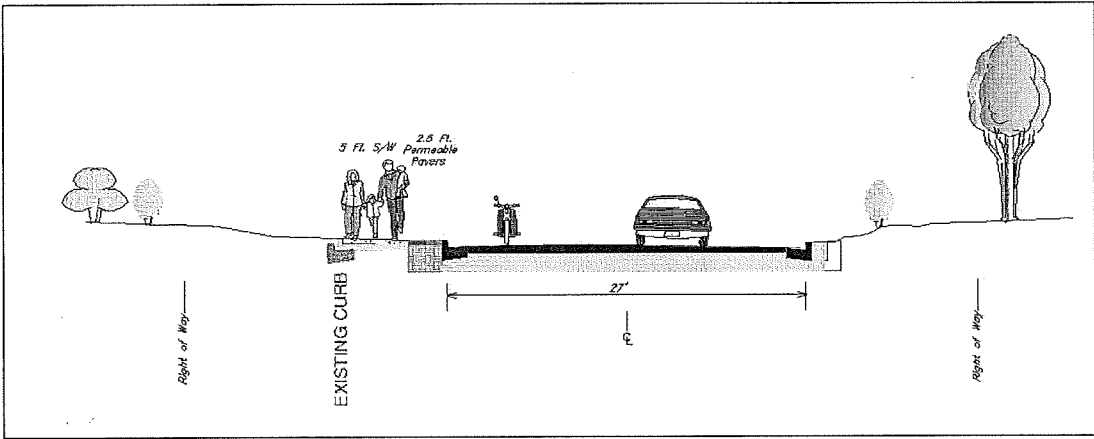
This section is characterized by a street width of 35.7 feet and the street is completely straight, which encourages higher driving speeds. Residential lots are large and have adequate off-street parking. Two of the adjoining properties are oriented such that Hyacinth Street is their side rather than front yard.

Three options are available for this road section: the sidewalk behind a planter in the existing road (Option 1), the sidewalk behind permeable pavers in existing street (Option 2), and sidewalk behind permeable pavers behind existing curb (Option 3).

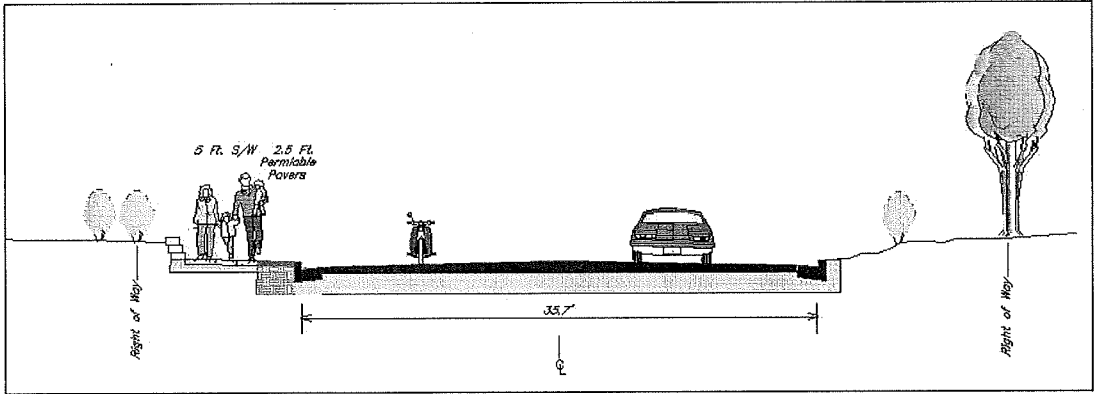
OPTION 1 (Preferred Alternative for Design Concept)



OPTION 2



OPTION 3



The following table defines how the proposed options address the goals and constraints of the project:

SECTION 5	Option 1	Option 2	Option 3
Street Width	27 ft	27 ft	35.7 ft
Sidewalk	5 ft	5 ft	5 ft
Features	5 ft planter	2.5 ft. paver	2.5 ft paver
Retaining Walls	Not needed	Not needed	Certain properties will require them
Pedestrian Safety	Increases with separation (option with biggest effect)	Slight increase with separation	Slight increase with separation
Storm Water Treatment	Addressed	Addressed	Addressed
Parking	Allows for short-term parking. Discourages daily and long term parking	Allows for short-term parking. Discourages daily and long term parking	Parking remains unchanged (long term allowed)
Speed Impacts	Narrow street & vertical height of trees slows traffic (Best)	Narrow street slows traffic	No change
Landscape Impacts	Minimal	Minimal	Greater impact
Utility Poles & Street Lighting	Minimal impact	Minimal impact	Moderate impact

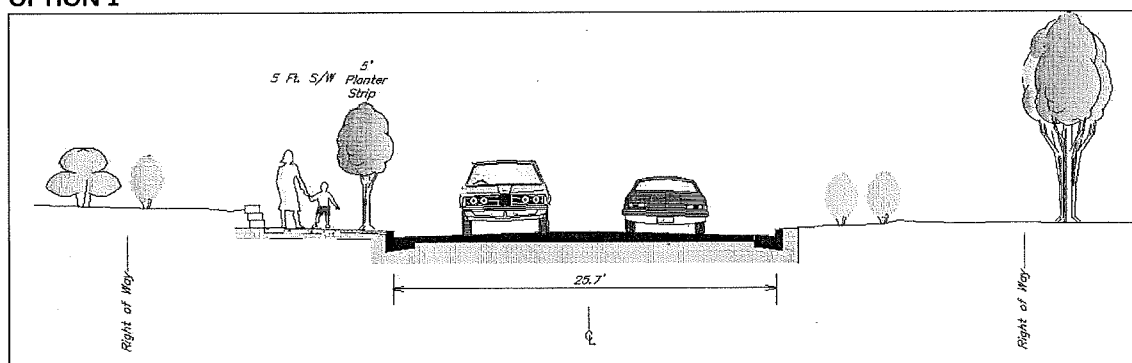
Section 6: Curve to Irvington

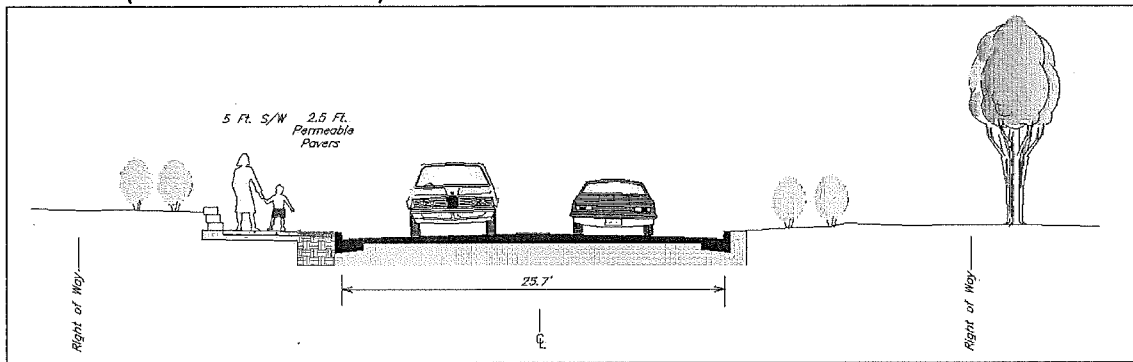
The street in this section is narrow with a width of 25.7 feet. The following are constraints in this section:

- Mature and well-tended landscaping is present in the County right-of-way.
- In some locations, the elevation difference between yards and the curb necessitates retaining walls.
- Residents indicate that speeding is an issue and have requested traffic be slowed.

Two options are available for this road section: a sidewalk behind a planter and sidewalk behind permeable pavers. Both options would be behind the existing curb.

OPTION 1



OPTION 2 (Preferred Alternative)

The following table defines how the proposed options address the goals and constraints of the project:

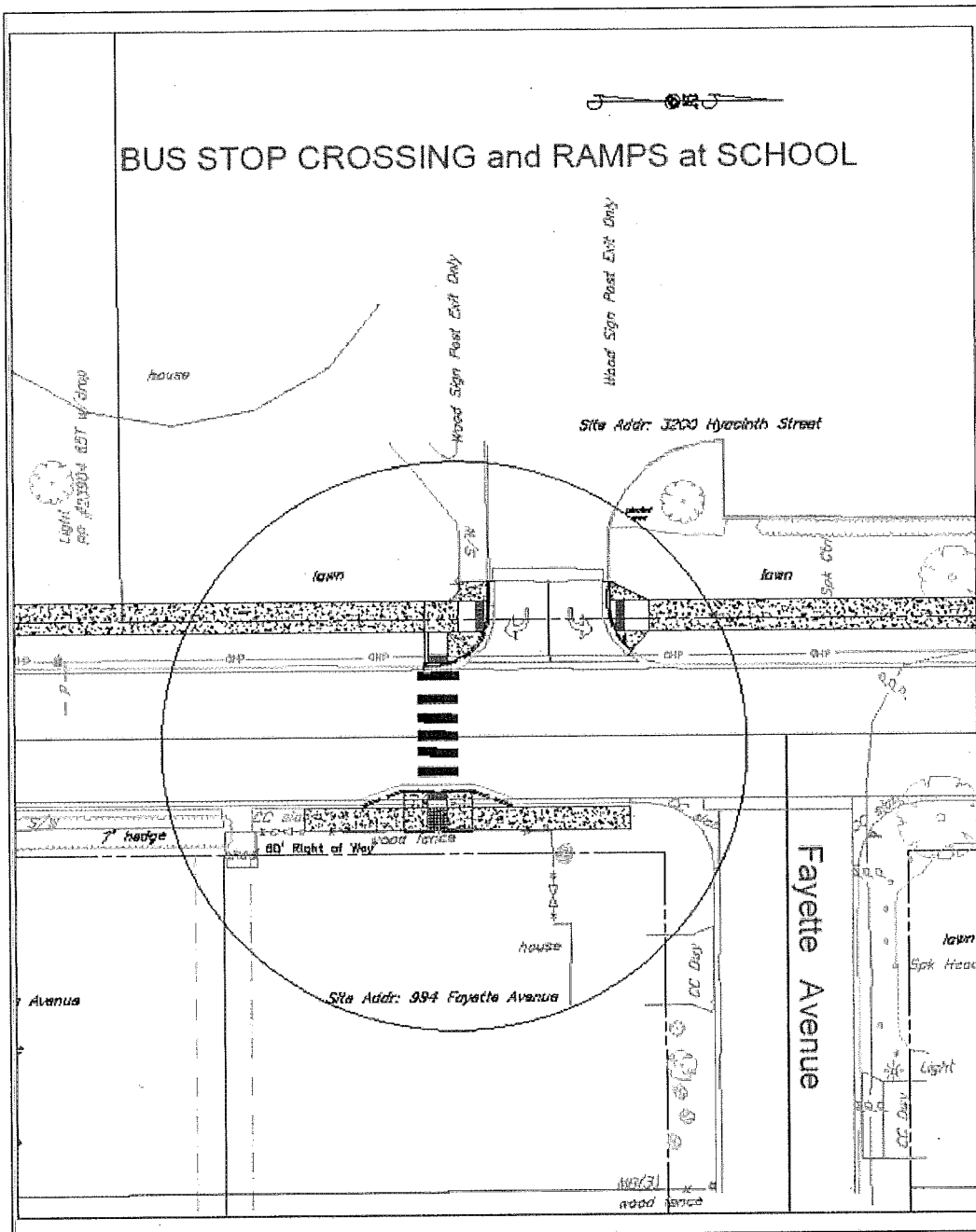
SECTION 6	Option 1	Option 2
Street Width	25.7	25.7
Sidewalk	5 ft	5 ft
Features	5 ft planter	2.5 ft paver
Retaining Walls	Some properties will need	Same
Pedestrian Safety	Increases with separation and trees(option with biggest effect)	
Storm Water Treatment	Addressed in planter strip	Addressed in permeable pavers
Parking	No change	No change
Speed Impacts	Vertical height of trees has speed effects	No change
Landscape Impacts	Greater – 2.5 ft more ROW	2.5 ft less with no planter strip
Utility Poles & Street Lighting	No impact	No impact

SPOT SAFETY IMPROVEMENTS

The need for spot safety improvements was identified during initial public outreach and during the site analysis phase of the design development. The following three spot safety improvements were developed with this project:

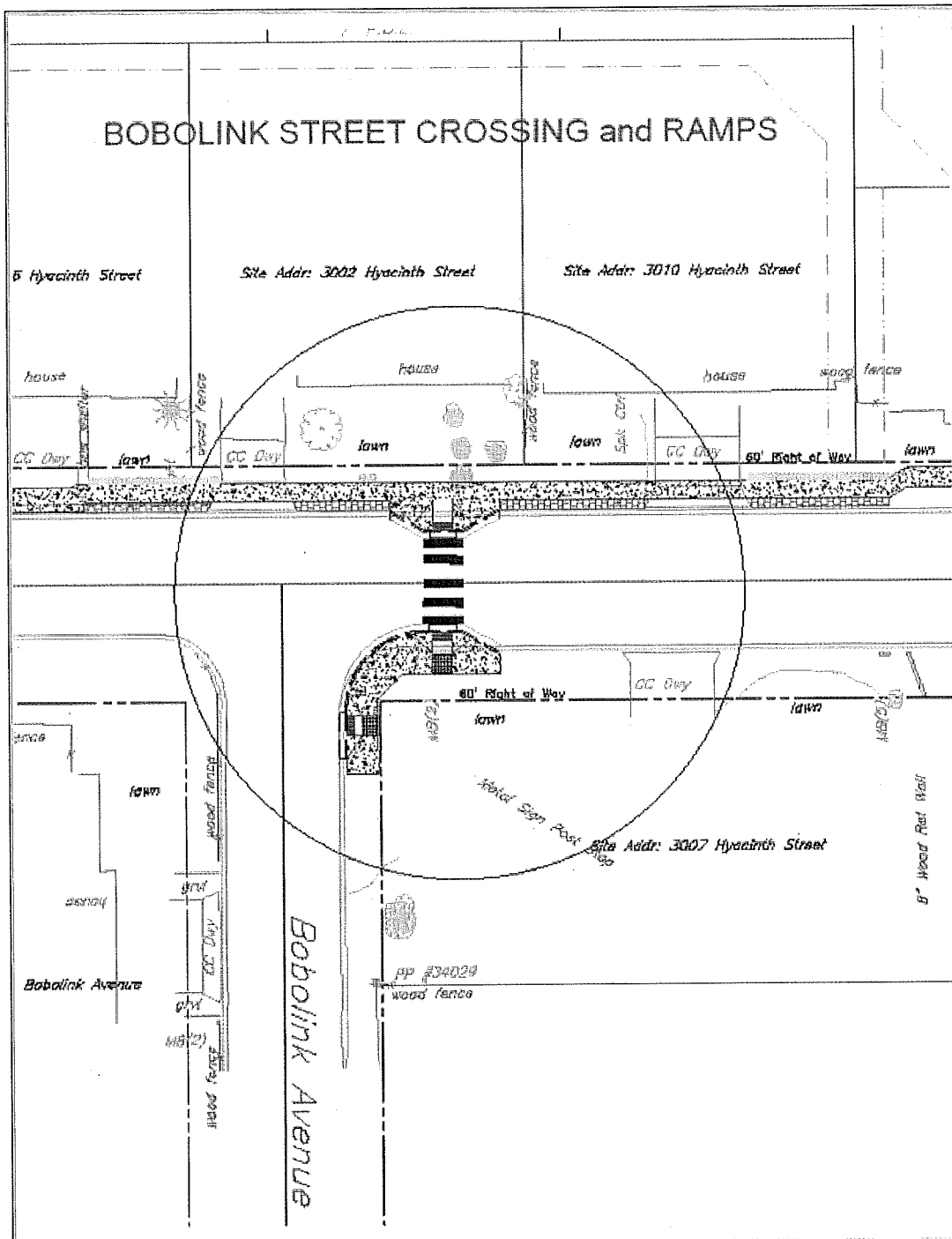
Bus Stop Crossing and Ramps at School

Irving Elementary School requested a marked crossing at the south public entrance to accommodate middle school students crossing Hyacinth and waiting for both a 4J and Bethel school bus. The proposed solution is shown below:



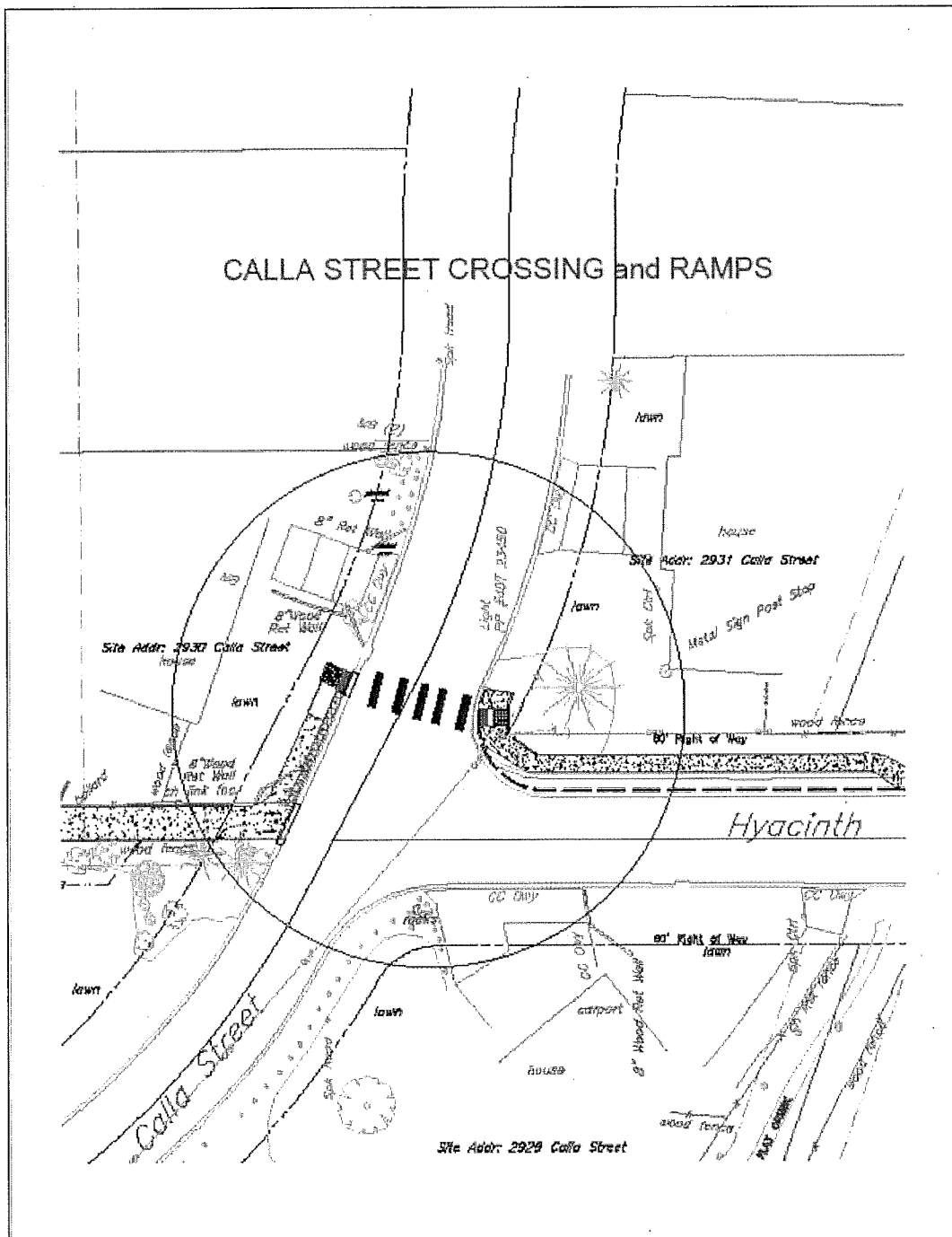
Bobolink Street Crossing and Ramps

A review of historic accident reports showed that there were two vehicular/bicyclist collisions near this intersection involving young children. Given this and the request to provide an engineering solution to reduce speed, a marked crosswalk with curb bump-outs is proposed. The crossing is shown below:



Calla Street Crossing and Ramps

A partially constructed multi-use path is located due south of the Calla/Hyacinth intersection. This path connects the Dry Creek Road subdivision to the older Hyacinth neighborhood. Student population maps, later confirmed by the PTO, demonstrate that a concentration of Irving students would use the path to access the proposed Hyacinth sidewalk. The path completion and crossing are shown below:



RECOMMENDED DESIGN CONCEPT

The Roads Advisory Committee recommends the following design concept. This recommended design concept is based on the public comments received on the options proposed, and the findings of support addressed in each section.

Section 1: One design was developed and presented to the public. This design narrows the street to encourage slower vehicle speeds, has a planter strip with trees to separate pedestrians from vehicles to the greatest extent practicable, and avoids the jurisdictional waters of Flat Creek by using the planter strip to treat stormwater.

Section 2: One design was developed and presented to the public. This design is a six-foot curbside walk with a retaining wall directly adjacent to retain the uphill slope. While curbside walks are less safe for pedestrians, in this situation the sidewalk is separated from the street by on-street parking. The quantity of new impervious surface area is small enough that stormwater treatment can be addressed elsewhere within the project limits.

Section 3: Two options were developed and presented to the public. The preferred alternative is a five-foot sidewalk adjacent to a 2.5 foot stormwater treatment strip next to the curb. Retaining walls are required along a portion of this section. As in Section 2, on-street parking separates the sidewalk from the street. One foot of the stormwater surface also serves as the required extra width required for curbside walk. The 2.5 feet of stormwater treatment surface allows many utility facilities to remain in place, but out of the path of pedestrian travel.

Section 4: One design was developed and presented to the public. This design is an eight-foot sidewalk behind an eight-foot planter strip with trees. The width of walk is for the increased pedestrian activity anticipated in front of the school. The topography and nature of use allow for the wider planter strip.

Section 5: Three options were developed and presented to the public. The preferred alternative is the same as Section 1. The street is narrow to encourage slower vehicle speeds; has a planter strip with trees to separate pedestrians from vehicles to the greatest extent practicable; and uses the planter strip as stormwater treatment.

Section 6: Two designs were developed and presented to the public. The preferred alternative is the same as Section 3. Although a five-foot planter strip with trees instead of the 2.5 stormwater treatment surface strip provides for a greater pedestrian safety margin, this section of street has only fifty percent the traffic as Sections 1-4. Additionally, many schoolchildren residing north of the school do not traverse this section of the road.

ATTACHMENTS:

1. E-mail dated May 16, 2012 received prior to May 23, 2012 RAC hearing
2. Letter received June 20, 2012 prior to July 11, 2012 BCC hearing
3. Memoranda sent to RAC
4. RAC minutes from May 23, 2012 public hearing and deliberations

From: [gary hunter](#)
To: [MCKINNEY Lydia](#)
Subject: Re: Hyacinth Street Sidewalk Project
Date: Wednesday, May 16, 2012 1:04:33 PM

Thanks. This is good news.

Gary Hunter

On Wed, May 16, 2012 at 10:30 AM, MCKINNEY Lydia
<Lydia.MCKINNEY@co.lane.or.us> wrote:

Good morning,

I wanted to let you know that I've confirmed with the design engineer for this project that our current plans do not call for a retaining wall on your property so no wall will be constructed on your property as part of the Hyacinth Street sidewalk project.

Best,

Lydia McKinney
Senior Transportation Planner
Lane County Public Works
(541) 682-6930

From: gary hunter [<mailto:garyahunter@gmail.com>]
Sent: Monday, May 14, 2012 6:08 PM
To: MCKINNEY Lydia
Subject: Hyacinth Street Sidewalk Project

Ms. McKinney,

I will be unable to attend the May 23 public hearing about the Hyacinth Street Sidewalk Project. Please ensure this e-mail is made a part of the public comments.

Preliminary plans show a very low retaining wall adjacent to 3002 Hyacinth Street. The lawn of 3002 Hyacinth is almost virtually flat, and Public Works staff have

advised me that the retaining wall in front of the property could easily be deleted.

If the retaining wall is eliminated, a couple feet of lawn might require minor sloping. This work would be much less expensive than a retaining wall, and the result would be more aesthetically pleasing. In addition, it would eliminate potential safety hazards that a low retaining wall would create.

Please ensure the retaining wall is not constructed adjacent to 3002 Hyacinth Street.

Gary Hunter

Just some thoughts regarding Hyacinth Sidewalk Proj.

Attachment 2 to Exhibit A
541-688-3779

I am Bea Barrett at 993 Saville Ave. Eugene, OR 97404
Current resident for 20 yrs. NE corner of Hyacinth + Saville.
I am currently in chemotherapy treatments & since our house does not
face Hyacinth I felt it really didn't impact me. I am a recent
widow. I did decide I would like to share my thoughts.

1) If we go to a narrower street will there be a restriction on street
parking? The narrow section of Hyacinth begins just north of
our property. Cars park on both sides and a curve or jog
is involved. It is difficult to navigate with cars on both
sides of the street & a curve, not so much space but vision.
Just my experience, also speed of some drivers.

2) Hyacinth + St. is the ~~lowest~~ boundary of our property, approximately
length 100-110 ft. A sidewalk presently runs that section & ends
abruptly at the property line where the street narrows and
a curve begins. It has no value. Some people will still
use this sidewalk. I hate to see them cross to the opposite
side at that point. (Check it out please).

It seems for safety reasons at this section of sidewalk
should be removed. I would ~~discourage~~ using this
encourage people to cross at the corner of our property
(Hyacinth + Saville) which is an intersection and ^{for} better
vision towards Brington Dr.

Thank you for all you are doing.

Sincerely,

Bea Barrett

Received
June 20, 2012



LANE COUNTY

PUBLIC WORKS DEPARTMENT / 3040 North Delta Hwy. / Eugene, OR 97408-1696
Phone: (541) 682-6900 / Fax: (541) 682-8501 / www.lanecounty.org/pw

M E M O R A N D U M

TO: Lane County Roads Advisory Committee (RAC)

FROM: Lydia McKinney, Senior Planner, Engineering and Construction Services

DATE: April 17, 2012

RE: Update on the Hyacinth Sidewalk Project and Scheduling a Public Hearing

The purpose of this memo is to provide an overview and background information regarding the Hyacinth Sidewalk Project. This update is provided in preparation for a public hearing before the RAC on May 23, 2012. Staff will present a power point presentation at the RAC's April meeting to provide additional details regarding this project and the process to date, and be available to address questions from committee members.

Background

Hyacinth Street is a Minor Collector road that provides a connection between Irvington Drive and Irving Road as well as access to Irving Elementary School. The street carries approximately 1600 Average Daily Trips (ADT). Hyacinth Street has curbs and gutters but no sidewalks. Parking is permitted on both sides of the street, leaving a narrow roadway to be shared by bicyclists, pedestrians, users with mobility devices, and automobiles.

Adding a sidewalk to Hyacinth Street has a long history of support. Irving Elementary School and the Bethel School District have requested sidewalk improvements since early 2000. This project was added to the 2006 County Capital Improvement Program (CIP) and Lane County began exploring funding options. Lane County staff worked with the school and applied for an ODOT Bicycle and Pedestrian Improvement Grant in 2006, but the project was not funded. However, in 2009 County staff sought and received funding through STP-U (Surface Transportation Program, Urban) funds, with an additional amount sought and approved in 2010 to be able to provide the full sidewalk connection from Calla Street to Irvington Drive. This funding source allows the project to be constructed without assessing adjacent property owners for the cost of the improvements.

The focus of this project is to address the challenging travel situation for all modes of travel using Hyacinth Street, especially during times of high traffic volume associated with school-related travel. The following project goals were also factors in the design development process:

- Maintain and enhance neighborhood character;
- Involve stakeholders (property owners, neighbors, Irving Elementary School, community organizations) early in the design process;
- Minimize impacts to existing landscaping through context sensitive design;

- Minimize impacts to jurisdictional waters.

Through the design development process, it was determined that a sidewalk along the west side of the street would be the most efficient option because the majority of Irving Elementary School students live west of the school.

Public Process and Design Alternatives

The preferred alternative for the sidewalk design was developed with significant public input and specific design considerations including:

- Street width varies throughout the project length;
- The neighborhood is well established and there is significant mature and well tended landscaping within the road right-of-way;
- Some homes are built within ten feet of the right-of-way line which impacts the length of the driveway after construction;
- Elevation changes between the street and residents' property necessitates retaining walls in some locations;
- Flat Creek bisects Hyacinth Street and any impacts to the creek would necessitate replacement of the existing culvert with a fish passage structure;
- The Clean Water Act requires that storm water from all new impervious surfaces be treated prior to discharge.

Public outreach began in November 2011 with letters to impacted property owners, and in December 2011 and January 2012, all owners and renters adjacent to the project limits were contacted directly. Staff provided opportunities to meet in their homes or via the phone to discuss the project and voice their concerns prior to the design development process.

Design options were developed and refined in January and February 2012. On March 14, 2012, the County held the first open house on the project to receive community input on the design options. Based on this feedback, the design options were further refined and a preferred alternative was developed. This preferred alternative was presented at the second open house on April 11, 2012. Additional details on the design options and public input will be provided in the PowerPoint presentation at the RAC's April meeting.

Next Steps

Lane Manual (LM) 15.580 provides the process for citizen input regarding individual road improvement projects and the following schedule is consistent with these provisions. The public hearing before the RAC is scheduled for May 23, 2012. The RAC may then deliberate, provide findings and a recommendation at the June 27, 2012 meeting. Staff will subsequently present the RAC's findings and recommendation to the Board of County Commissioners (Board) at a public hearing before the Board. The Board will then issue findings and a decision on the project by Board Order. Construction on the project will begin in June 2013.



LANE COUNTY

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MEMORANDUM

TO: Lane County Roads Advisory Committee (RAC)

FROM: Lydia McKinney, Senior Planner, Engineering and Construction Services

DATE: May 15, 2012

RE: Hyacinth Street Sidewalk Project Public Hearing and Deliberations

The purpose of this public hearing is to provide an opportunity for the RAC to hear from residents, property owners, and other interested parties regarding the Hyacinth Street Sidewalk Project. Staff came before the RAC to discuss this project in April and gave a PowerPoint presentation of the project and process to date. Attachment 1 is the memorandum from that meeting, provided here as reference.

Lane Manual (LM) 15.580 provides the process for citizen input regarding individual road improvement projects. The public hearing before the RAC is scheduled for May 23, 2012. As discussed at the April meeting, the RAC may close the hearing on May 23, 2012 and deliberate and provide a recommendation on this project that night. Alternatively, if the RAC needs additional time or information, or if there are issues that need to be addressed with public testimony, the RAC may choose to postpone their deliberations and recommendation until the June meeting.

Attachment 2 is the Draft Design Concept Report, which contains details regarding the project background, the public participation process, the design alternatives developed and the design exceptions necessary for those alternatives, and the recommended preferred alternative. This report will be updated to include the outcome of the public hearing and discussion and recommendation by the RAC.

Subsequent to the RAC's recommendation, staff will present the RAC's findings and recommendation to the Board of County Commissioners (Board), including a final Design Concept Report. The Board will conduct a public hearing on the project and will then issue findings and a decision on the project by Board Order.

Attachments

1. Memorandum to RAC dated April 17, 2012
2. Draft Design Concept Report

ROADS ADVISORY COMMITTEE

May 25, 2012

MEMBERS PRESENT: Sean Barrett, Kent Fleming, Jeff Paschall, Larry Reed, Ellen Mooney
STAFF & OTHER PRESENT: Kerry Werner, Lydia McKinney, Bill Morgan, Howard Schussler
MEMBERS ABSENT: Jim Wilcox

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

I. PUBLIC COMMENT – none

II. APPROVAL OF APRIL 25, 2012 MINUTES

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

III. NEW MEMBER & COMMITTEE INTRODUCTIONS

Fleming introduced new member Ellen Mooney, appointed by Jay Bozievich. Committee members introduced each other and shared a little about each of their backgrounds, what they are interested in, and staff shared what their roles are with the Committee.

IV. STORMWATER UNDERGROUND INJECTION CONTROL UPDATE – Bill Morgan

Morgan gave an overview by stating there are over 100 underground injection controls (UIC), which are inlets next to the street, in the River Road – Santa Clara area. Typically you will see an inlet with water going into them, and instead of water being conveyed by a pipe-to-pipe system, it's a large perforated pipe that is tied into gravel or native ground about 10-20' underground. This system was an acceptable and affordable method in the past, and water would infiltrate into the ground and disperse with little infrastructure needed.

About ten years ago, the Department of Environmental Quality (DEQ) started to notice these and became concerned that they are in violation of the Clean Water Act. The Clean Water Act tries to protect surface water and ground water. Over the last ten years we've been assessing and receiving information from DEQ, which says they have to sign everyone up with permits based on new regulations. If your UIC was within ten feet from seasonally high ground water, then we were being told to get rid of them. Morgan explained to get rid of them is to remove them, but then there's nowhere for the water to go. During the past few years we've worked with the city of Eugene and consultants to determine the cost to get rid of these UIC's will be around \$12-15 million dollars.

Morgan is reporting back today because there has been some recent policy template work by DEQ and they are doing additional scientific analysis to determine if or how dangerous storm water run-off actually is in relationship to UIC's. The proposed template will likely not require us to decommission/remove all of the UIC's, but allow some modeling of the groundwater system to determine if the pollutants of concern are being removed naturally. We are also working with the City of Eugene to join forces. Morgan stated hopefully we are not going to be forced to remove 100 UIC's. Additionally, in the summer months we anticipate going to the Board to present the Storm Water Feasibility Study for fees. General discussion ensued.

V. ROAD FUND UPDATE – Bill Morgan

Morgan provided a summary of the Public Works funding situation. The County has taken a \$100 million dollar cut, plus during the last minute, the Budget Committee needed to find an

estimated 3-5 million to soften the final blow. Based on the actions of the Budget Committee, they restored Patrol Services at levels 4 & 5 (14 FTE) with \$1,913,704 from the Road Fund which is on top of the \$854,618 that had already been allotted in the base budget for Road Patrol and the \$407,000 for the Sheriff Weigh Master Program. This is a total of about \$3.175 million we were not anticipating losing from the Road Fund Reserve, all going to the Sheriff's Office. Morgan said we will now need to cut or eliminate \$10 million instead of \$8 million in the next fiscal year in order to balance the Road Fund. This year we've reduced our operating budget by 20%, which amounted to about 41 positions. Morgan estimates the \$10 million cut will be in the range of an additional 40 to 50 positions needing to be eliminated in the Road Fund. Morgan said other budget impacts include oil cost going up, PERS expenses are up, and we have less areas to scale back. Staff will be meeting with the Board to discuss revenue ideas. Additionally, staff will be reprioritizing what class of road we will lower the service on and possibly no longer stripe, etc. General discussion ensued.

VI. PUBLIC HEARING – HYACINTH STREET SIDEWALK PROJECT – Lydia McKinney

Chair Fleming called the Public Hearing to Order at 6:32p.m. Fleming provided committee introductions and explained ground rules for the process. Fleming introduced McKinney to provide a summary of this project. McKinney introduced Kerry Werner, the Design Engineer for this project, and Chris Watchie, the Public Involvement Manager. McKinney said that last month she provided a complete presentation with all of the various design options and details about the public involvement process. McKinney provided a memo in the packet that outlined what was covered in last month's meeting. Tonight's process follows Lane Manual, in order to receive testimony from the public, and make a recommendation to the Board. Notice has been provided to all affected residents. One letter of testimony has been received as a result of that notice, which is from Gary Hunter and will be included in tonight's record. Mr. Hunter did not want a retaining wall to be built on his property; however staff has already contacted him since receipt of the letter to notify him no retaining wall is going to be built there.

Chair Fleming requested public comment:

PUBLIC COMMENT –

- **Lisa Van Winkle, 91171 N. Coleman Street, Coburg OR 97408.** Van Winkle works for Point2Point Solutions with LTD and is in support of this project. Point 2 Point provides services to communities so there are options of carpool, bus, or walk. Van Winkle also serves on the Safe Routes to School Program, which focuses on three key areas: Education, Engineering, and Encouragement. This project is an improvement for the families and community, and the sidewalk needs have been an issue for many years.
- **Drew Braun, 26978 Briggs Hill Road, Eugene OR 97405.** Braun is the Director of Instruction for Bethel School District and said this has been an issue for decades. Braun is looking forward to having kids go to school without being transported by parents.
- **Jerry Finigan, 1250 Irvington Drive Eugene OR 97404.** Finnegan represents the Santa Clara Community Organization and has lived in the area since 1963. Due to a huge boom and growth, the roads have now become minor collectors because people take these routes to avoid River Road. Finnegan is in support of this sidewalk improvement project.

- **Susan Thompson, 3550 Hyacinth Street, Eugene OR 97404.** Thompson shared she was not happy about this project and losing all of her landscape at the start of the process. However, Kerry and staff have worked very hard to protect and keep as much as possible while still achieving the goals of this project. Thompson understands the need for this project. Thompson is in support of the project and appreciates staff efforts.

Fleming closed the public hearing at 5:45.

McKinney clarified the three design exceptions:

1. No charge to residents (assessments) because of grant funding for the project.
2. We are only adding a sidewalk on one side, and code says that it must go on both sides.
3. Lane Code requires marked bike lanes for reconstructed roads. There are significant constraints with the road and providing a safe marked bike lane was not viable. Education regarding proper use of the sidewalk and road will be part of the Safe Routes to School information provided to students..

General discussion ensued regarding the design concept recommended. Reed wants the record to show that just because this design recommended has an exception, that we are not setting a precedent.

Motion: Anderson moved to adopt the plan proposed by staff, including the design exception; Reed seconded; all present voted in favor, motion carried.

VII. OPEN AGENDA/ITEMS FOR NEXT MEETING?

Items for the next meeting, July 25, 2012:

1. Revenue Options Update

Meeting Adjourned at 7:03pm

Christy Meyer, Meeting Recorder