

AGENDA COVER MEMO

T. 5.a.
and
W. 18.d.

DATE: April 13, 2004 - Work Session
April 14, 2004 - Public Hearing

TO: Lane County Board of Commissioners

DEPT.: Public Works

PRESENTED BY: Sonny Chickering, County Engineer

AGENDA ITEM TITLE: **IN THE MATTER OF APPROVING THE ALIGNMENT, RIGHT-OF-WAY WIDTHS AND OTHER DESIGN FEATURES FOR THE MARTIN LUTHER KING JR. PARKWAY, PREVIOUSLY KNOWN AS THE PIONEER PARKWAY EXTENSION, AS ADOPTED AND RECOMMENDED BY THE CITY OF SPRINGFIELD.**

I. MOTION

MOVE APPROVAL OF BOARD ORDER CONCURRING WITH THE ALIGNMENT, RIGHT-OF-WAY WIDTHS AND OTHER DESIGN FEATURES FOR THE MARTIN LUTHER KING JR. PARKWAY PROJECT AS ADOPTED AND RECOMMENDED BY THE CITY OF SPRINGFIELD WITH RECOMMENDATIONS TO RECONSIDER SPECIFIC ITEMS AS OUTLINED IN THE BOARD ORDER.

II. ISSUE OR PROBLEM

The City of Springfield and Lane County adopted the Gateway Refinement Plan in 1992 after an extensive public process. The Refinement Plan requires that the city and county approve the alignment and design characteristics of road projects within the McKenzie-Gateway Medium-Density Residential (MDR) site. The northern end of the Martin Luther King Jr. Parkway project, a new roadway alignment, is within the McKenzie-Gateway MDR site. The Springfield City Council adopted a preliminary alignment and right-of-way width for the project by Resolution 98-35 (Attachment 1). The City has also taken recent action on several issues related to the project, which are contingent upon adoption of the subsequent Resolution in early April (A draft is included as Attachment 13). The City has requested that the county concur with their decision pursuant to the Gateway Refinement Plan.

III. DISCUSSION

A. Background

NOTE: The City Council recently voted to change the road name from Pioneer Parkway Extension to Martin Luther King Jr. Parkway. Both road names are used throughout this memo and within the supporting material interchangeably.

Lane County adopted the Gateway Refinement Plan on September 2, 1992 by Ordinance PA 1013. The Gateway Refinement Plan discussed and adopted a series of changes to the TransPlan project list involving road projects in the Gateway area. The plan, as adopted by the city and county, concluded that the Martin Luther King Jr. Parkway project was needed to serve the Gateway area and to limit the traffic projected to use Game Farm Road South, an existing county road paralleling the future Parkway alignment.

The Gateway Refinement Plan contains a series of statements (See Attachment 2, section 24.0 through 26.1) dealing with the Pioneer Parkway Extension (Martin Luther King Jr. Parkway) and other road projects in the plan area. These policies address the timing of the construction of the Pioneer Parkway Extension and contain language dealing with neighborhood concerns. City staff held a series of neighborhood meetings and the City Council held a public hearing on June 15, 1998 (see Attachments 3 & 4) and passed Resolution 98-35 (see Attachment 1).

On February 21, 2001 you initially considered this request from City Council and, after some discussion, voted to defer action on this item until other issues, such as a link to International Way, were resolved (see minutes in Attachment 8).

B. Analysis

Since February 2001, several actions have been taken that further refine the scope and detail of specific elements related to the Parkway project.

Considerable public process has been undertaken by the City of Springfield to arrive at the recommendations intended to address issues as listed in the Project Development Timeline table below. Please review the Council Agenda Memorandum dated March 15, 2004 (Attachment 10) for a complete discussion of issues and recommendations and subsequently the minutes from the City Council Public Hearing on March 15, 2004 for how the Council voted on each (Attachment 12). Public testimony submitted in conjunction with the March 15, 2004 hearing is included in Attachment 11.

PROJECT DEVELOPMENT TIMELINE SINCE FEBRUARY 2001

DATE	DESCRIPTION
May 9, 2001	Board adopts 02-06 CIP that reallocated \$1.9 million from the Game Farm Road South General Construction project to a payment to Springfield for the Pioneer Parkway Extension.
December 12, 2001	Board adopts BO# 01-12-12-11 allocating an additional \$3.3 million to the project under the CaPP program for a total County contribution of \$5.2 million. The County exercised the right to design and build the project.
August – November 2002	Springfield conducted a formal steering committee process to resolve the “ north link ” alignment issue resulting in a unanimous recommendation to improve the existing Game Farm Road South section between Beltline and Deadmond Ferry.
February 25, 2003	IGA is executed between Lane County and City of Springfield that designated the City as the lead agency and Lane County as providing design and construction engineering, and contract management services.
July 8, 9 & 22, 2003	Springfield holds first Open Houses to review improvements to the Harlow/Hayden Bridge Road intersection . Specific topics included intersection form, impacts to parking on Hayden Bridge Road, and access to Wayside Lane.
October 29, 2003	Springfield holds Open House to review the closure of the south leg of Game Farm Road South at Beltline Road.
January 14 & 15, 2004	Springfield holds second Open Houses to review improvements to the Harlow/Hayden Bridge Road intersection with more detail in response to public comment received at first Open House event.
January 22, 2004	Springfield holds Open House to review soundwall concepts for the southern segment of the parkway.
February 2, 2004	Springfield City Council Work Session on Martin Luther King Jr. Parkway.
March 15, 2004	Springfield City Council Work Session and Public Hearing on Martin Luther King Jr. Parkway.

The City is forwarding their recommendations and requesting adoption at this time in order to construct the Parkway in Summer 2005.

The Springfield City Council's Resolution, which will not be adopted formally until early April, deals with 15 separate issues related to the project

- 1) Alignment of the parkway
- 2) Bike and pedestrian routes along the southern segment of the parkway corridor
- 3) Road elevation in the floodplain
- 4) Cross sections and right of way
- 5) Minor Intersection layouts
- 6) Intersection form for the Harlow/Hayden intersection
- 7) Opening Seward Street
- 8) Septic drainfields along southern segment
- 9) Hayden Bridge Road parking removal
- 10) Soundwalls in the southern segment and Beltline Road
- 11) Soundwall Type
- 12) Soundwall along Beltline Road
- 13) Springfield Utility Board transmission lines in the southern segment
- 14) Future under-grounding of SUB transmission lines
- 15) Bus Rapid Transit in the southern segment

The Board is not being asked to concur with each of these actions, however some of them do affect unincorporated areas or Lane County roads. It is these that are specifically addressed by the Board Order.

Springfield staff will be in attendance at the Board meeting to discuss this project. The City Council action is intended to fulfill the intent of the Gateway Refinement Plan by adopting a preliminary alignment and right-of-way width that minimizes impact on the residential neighborhoods on both sides of the future Parkway alignment.

The elements of the City Council's recommendation specifically related to County interests are addressed by the Board Order and are highlighted for discussion below.

1. Martin Luther King Jr. Parkway Alignment

The City Council has adopted a right-of-way width of 76 feet through the southern portion of the alignment, then widening to 96 feet through the RiverBend development site. The alignment on the south end follows the old railroad right-of-way (now in city ownership) and traverses a new alignment on the north end. The alignment is more specifically illustrated on Exhibit A of the Board Order.

2. North Link

An extensive public involvement process to decide how to connect traffic using the Parkway to International Way was conducted with a citizen steering committee. A unanimous vote of the committee recommended reconstructing the portion of Game Farm Road from Beltline to Deadmond Ferry with

improvements at the Patrician residential entrance to discourage non-resident access. See Attachment 9 for a summary of the North Link Stakeholders action.

3. Game Farm Road South

The Martin Luther King Jr. Parkway project is listed in TransPlan as a City of Springfield project. Lane County is responsible for Game Farm Road South, a parallel county road that is identified as needing a two-lane road with sidewalks and bike lanes to carry pedestrian and bicycle traffic. At this time, a project has not been programmed into the County's Capital Improvement Program. The intent of the Council's action relating to bicycle and pedestrian accommodation is that Game Farm Road South will be the Bike/Ped route for the area, not Martin Luther King Jr. Parkway. The proposed alignment for the Martin Luther King Jr. Parkway is consistent with future plans for improvement of Game Farm Road South.

Through the project development process, Springfield is recommending that the south leg of the intersection of Game Farm Road South at Beltline Road be closed to discourage use of Game Farm Road South as a parallel route to Martin Luther King Jr. Parkway. At the closure point, there will probably be provision for emergency access.

The City Council also adopted two connections between Game Farm Road South and the Parkway, namely, RiverBend to the south and Cardinal Way to the north, both on the RiverBend development site. These are new street connections along the east side of Game Farm Road South.

Lane County and City of Springfield staff are coordinating responses to the PeaceHealth Master Plan to identify the potential future impacts to Game Farm Road South as a result of these connections. As an example, PeaceHealth will be required to execute an Improvement Agreement for full urban improvements along the east side of Game Farm Road South abutting the site.

4. Sound Walls

Sound walls are proposed along the southern portion of the project. The City Council directed staff to discuss sound mitigation with the public at their public meeting on June 11, 1998. About eighty people from the neighborhoods on both sides of the Parkway Extension discussed various wall and berm combinations. A ten-foot high wall was the clear preference of the people attending the meeting because it required the minimum space for construction. Berms would have had much larger impacts on adjacent properties in the area.

Further design for the sound walls was addressed again when Springfield held an Open House to review soundwall concepts for the southern segment of the parkway on January 22, 2004.

There are three standard methods to measure sound for determining how much mitigation a sound wall must provide. A particular method will dictate the height and material quality of a wall to absorb sound.

- **Late-night criterion:** Designed to maintain existing late night noise levels during the year 2007. A sound wall design using this measurement would mitigate for the late night sounds. Requires an approximately seven-foot wall height.
- **24-hour criterion:** Designed to limit the 24-hour noise levels with a weighting to mitigate the nighttime noise levels to acceptable standards. The emphasis is to mitigate for traffic noise throughout the day. Requires an approximately nine-foot wall height.
- **Peak hour (5-6 pm) criterion:** Designed to limit the traffic noise level during the peak traffic period. This is the method commonly used by the state and Federal Highway Administration. Requires about a nine to ten-foot wall.

The City had hired a consultant to help with the soundwall design. The consultant recommended a wall 7 to 9 feet tall using a combination of late night and 24-hour criteria. The City Council subsequently adopted the 7 to 9-foot wall height and also adopted the use of sound absorptive concrete as the building material.

The adopted right-of-way width of 76 feet does include space for the soundwall to be completely within public right-of-way.

Another issue around sound mitigation is the request for a soundwall along the south side of Beltline Road at the connection of Beltline Road and the Parkway. The City Council adopted a motion to not construct a sound wall along Beltline Road as part of the MLK Jr. Parkway project. The action does not preclude the City from considering the sound wall, at a later date, in conjunction with the I-5/Beltline Interchange improvement.

5. **Intersection Form at Harlow/Hayden Bridge Road Intersection**

Please refer to the March 15, 2004 Springfield City Council Briefing Memorandum discussion regarding this issue (Attachment 10). There are three specific impacts that staff would like to highlight regarding the improvement of this intersection.

- **Roundabout vs. Traditional Signalized Intersection**

The City recommendation is to establish a multi-lane roundabout at this location.

Please refer to Attachment 10 prepared by City of Springfield staff for a discussion on the relative merits of a roundabout compared to a signal at this location.

The balance of increased safety, better level of service and accommodation of the Wayside Lane access for motor vehicle traffic, make the roundabout the City's preferred alternative.

The County Engineer has concerns related to the increase of pedestrian and bicycle traffic in the area of the roundabout intensified by the potential

for a Bus Rapid Transit (BRT) station close to the intersection. Other pedestrian/bicycle facilities such as the path in the Pioneer Parkway median and the EWEB bike path further south, between Harlow/Hayden Bridge and Q Street, also lead to this intersection.

The intersection is expected to be one of the heaviest used in the City of Springfield and placing a pedestrian destination such as a BRT station may only further add complexity to the non-motorized movements in and around the intersection. The use of a traditional intersection with traffic signals would provide time for pedestrian movements and provide clear indication to drivers and pedestrians as to when they can make safe movements.

Signals would, however, create longer crossing times (more lanes to cross) and more delay, decreasing the capacity of the intersection. Analysis done by the City indicates that the signal will operate at LOS D-E on opening day, while the roundabout will operate at LOS B.

In a roundabout scenario, while pedestrians will still use painted crosswalks, there will be no specific pedestrian signal to control crossings. Of particular concern are vehicle approach speeds, vehicle exit speeds, two-lane crossings, ADA and non-fleet of foot pedestrians.

The County Engineer recommends that, if a roundabout is approved, specific pedestrian accommodations be considered and developed to improve pedestrian and bicycle safety at these locations. Items to consider should include:

- Pavement rehabilitation on existing Pioneer Parkway to include a mid-block crossing at the EWEB path.
 - Approach deflection used to reduce speeds at the entrance to roundabout.
 - Move crosswalks close to roundabout before exiting vehicles accelerate.
 - Add pedestrian walk from EWEB path to roundabout on west side of Pioneer Parkway.
 - Provide bicycle exit ramps to sidewalk on east and west approaches to roundabout.
- Access to Wayside Lane Neighborhood

Part of the reason for considering a roundabout form at this location is that it allows a connection to Wayside Lane that would otherwise be closed or severely limited. This was a major concern for the County residents who live in the neighborhood.

A traditional signalized intersection requires a significantly larger footprint that positions the Wayside Lane intersection directly adjacent to the intersection with no space to allow safe and efficient operations. The alternative is either to close or severely limit the access at this point and connect a partially improved county side street to allow circulation from

Wayside Lane to Manor Drive, which connects to Hayden Bridge Road further away from the proposed intersection.

The City Council focused on Seward Avenue as a possible connection. Public testimony was split on the issue. Some citizens favor the opening of Seward to provide an alternate route out of the neighborhood, while others do not want the extra traffic that might be generated by such a connection and question the ability for the neighborhood streets to accommodate additional traffic.

The City Council action taken on March 15, 2004, states that Seward Avenue should be opened during construction of the project, but defers the permanent status of Seward to the Board of Commissioners for further analysis.

- **On-street Parking Along Hayden Bridge Road**

Due to alignment and lane requirements related to either the roundabout or traditional intersection form, the existing parking lane on Hayden Bridge Road for about 1000 feet will have to be removed as well as the planter strip along this section of the road. Specific driveway modifications are also proposed by the City to mitigate short driveway turnaround movements (see Exhibit D).

Lane County has attempted to remove parking along this portion of Hayden Bridge Way in the past. In 1994 the Department identified Hayden Bridge Way as needing an overlay under regular maintenance. We saw this as an opportunity to convert the roadway to a three-lane road - one lane in each direction and a two-way center turn lane. This would have required only restriping as there was enough existing pavement width being used as two travel lanes with parking. Ultimately, we were directed by the Board to maintain the existing configuration of travel lanes and parking for adjacent property owners.

6. Septic Drain Fields Along the Southern Segment

The narrow southern portion of the Martin Luther King Jr. Parkway alignment is bounded by County residents who use private septic systems rather than connections to the City of Springfield's sanitary sewer system. With the need for additional right-of-way to accommodate a sound barrier and possibly a dedicated Bus Rapid Transit (BRT) lane, an analysis was performed to determine potential impacts to the residential drain fields.

Results of the survey indicate that the Council recommended 76-foot right-of-way for the Martin Luther King, Jr. Parkway would affect 4 properties. One property is on the east side of the parkway and the other 3 are on the west side. If the right-of-way was widened to 86 feet, four more properties would be affected, one on the east side and three on the west side. The following table outlines the impacts associated with the amount of right of way used for the project in the southern segment:

On-Site Wastewater Systems Affected by Parkway Project in the southern segment				
Distance from Existing ROW	0 to 10 feet	10 to 15 feet	16 to 20 feet	Total
Number of Affected Properties	4	4	2	10
East Side	1	1		2
West Side	3	3	2	8
Affected System Replacement Components				
Sand Filter	1			1
Distribution Box & Drain lines	2			1
Drain lines	1	4	2	8
Estimated Construction Costs	\$36,000.00	\$16,000.00	\$8,000.00	\$60,000.00

City of Springfield City Council recommends mitigating the impacts to the drain fields within the 0-10 foot area. This will allow for additional right-of-way needed for the sound barrier, but not for a dedicated BRT lane through this section of the project unless an agreement between LTD and SUB is reached that relocates the SUB transmission line running within the planned median strip.

7. Bus Rapid Transit

Lane Transit District (LTD) has contracted with Lane County to draft BRT alignment options through the Martin Luther King Jr. Parkway project. LTD's preferred alternative is to have a dedicated BRT travel lane that would be consistent with BRT accommodation planned for Pioneer Parkway and through the River Bend development (Peace Health) north and south of the narrow segment. LTD prefers a dedicated lane to help guarantee the promise of BRT to provide fast and efficient public transportation along respective BRT corridors.

The City Council believes that the negative impacts to neighborhoods outweigh the benefits of having a dedicated lane through the relatively short southern section of Martin Luther King Jr. Parkway and is not recommending a dedicated lane here. The narrow section will be access controlled, so conflicts with BRT operation would be limited to flowing within mixed traffic.

Further Council action stipulates that the project will accommodate BRT in mixed traffic by incorporating operational modifications at intersections such as transit signal priority. However, as indicated in item 5 above, the City would support an effort to reach agreement between LTD and SUB regarding the relocation of utilities out of the planned median. This would provide an opportunity to accommodate a BRT lane within the 76-foot adopted right-of-way width.

C. Alternatives/Options

1. Approve the Resolution and Order as proposed.
2. Approve specific portions of the Order, and continue discussion of the remaining items.
3. Approve specific portions of the Order and engage the City Council in discussion of remaining items.
4. Deny the resolution and engage the City Council in discussion of alternatives.

D. Recommendations

Approve the Order as requested by the City of Springfield except as follows:

- 1) Recommend Council consider adoption of specific pedestrian and bicycle accommodations at and near the roundabout.
- 2) Recommend Council reconsider and provide additional right-of-way sufficient for a dedicated BRT lane within the southern segment.

IV. IMPLEMENTATION/FOLLOW-UP

Staff will continue to coordinate discussion of issues with City staff and present any Board recommendations to the City Council for consideration.

V. ATTACHMENTS

Board Order with Exhibits

- Exhibit A: Proposed Alignment
- Exhibit B: Layout of Roundabout design with associated impacts to Wayside Lane and Hayden Bridge Way

1. City of Springfield Resolution 98-35 adopting the alignment and right-of-way width for the Martin Luther King Jr. Parkway Project
2. Excerpt pages 53-54 from Gateway Refinement Plan, 1992
3. City of Springfield Agenda Memo June 15, 1998 public hearing on Martin Luther King Jr. Parkway.
4. City of Springfield Minutes June 15, 1998 public hearing
5. City of Springfield Agenda Memo April 27, 1998 work session
6. City of Springfield Minutes April 27, 1998 work session
7. Notice letter for Board public hearing and action February 21, 2001
8. Minutes of Board of Commissioners' Regular Meeting February 21, 2001
9. Letter to North Link Stakeholders dated January 30, 2003
10. City of Springfield Agenda Memo March 15, 2004 public hearing on Martin Luther King Jr. Parkway
11. Written testimony submitted in conjunction with City of Springfield March 15, 2004 public hearing
12. City of Springfield Minutes March 15, 2004 public hearing
13. Draft City of Springfield Resolution adopting the alignment, right-of-way width, and other design elements for the Martin Luther King Jr. Parkway Project

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY,
OREGON

ORDER NO. (IN THE MATTER OF APPROVING THE ALIGNMENT,
(RIGHT-OF-WAY WIDTHS AND OTHER DESIGN
(FEATURES FOR THE MARTIN LUTHER KING JR.
(PARKWAY, PREVIOUSLY KNOWN AS THE PIONEER
(PARKWAY EXTENSION, AS ADOPTED AND
(RECOMMENDED BY THE CITY OF SPRINGFIELD.

WHEREAS, the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) sets forth the policies governing land use decision making in the Eugene-Springfield area, and recognizes that refinement plans to refine and augment the Metro Plan may be established for specific planning areas; and

WHEREAS, the Gateway Refinement Plan was adopted by the City Council of the City of Springfield and the Board of County Commissioners in 1992; and

WHEREAS, Section 24 of the Gateway Refinement Plan Transportation Element specifies that the City shall design and construct a north-south arterial corridor in order to accommodate increased traffic flows associated with future development of the north Gateway area in a manner that minimizes impacts on existing Gateway area residents; and

WHEREAS, Section 24.1 implicitly contemplates that preliminary planning and alignment of the arterial may occur prior to the onset of certain "triggers" specified in Section 24.1 of the Transportation Element; and

WHEREAS, Section 24.4 specifies the City may plan for the design of an extension of Pioneer Parkway northward from Harlow Road to Bellline Road, coordinating with the design and development of road systems that will serve the McKenzie-Gateway SLI site and the 180-acre MDR area; and

WHEREAS, Section 24.6 specifies that the City design and construction of the Pioneer Parkway Extension, shall occur in a manner that significantly reduces noise impacts; and

WHEREAS, Section 26.1 of the Gateway Refinement Plan specifies that all road improvements within the urbanizable area identified in the Refinement Plan Diagram as the McKenzie-Gateway MDR area shall be determined and established jointly by the Board of County Commissioners and the City of Springfield; and

WHEREAS, the northerly portion of the Pioneer Parkway Extension lies within, and will serve, the McKenzie-Gateway MDR site; and

WHEREAS, the City has undertaken a preliminary planning and right-of-way study, subject to revisions upon final design, to maximize the safety and efficiency of the arterial while reducing costs, right-of-way acquisition and impacts on the environment; and

WHEREAS, the City of Springfield held a public hearing on June 15, 1998 and adopted Resolution 98-35 including a preliminary alignment and right-of-way widths for the proposed arterial project; and

WHEREAS, the Board of County Commissioners held a public hearing on February 21, 2001 after providing notice to adjacent property owners along the proposed alignment for the Pioneer Parkway Extension; and

WHEREAS, the Board deferred action at that time in order for the City to address issues, such as a transportation link to International Way; and

WHEREAS, the City and Lane County have executed an Intergovernmental Agreement on February 25, 2003 for the funding, general implementation, joint planning, approval, coordination and construction of the Pioneer Parkway Extension; and

WHEREAS, on July 7, 2003 the City Council renamed the Pioneer Parkway Extension to be called the Martin Luther King Jr. Parkway; and

WHEREAS, the Martin Luther King Jr. Parkway is estimated to cost \$9.3 million, \$5.2 million of which is the County's contribution, and these funds are programmed in the City and Lane County Capital Improvement Plans for construction in 2005; and

WHEREAS, the City of Springfield has requested that the Board of County Commissioners concur with their decision on the preliminary alignment and right-of-way widths for the Martin Luther King Jr. Parkway as shown on Exhibit A; and

WHEREAS, the City of Springfield has undertaken further public processes to gather testimony from the public to help formulate their recommendation; and

WHEREAS, the Springfield City Council held a public hearing on March 15, 2004 after providing notice to adjacent property owners and interested parties to consider the alignment and other design elements related to the Martin Luther King Jr. Parkway and subsequently adopt a Resolution; and

WHEREAS, the Board of County Commissioners held a public hearing on April 14, 2004 after providing notice to adjacent property owners and interested parties to consider the recommendations of the City Council resolution; NOW

IT IS HEREBY ORDERED that the Board of County Commissioners concurs with the preliminary alignment and right-of-way widths for Martin Luther King Jr. Parkway as shown on Exhibit "A" and further refined by the following specific decisions related to design elements:

- North Link – Reconstruction of Game Farm Road South from Beltline Road to Deadmond Ferry Road with improvements at the Patrician residential entrance to discourage non-resident access; and
- Game Farm Road South – Closure of the south leg of Game Farm Road South at the connection to Beltline Road to limit motor vehicle access at this point; locate bike and pedestrian routes along this parallel County Road, at some point in the future, rather than the Parkway, but support

the City effort to create easements where possible in the neighborhoods for bike and pedestrian paths; and

- Sound Walls – Approval of a 7 to 9-foot wall height using a combination of late night and 24-hour noise measurement criteria; not constructing a sound wall along the south side of Beltline at the connection of Beltline Road and Martin Luther King Jr. Parkway as part of the project; and
- Intersection Form at Harlow/Hayden Bridge Road Intersection – Construction of a two-lane roundabout design with a Wayside Lane connection as illustrated on Exhibit B attached and incorporated herein by this reference; and
- Hayden Bridge Parking Removal – Removal of parking on Hayden Bridge Way for approximately 1000 feet and construct where feasible, and with owner consent, shared driveways for better access to Hayden Bridge Way as illustrated on Exhibit B as attached; and

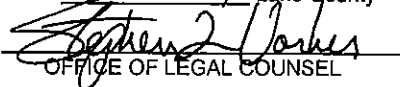
IT IS FURTHER ORDERED that the Board of County Commissioners concurs with the City Council recommendation to open Seward Street during construction of the project to provide an alternate route away from construction activities for County residents along Wayside Lane, and to consider, at a later time, what the permanent status of Seward Street should be; and

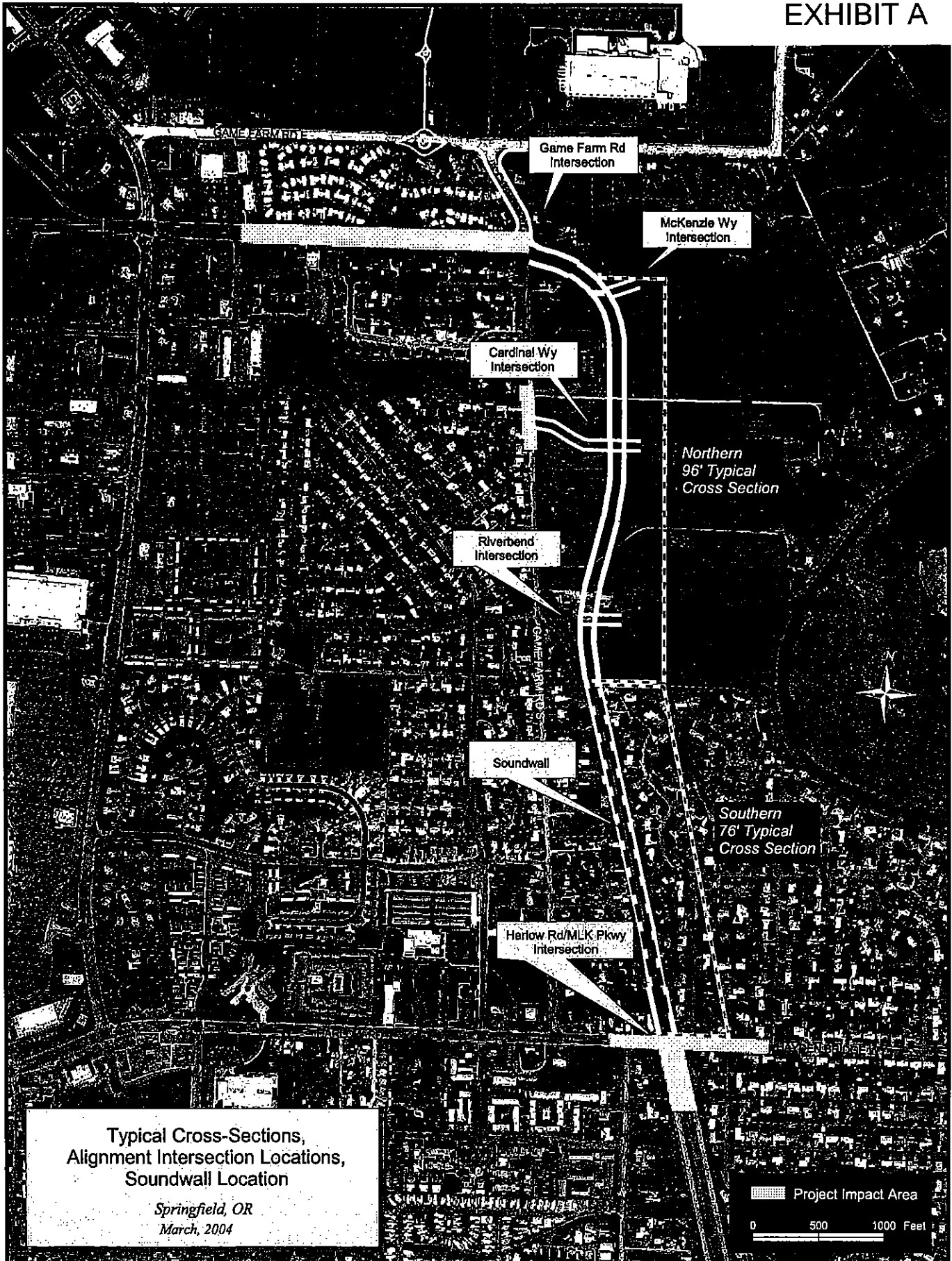
IT IS FURTHER ORDERED that a recommendation be forwarded to the City of Springfield stating the Board desire for the City Council to reconsider the following elements:

- 1) Intersection Form at Harlow/Hayden Bridge Road Intersection - Consideration of specific pedestrian and bicycle accommodation at and near the roundabout.
- 2) Bus Rapid Transit – Reconsideration of additional right-of-way sufficient for a dedicated BRT lane within the southern segment.
- 3) Septic Drain Fields – Mitigate the impacts to the septic drain fields consistent with adopted right-of-way acquisition area along each side of the southern segment related to item #2 above.

DATED this _____ day of April, 2004.

Bobby Green Sr.
Chair, Lane County Board of Commissioners

APPROVED AS TO FORM
Date 4-7-2004 Lane County

OFFICE OF LEGAL COUNSEL

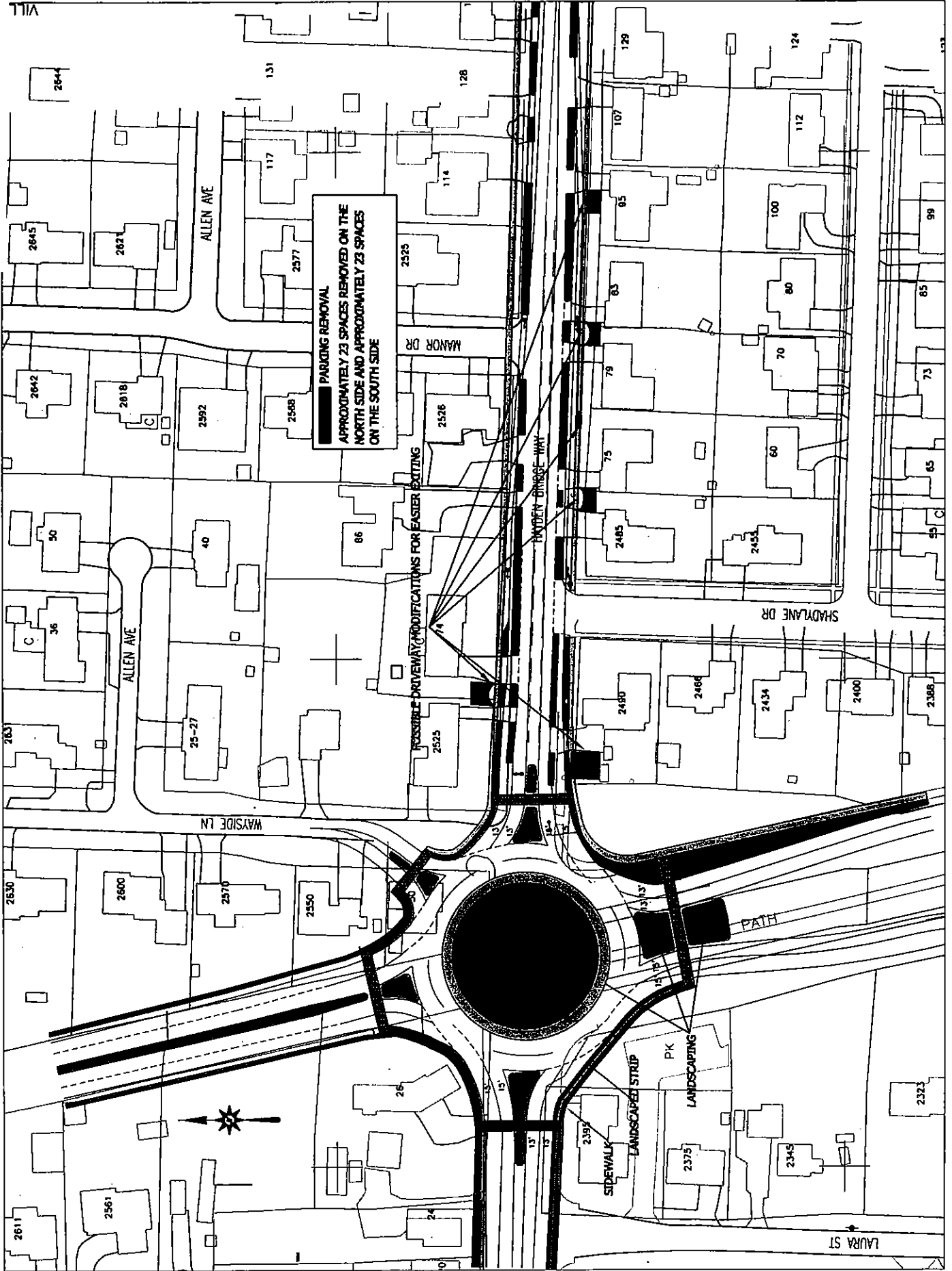


Typical Cross-Sections,
Alignment Intersection Locations,
Soundwall Location

Springfield, OR
March, 2004

EXHIBIT B

ROUNDABOUT WITH WAYSIDE CONNECTION



**CITY OF SPRINGFIELD
RESOLUTION NO. 98-35**

**A RESOLUTION ADOPTING THE ALIGNMENT AND RIGHT-OF-WAY
WIDTH FOR THE PIONEER PARKWAY EXTENSION**

WHEREAS, the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) sets forth the policies governing land use decision making in the Eugene-Springfield metropolitan area, and recognizes that refinement plans to refine and augment the Metro Plan may be established for specific planning areas; and

WHEREAS, the Gateway Refinement Plan, was adopted by the City Council in November, 1992, to address the land use issues and identify the public facilities needs in the Gateway area of Springfield; and

WHEREAS, Section 24 of the Gateway Refinement Plan Transportation Element specifies that the City shall design and construct a north-south arterial corridor in order to accommodate increased traffic flows associated with future development of the north Gateway area in a manner that minimizes impacts on existing Gateway area residences; and

WHEREAS, Section 24.1 specifies that preliminary planning and alignment of the arterial may occur prior to the onset of certain "triggers" specified Section 24.1 of the Transportation Element; and

WHEREAS, Section 24.4 specifies the City may plan for the design of an extension of Pioneer Parkway northward from Harlow Road to Belt Line Road, coordinating with the design and development of road systems that will serve the McKenzie-Gateway SLI site and the 180-acre MDR area; and


WHEREAS, Section 24.6 specifies that the design and construction of the Pioneer Parkway Extension shall occur in a manner that significantly reduces noise impacts; and

WHEREAS, the City has undertaken a preliminary planning and alignment study to maximize the safety and efficiency of the arterial while reducing costs, right-of-way (ROW) acquisition and impacts on the environment;

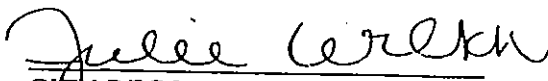
NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Springfield as follows:

That the preliminary alignment and ROW width for the Pioneer Parkway Extension project shall be that which is shown on the attached map (Exhibit A); and further, that the project design shall include some means of mitigating and significantly reducing noise impacts, as specified in the Plan.

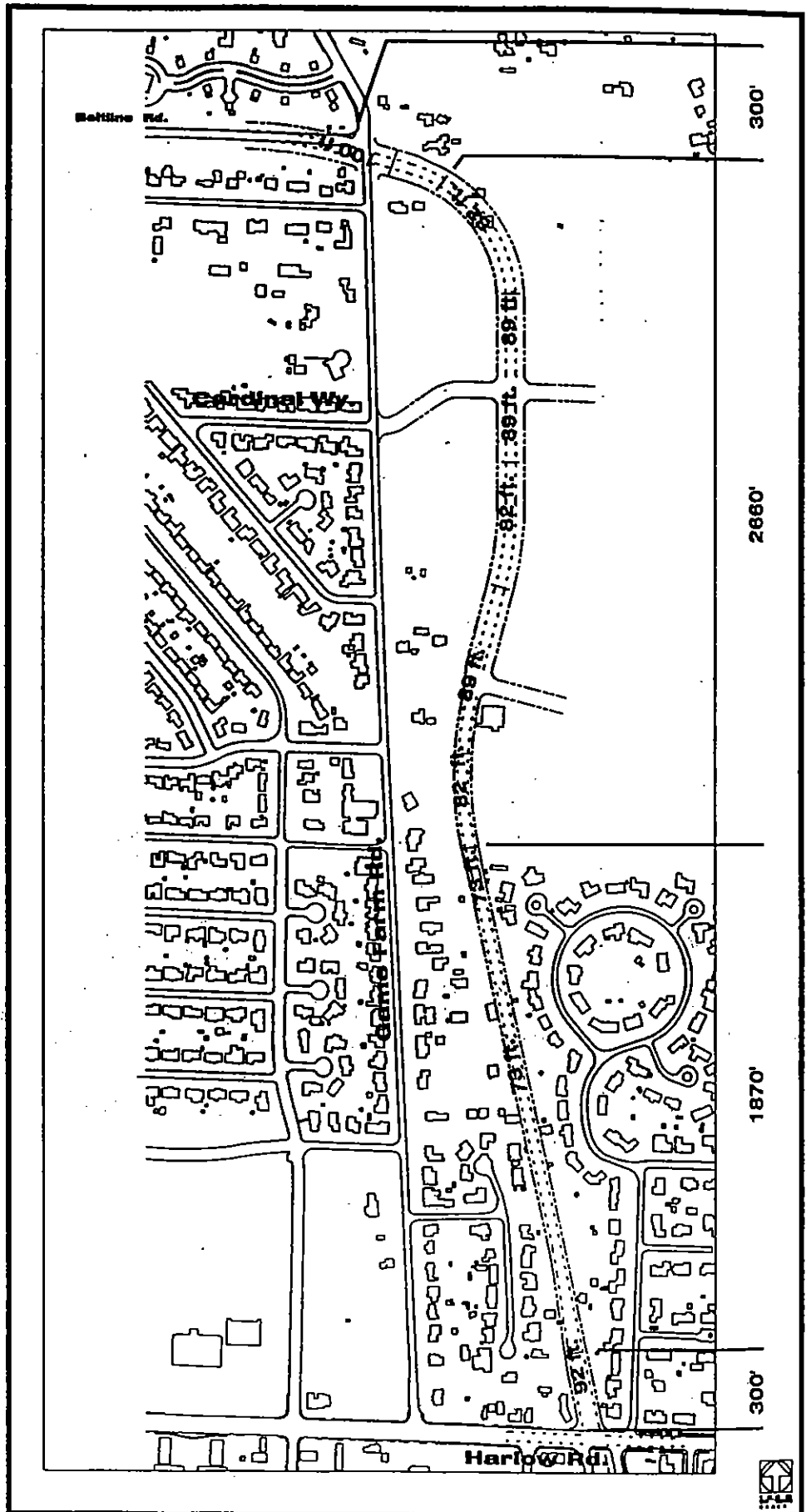
ADOPTED BY THE COMMON COUNCIL AND APPROVED BY THE MAYOR OF THE CITY OF SPRINGFIELD ON THIS 15th DAY OF June, 1998.


MAYOR

ATTEST:


CITY RECORDER

REVIEWED AND APPROVED
AS TO FORM
JOSEPH J. CRAHY
OFFICE OF CITY ATTORNEY
6110192



GATEWAY REFINEMENT PLANTRANSPORTATION ELEMENT

cross streets at signalized intersections.

- 20.5 Ensure that adult crossing guards working at school crossings in the Refinement Plan area are properly trained.
- 21.0 Respond to citizen requests to investigate conditions perceived as hazardous.
- 22.0 Investigate, propose, and initiate action to resolve traffic/pedestrian accidents.
- 23.0 Connect pathway networks through open space corridors, bike and pedestrian paths, and on-street bike route connectors both within the Gateway boundaries and beyond to the regional pathway system.
 - 23.1 Coordinate with Willamalane to develop the proposed McKenzie River bike path.
 - 23.2 Explore conversion of Southern Pacific abandoned railroad corridor.
 - 23.3 Provide on-street bike routes as part of street construction of projects listed on the attached project list, where important to the overall bikeway network.
 - 23.4 Work closely with City of Eugene to complete Transplan Projects #670 & #671 connecting northern Springfield to Coburg via Game Farm Road.
 - 23.5 Work with the City of Eugene to evaluate the feasibility of a bicycle/pedestrian crossing of I-5 from the Willakenzie neighborhood to the Gateway Street Commercial area.

24.0

The City shall design and construct a north-south arterial corridor in the Gateway Refinement Plan area in order to ensure accommodation of increased traffic flows associated with future development of the north Gateway area, in a manner that minimizes impacts on existing Gateway area residences.

- 24.1 One of the following criteria shall be met prior to the initiation of the neighborhood meetings, right-of-way acquisition (except the acquisition of the former Southern Pacific right-of-way) and except the exactions of dedications of right-of-way as a condition of development approval, and final design phases of the Pioneer Parkway extension project:
 - a. There is a weekly average traffic count of 10,000 vehicles per day on Game Farm Road South between Oakdale Street and Harlow Road; or
 - b. There is an overall level of service of D at the Game Farm/Harlow intersection, determined by the detailed operations LOS procedure in the Highway Capacity Manual, 1985, or any approved update (this analysis to include optimization of the signal timing at the intersection); or
 - c. Documented accident problems or air quality problems exist which lead the Road Authority with jurisdiction over Game Farm Road South and the Game Farm/Harlow intersection to declare that it is in the interest of the public health and safety to proceed with the Pioneer Parkway project.
- 24.2 The City shall continue to implement transportation system management actions and facilities improvements (including signalization improvements and/or intersection design modifications) as needed to maintain level of service D or better at key intersections, including Pioneer Parkway/Harlow, Pioneer Parkway/"Q" at the Eugene-Springfield

Highway eastbound off ramp, and Belt Line/Gateway.

- 24.3 Purchase (or maintain the option to purchase) the former Southern Pacific railroad corridor in order to preserve the entire corridor for public use.
- 24.4 Plan for the design of an extension of Pioneer Parkway northward from Harlow Road to Belt Line Road, coordinating with the design and development of road systems that will serve the McKenzie-Gateway SLI site and the 180-acre MDR area.
- 24.5 Seek TransPlan amendments to include the extension of the Pioneer Parkway as a long-phase project.
- 24.6 Design and construct the Pioneer Parkway extension in a manner that significantly reduces noise impacts.
- 25.0 Facilitate the efficient operation of transportation systems serving the commercially developed areas.
 - 25.1 Provide for the future expansion of the intersection of Gateway Street and Belt Line Road when reviewing site plans for developments fronting this intersection.
 - 25.2 Provide for transit, bicycle, and pedestrian facilities as part of new retail and office commercial development.
 - 25.3 Work with the City of Eugene, Lane County, the State of Oregon, and the Lane Transit District in developing regional transportation solutions to accommodate traffic generated by the Gateway mall and other commercial developments in the planning area.
- 26.0 Ensure that the future road system in the area identified as the "McKenzie-Gateway MDR Site" meets the transportation needs of the area in a manner that is sensitive to the interests and concerns of the property owners and residents of local neighborhoods.
 - 26.1 Alignments and other design characteristics for all road improvements and/or additions to the road system within the urbanizable area identified on the Refinement Plan Diagram as the McKenzie-Gateway MDR site, shall be determined and established jointly by the Lane County Board of Commissioners and the Springfield City Council.

AGENDA ITEM SUMMARY

**SPRINGFIELD
CITY COUNCIL**

Meeting Date: June 15, 1998
Meeting Type: Regular Session
Department: Public Works
Staff Contact: Masood Mirza
Staff Phone No.: 726-4585
Estimated Time: 20 Minutes

[Handwritten initials/signature]

ITEM TITLE: PIONEER PARKWAY EXTENSION RIGHT-OF-WAY AND ALIGNMENT

ACTION REQUESTED: The following actions are requested:

- 1) Conduct a public hearing on the proposed alignment and right-of-way (ROW) width for the extension of Pioneer Parkway and
- 2) Consider adopting the proposed alignment and right-of-way width by adopting the following resolution:

A RESOLUTION ADOPTING THE ALIGNMENT AND RIGHT-OF-WAY WIDTH FOR THE PIONEER PARKWAY EXTENSION

ISSUE STATEMENT: The preliminary planning and alignment study for the Pioneer Parkway Extension is complete and has been presented to the City Council. The public hearing will provide the opportunity for further comments prior to considering the proposed alignment and ROW width for approval by resolution.

ATTACHMENTS: A. Resolution

DISCUSSION/

FINANCIAL IMPACT: The Pioneer Parkway Extension is a future minor arterial proposed in the Gateway Refinement Plan. It would extend the Pioneer Parkway couplet north of Harlow Road along the former Southern Pacific Railroad Right-Of-Way (ROW) for 2200 feet, then would curve east and then west through the Gateway MDR site.

On April 27, 1998, the City Council held a work session to review the proposed alignment and ROW width requirements. At that meeting, the council was also presented with a Planning Commission recommendation to remove sidewalks from both sides of the project and install a landscaped sound wall in the southern section of the Pioneer Parkway Extension, within the section of old Southern Pacific Railroad Right-Of-Way.

During the work session, the Council agreed to the recommendation for removing sidewalks from both sides of the project in the southern section and installing a landscaped sound wall or other noise mitigation in that section. However, the Council decided to keep sidewalks on the northern section.

The City Council also directed staff to meet again with the Game Farm Neighborhood Association regarding a preferred option for sound mitigation. A meeting with the Game Farm Neighborhood Association is scheduled for June 11, 1998 to discuss various options for sound mitigation and associated ROW width. During the June 15, 1998 public hearing, staff will present the recommendations from the Game Farm Neighborhood Association to the Council.

Testimony *Alice Barrett*
Hanalee Roman

**CITY OF SPRINGFIELD
RESOLUTION NO. _____**

**A RESOLUTION ADOPTING THE ALIGNMENT AND RIGHT-OF-WAY
WIDTH FOR THE PIONEER PARKWAY EXTENSION**

WHEREAS, the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) sets forth the policies governing land use decision making in the Eugene-Springfield metropolitan area, and recognizes that refinement plans to refine and augment the Metro Plan may be established for specific planning areas; and

WHEREAS, the Gateway Refinement Plan, was adopted by the City Council in November, 1992, to address the land use issues and identify the public facilities needs in the Gateway area of Springfield; and

WHEREAS, Section 24 of the Gateway Refinement Plan Transportation Element specifies that the City shall design and construct a north-south arterial corridor in order to accommodate increased traffic flows associated with future development of the north Gateway area in a manner that minimizes impacts on existing Gateway area residences; and

WHEREAS, Section 24.1 specifies that preliminary planning and alignment of the arterial may occur prior to the onset of certain "triggers" specified Section 24.1 of the Transportation Element; and

WHEREAS, Section 24.4 specifies the City may plan for the design of an extension of Pioneer Parkway northward from Harlow Road to Belt Line Road, coordinating with the design and development of road systems that will serve the McKenzie-Gateway SLI site and the 180-acre MDR area; and

WHEREAS, Section 24.6 specifies that the design and construction of the Pioneer Parkway Extension shall occur in a manner that significantly reduces noise impacts; and

WHEREAS, the City has undertaken a preliminary planning and alignment study to maximize the safety and efficiency of the arterial while reducing costs, right-of-way (ROW) acquisition and impacts on the environment;

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Springfield as follows:

That the preliminary alignment and ROW width for the Pioneer Parkway Extension project shall be that which is shown on the attached map (Exhibit A); and further, that the project design shall include some means of mitigating and significantly reducing noise impacts, as specified in the Plan.

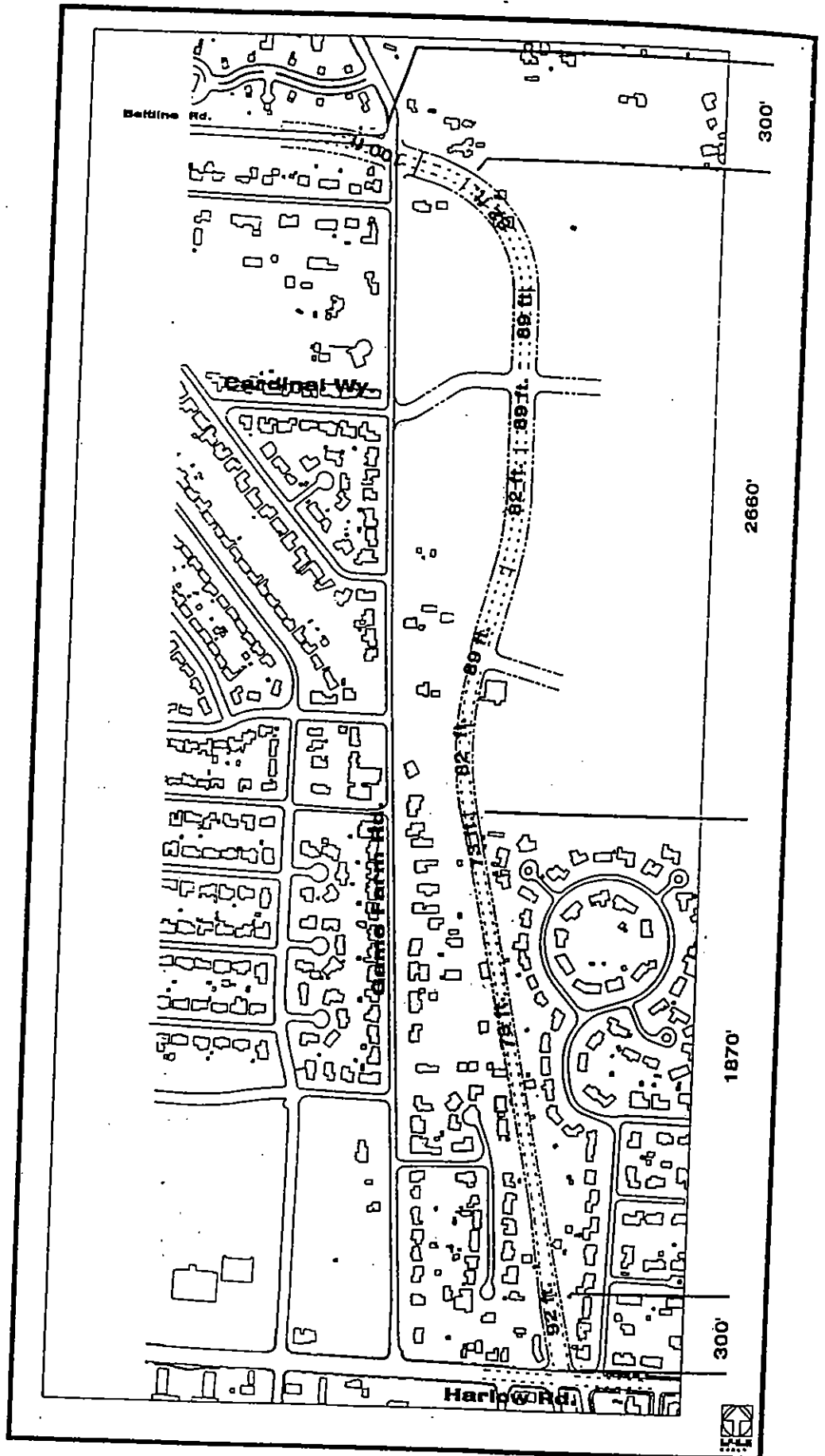
ADOPTED BY THE COMMON COUNCIL AND APPROVED BY THE MAYOR OF THE CITY OF SPRINGFIELD ON THIS _____ DAY OF _____, 1998.

MAYOR

ATTEST:

CITY RECORDER

REVIEWED AND APPROVED
AS TO FORM
JOSEPH J. LRAHY
OFFICE OF CITY ATTORNEY
6/10/98



0541026

MINUTES OF THE REGULAR MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY, JUNE 15, 1998

The city of Springfield council met in regular session in the Springfield City Council Chamber Room, 225 Fifth Street, Springfield, Oregon, on Monday, June 15, 1998, at 7:05 p.m., with Mayor Morrisette presiding.

ATTENDANCE

Present were Mayor Morrisette, Councilors Ballew, Beyer, Burge, Dahlquist and Maine. Councilor Shaver was absent (excused). Also present were Senior Management Analyst Rosie Pryor, City Attorney Joe Leahy, Senior Management Analyst Rosie Pryor, City Recorder Julie Wilson and members of the staff.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Morrisette.

CALL TO ORDER

SPRINGFIELD UPBEAT

1. Senior Management Analyst Rosie Pryor recognized Julie Wilson, City Manager's Office, for 15 years of service to the city of Springfield.
2. Chief Dennis Murphy introduced and explained the efforts of the Ribbon of Promise campaign.

CONSENT CALENDAR

IT WAS MOVED BY COUNCILOR MAINE, WITH A SECOND BY COUNCILOR BURGE, TO ADOPT THE CONSENT CALENDAR. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 0 AGAINST.

1. Claims

- a. Approve April 1998 Disbursements for Approval.
- b. Approve May 1998 Disbursements for Approval.

2. Minutes

- a. April 28, 1998 – Joint Elected Officials Meeting
- b. May 18, 1998 – Work Session Meeting
- c. May 18, 1998 – Regular Meeting

3. Resolutions

- a. RESOLUTION NO. 98-41 - A RESOLUTION OF THE CITY OF SPRINGFIELD RECOGNIZING THE RETIREMENT OF THE DEBT OBLIGATION ON SELECTED BANCROFT BOND ISSUES AND ACKNOWLEDGING THE CITY'S ABILITY TO REAPPROPRIATE THE REMAINING RESOURCES.
 - b. RESOLUTION NO. 98-42 - A RESOLUTION TO ACCEPT PROJECT 1-988, 51ST STREET IMPROVEMENTS, MAIN TO E STREET AND VICINITY, FROM WILDISH CONSTRUCTION CO., IN THE AMOUNT OF \$411,287.11.
 - c. RESOLUTION NO. 98-33 - A RESOLUTION TO ACCEPT PERMIT PROJECT 3-058, PATTEE PARTITION, J STREET WEST OF 28TH STREET.
 - d. RESOLUTION NO. 98-34 - A RESOLUTION AUTHORIZING THE CITY MANAGER TO AWARD COMPETITIVE BIDS DURING THE CITY COUNCIL RECESS.
4. Ordinances
5. Other Routine Matters
- a. Approve Bid Award for Project 2-019, M Street Improvements, Prescott Lane to Mill Street, and Vicinity, to Babb Construction Co., Inc., DBA Delta Construction Co., in the Amount of \$239,792.94.
 - b. Approve Bid Award for Project 2-072, Beverly Street Storm Sewer, From Nancy Street North to the Ditch, Approximately 200 Feet, to Cardwell Construction and Property Management Company in the Amount of \$11,658.
 - c. Authorize the City Manager to Sign a Three-Year Contract with the Joint Venture Firm of Sedgwick of Oregon and Cramer and Giles Insurance for Insurance Agent of Record Services.
 - d. Request for Permit to Work Outside Hours of 7 am and 6 pm, for the I-5 / Beltline Safety Improvements and Harlow Blvd. Overlay Projects, Subject to Conditions Noted in the Staff Report.

ITEMS REMOVED FROM THE CONSENT CALENDAR

PUBLIC HEARINGS

1. Pioneer Parkway Extension Right-of-Way and Alignment.

RESOLUTION NO. 98-35 - A RESOLUTION ADOPTING THE ALIGNMENT AND RIGHT-OF-WAY WIDTH FOR THE PIONEER PARKWAY EXTENSION.

Transportation Planning Engineer Masood Mirza presented the staff report on this issue. The preliminary planning and alignment study for the Pioneer Parkway Extension is complete and has been presented to the council. The public hearing will provide the

opportunity for further comments prior to considering the proposed alignment and ROW width for approval by resolution.

The Pioneer Parkway Extension is a future minor arterial proposed in the Gateway Refinement Plan. It would extend the Pioneer Parkway couplet north of Harlow Road along the former Southern Pacific Railroad Right-of-Way (ROW) for 2200 feet, then would curve east and then west through the Gateway MDR site.

On April 27, 1998, the council held a work session to review the proposed alignment and ROW width requirements. At that meeting, the council was also presented with a Planning Commission recommendation to remove sidewalks from both sides of the project and install a landscaped sound wall in the southern section of the Pioneer Parkway Extension, within the section of old Southern Pacific Railroad right-of-way.

During the work session, the council agreed to the recommendation for removing sidewalks from both sides of the project in the southern section and installing a landscaped sound wall or other noise mitigation in that section. However, the council decided to keep sidewalks on the northern section.

The council also directed staff to meet again with the Game Farm Neighborhood Association regarding a preferred option for sound mitigation. A meeting with the Game Farm Neighborhood Association is scheduled for June 11, 1998 to discuss various options for sound mitigation and associated ROW width.

Mayor Morrisette opened the public hearing.

1. Alice Verret, 3195 Wayside Loop, Springfield, asked that traffic be reduced in the area if there was any way to do so. She appreciated the public meetings held regarding the issue.
2. Hanalei Rozen, 1551 B Street, spoke regarding use of the vegetation for sound barrier use. She said her experience is that it requires about three to four rows of trees to provide a sound barrier. She thought a closer look should be taken to meet noise barrier needs.

Ms. Pryor read the following letters into the record:

- Correspondence from the Toney family (Robert, Sandra, Tracie, Roberta, Michael, Jeremiah, Patsy, Eric and Jennifer), 480 Colonial Drive, Springfield, expressing support for sound barriers.
- Correspondence from W. H. Menlow and Meda Menlow, 2663 Nova Street, Springfield, expressing support for a sound wall to be constructed.
- Correspondence from the Booher family (Steve, Cheri, Dawn, Gary, Sandra and Bonnie), 35 Ann Court, Springfield, expressing support for a noise barrier wall to be constructed.
- Correspondence from Wally and Irene Hake, 45 Ann Court, Springfield, expressing opposition to the project, however, is in support of a sound barrier wall to reduce noise.

Mayor Morrisette closed the public hearing.

Mr. Mirza answered questions from council regarding the use of federal funding. He also discussed the Gateway Area Refinement Plan as it related to this project.

IT WAS MOVED BY COUNCILOR MAINE, WITH A SECOND BY COUNCILOR BURGE, TO ADOPT RESOLUTION NO. 98-35. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 0 AGAINST.

City Attorney Joe Leahy clarified that no decision has yet been made on the sound barrier issue.

2. Draft Springfield Bicycle Plan.

RESOLUTION NO. 98-36 - A RESOLUTION ADOPTING THE SPRINGFIELD BICYCLE PLAN.

City Planner Mel Oberst and Traffic Technician Dean Bishop presented the staff report on this issue. The draft Springfield Bicycle Plan is complete, has gone through a public review process, and has been reviewed by the Planning Commission and council. Prior to considering the plan for adoption, a legislative public hearing is necessary.

In 1997, a technical analysis of the city's local bikeway system was completed via an ODOT Transportation and Growth Management Program grant. This work was done pursuant to the requirements of the Transportation Planning Rule 12 (Oregon Administrative Rule 660-12) requiring local jurisdictions to develop local bikeway connectivity and design standards. The Springfield Bicycle Master plan will become Springfield's bicycle element in TransPlan. The plan will also be used as a guide for evaluating bike route location during development review. Projects in the Plan are eligible for federal or state funding programs that are appropriate for bicycle or pedestrian transportation modes.

In response to public input received at an open house workshop in February, and Planning Commission review in April and May, staff proposes three amendments to the plan as prepared. First, staff recommends adding one project, an off-street multi-use path along the East Side of 42nd Street. This project was recommended by a citizen and endorsed by the SBC. The land is in public ownership and is a practical transportation option. Federal grant funding for this project has been appropriated in the federal highway reauthorization bill (TEA 21) which is awaiting signature by President Clinton.

In response to testimony at the Planning Commission's public hearings, staff recommends modifying the alignment for the Millrace Pathway (east of the Springfield Quarry Bridge) to locate this project within the Urban Growth Boundary. Further, in response to a meeting with the property owner subsequent to the council's June 8 work session, staff recommends changing the alignment of the Gateway-McKenzie Pathway to reflect revised connections at the Pioneer Parkway Extension, Game Farm Road, the new collector and Baldy View Lane; and further, to continue the pathway northward terminating at Deadmond Ferry Road.

AGENDA ITEM SUMMARY

Meeting Date: April 27, 1998
Meeting Type: Work Session
Department: Public Works
Staff Contact: Masood Mirza
Staff Phone No.: 726-4585
Estimated Time: 60 Minutes

SPRINGFIELD
CITY COUNCIL

ITEM TITLE: PIONEER PARKWAY EXTENSION RIGHT-OF-WAY AND ALIGNMENT

ACTION REQUESTED: Review a proposed alignment and Right-of-Way (ROW) width for the extension of Pioneer Parkway.

ISSUE STATEMENT: The preliminary planning and alignment study for the extension of Pioneer Parkway Extension is complete. Staff is prepared to present the results of the study and a proposal for alignment and Right-of-Way width.

ATTACHMENTS: A. Proposed Pioneer Parkway Alignment
B. Minimum Right-of-Way Table

DISCUSSION/
FINANCIAL IMPACT:

The Pioneer Parkway extension is a future minor arterial proposed in the Gateway Refinement Plan dated November 1992. This future minor arterial would extend the Pioneer Parkway couplet north of Harlow Road along the former Southern Pacific Railroad Right-Of-Way (ROW) for 2200 feet, then would curve east and then west through the Gateway MDR site. The design and construction of the extension are prohibited until certain "triggers" are met. However, preliminary planning, including adoption of the alignment and acquiring the ROW can be done before the triggers are met.

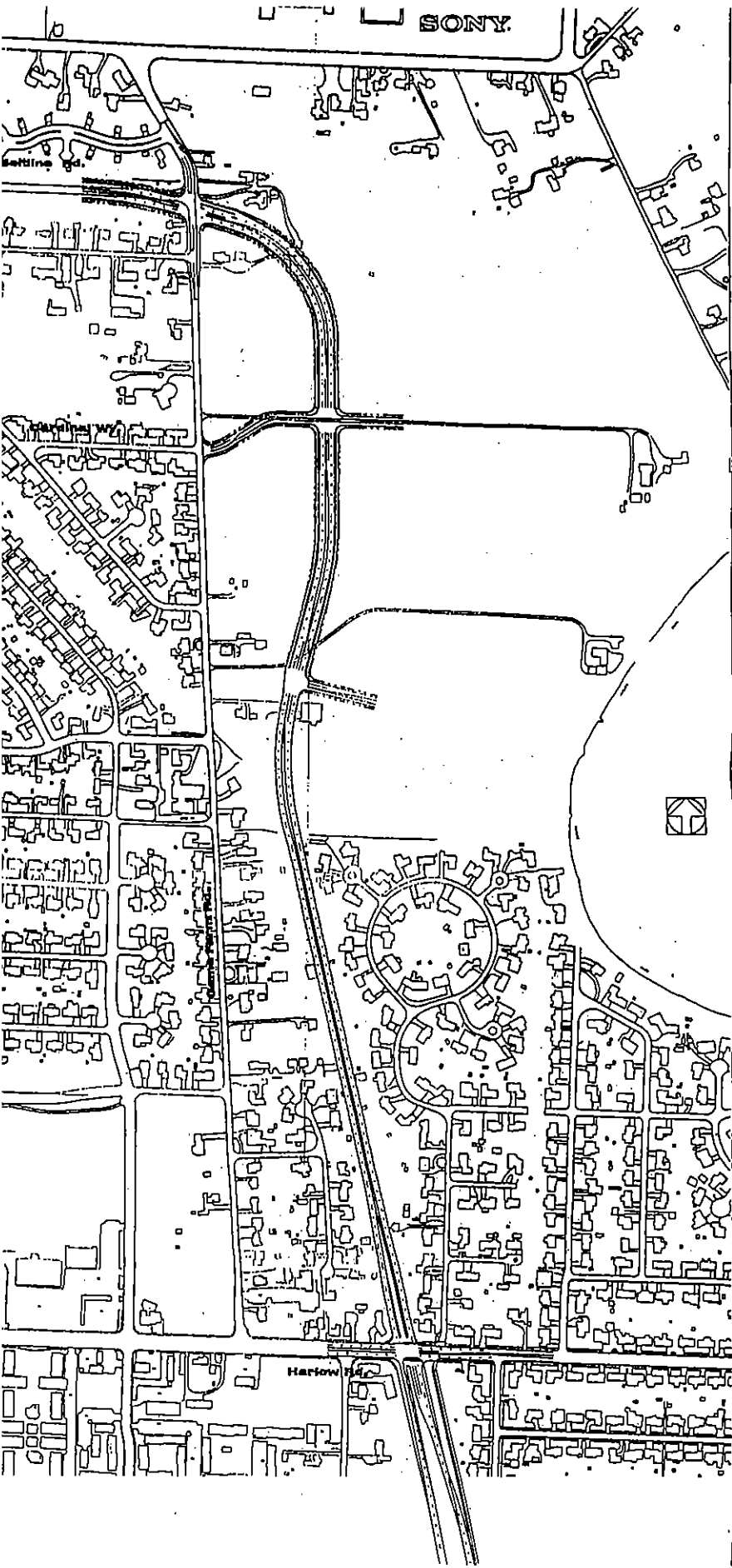
In 1995, the City hired Kimley-Horn Associates to conduct a preliminary planning and alignment study for extending Pioneer Parkway. The objective was to maximize the safety and efficiency of the roadway while reducing costs, ROW acquisition and impacts on the environment.

Based on the study findings, staff recommends an alignment for the Pioneer Parkway Extension as shown in attachment "A". The proposed cross section has four travel lanes with additional turn lanes at the intersections, sidewalks and street trees on both sides. Attachment B shows the minimum ROW requirements for the proposed cross section at various points in the corridor. The minimum ROW requirement does not include any provisions for sound walls.

During the regular session on December 16, 1997, the Planning Commission passed a motion to recommend to the City Council, a roadway section with some changes. The changes recommended by the Planning Commission were to eliminate sidewalks from both sides of the Pioneer Parkway Extension and install a landscaped sound wall in the southern section of the Pioneer Parkway Extension, within the section of old Southern Pacific Railroad Right-Of-Way (ROW) between Harlow Road and Game Farm Road.

MINIMUM REQUIRED RIGHT-OF-WAY WIDTH (Feet)		
LOCATION	WITHOUT BIKE LANES	WITH BIKE LANES
Game Farm Road/Pioneer Parkway Intersection (6 lanes)	101	109
Pioneer Parkway Extension (4 Lanes With Planter Strip)	82	90
(4 Lanes Without Planter Strip)	73	81
Cross Streets/ Pioneer Parkway Intersections (5 Lanes)	89	97
Harlow Road / Pioneer Parkway Intersection (6 lanes)	92	100

ATTACHMENT B



Attachment A

**NOTICE OF PUBLIC HEARING OF THE
LANE COUNTY BOARD OF COMMISSIONERS
FOR APPROVAL OF THE PRELIMINARY ALIGNMENT AND
RIGHT-OF-WAY WIDTHS FOR THE PIONEER PARKWAY EXTENSION PROJECT**

Project :	Pioneer Parkway Extension, from Harlow Road to Beltline Road
Location:	East of Game Farm Road, west of Wayside Loop
Lead Agency:	City of Springfield
Proposed Action:	Concurrence with City of Springfield as required by the Gateway Refinement Plan

Date/Time: Wednesday, February 21, 2001, 1:30 p.m.
Location: Harris Hall, 125 E. 8th Ave., Eugene

You are receiving this Notice because you own property near the above referenced project shown on the attached map labeled Exhibit A.. Lane County land use regulations require that you receive this Notice. The purpose of the hearing is to allow property owners or other interested parties to testify regarding the project. Testimony will be limited to whether the proposed preliminary alignment and right-of-way plan should be endorsed by the Board as requested by the City of Springfield. This action does not provide funding for the Pioneer Parkway Extension nor does it direct County staff to work on the design or construction of the project. It is intended to concur with the City of Springfield so the city can respond to development proposals in the project area. The City may take subsequent actions to implement the project.

Notice to mortgagee, lien holder, vendor or seller: ORS Chapter 215 requires that if you receive this notice, it must be promptly forwarded to the purchaser.

Proposal:

The Board of County Commissioners concurs with the preliminary alignment and right-of-way plan for the Pioneer Parkway Extension, as adopted by the City of Springfield, and as shown on the attached map, Exhibit A.

The City of Springfield adopted this proposal by Resolution 98-35 on June 15, 1998. As called for in the adopted Gateway Refinement Plan, the City has asked for the concurrence of the Board of County Commissioners on this decision.

The criteria for approval of this project is: Is the proposed alignment and right-of-way plan consistent with Sections 24 and 26 of the transportation element of the Gateway Refinement Plan?

Section 24 states: The City shall design and construct a north-south arterial corridor in the Gateway Refinement Plan area in order to ensure accommodation of increased traffic flows associated with future development of the north Gateway area, in a manner that minimizes impacts on existing Gateway area residences.

Section 26 states: Ensure that the future road system in the area identified as the "McKenzie-Gateway MDR Site" meets the transportation needs of the area in a manner that is sensitive to the interests and concerns of the property owners and residents of local neighborhoods.

Copies of the staff report are available for inspection at least 7 days prior to the hearing at no cost, and copies will be provided at reasonable cost by Lane County Public Works Department. Additional Information may be obtained by contacting Tom Stinchfield, Transportation Planning Engineer, Lane County Public Works Department, Phone (541) 682-6930.

How to Participate: Written or verbal testimony may be submitted to the Board of Commissioners, must directly relate to the approval criteria shown above, and may be submitted in the following ways:

1. Send a written statement to the Board of Commissioners in care of Tom Stinchfield, Lane County Public Works Department, 3040 North Delta Hwy, Eugene, OR 97408 or directly to the Board of Commissioners at Public Service Building, 125 E. 8th Ave., Eugene, OR 97401. In order for the written statement to be forwarded to the Commissioners, it must be received prior to the February 21, 2001 public hearing.
2. Submit a written statement at the hearing.
3. Attend the public hearing and make an oral statement. Your oral testimony will be recorded in the minutes of the hearing.

Issues which may be the basis of an appeal to the Oregon Land Use Board of Appeals shall be raised no later than the close of the record of this hearing. Such issues shall be accompanied by statements or evidence sufficient to afford the Commissioners an adequate opportunity to respond to each issue. Failure of an issue to be raised in a hearing, in person or by writing, or failure to provide statements or evidence sufficient to afford the Commissioners an opportunity to respond to the issues precludes appeal to the Land Use Board of Appeals on those issues. All decisions of the Board of Commissioners are final. A party may appeal the decision to the Oregon Land Use Board of Appeals within 21 days of the decision of the Board of Commissioners. Appeals to the Oregon Land Use Board of Appeals are governed by ORS 197.830 to 197.845.

Conduct of the Meeting:

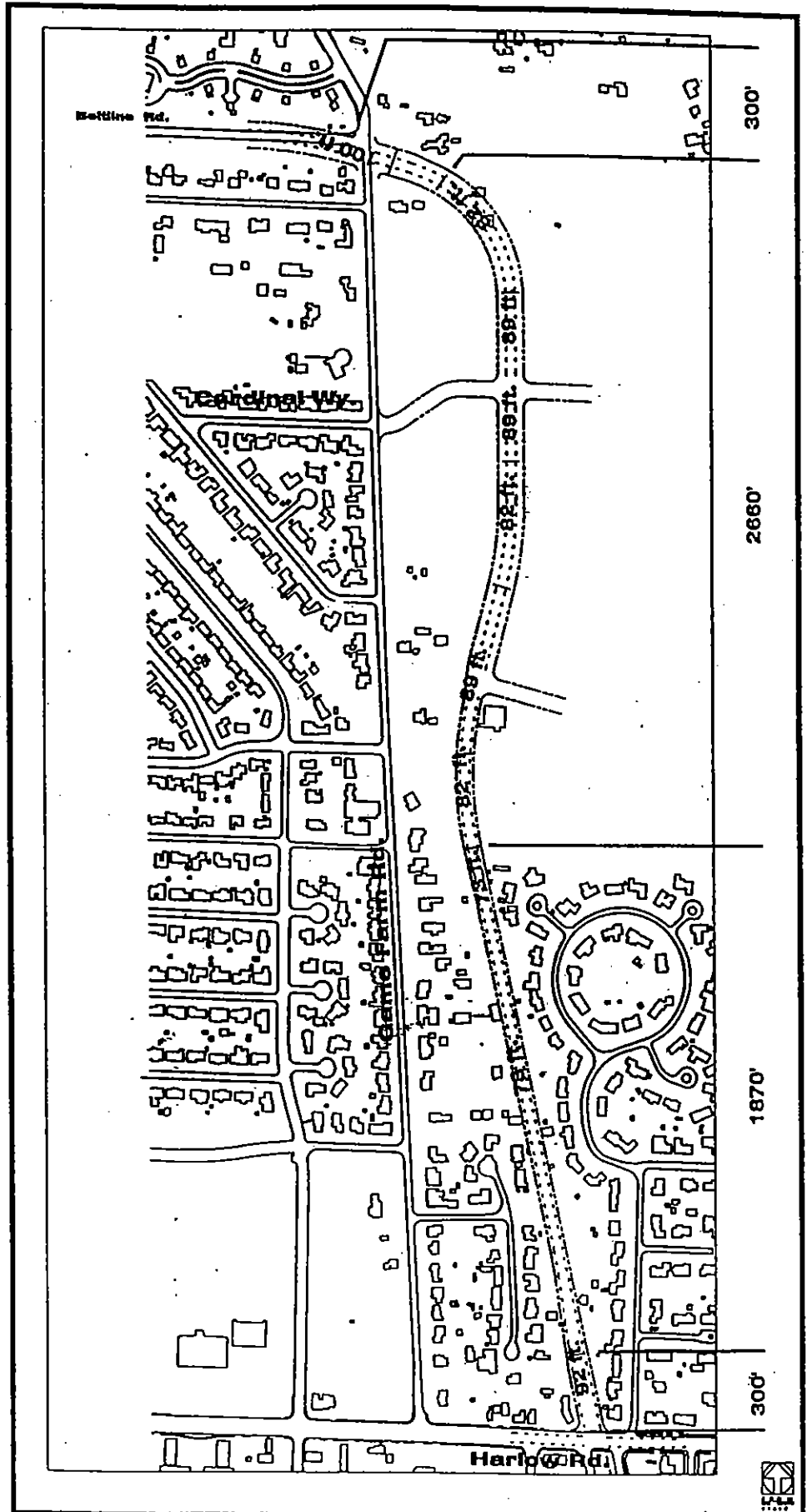
The order of procedure for the public hearing is:

1. Open public hearing
2. Disclosure of conflicts of interest and ex parte contacts, if any
3. Staff report
4. Public Testimony from the City of Springfield and others in support of the proposed action.
5. Comments or questions from interested people who are neither proponents nor opponents of the proposed action.
6. Public testimony from those in opposition to the proposed action.
7. Staff response to testimony
8. Questions from the Board of Commissioners
9. Rebuttal by the City of Springfield
10. Close public hearing
11. Action by the Board of Commissioners*

*Or, the record may be left open by the Board of Commissioners

Lane County complies with state and federal laws and regulations relating to discrimination, including the Americans with Disabilities Act of 1990 (ADA). Individuals with disabilities requiring accommodations should contact Tom Stinchfield at (541) 682-6930 at least 48 hours prior to the meeting.

EXHIBIT A



**MINUTES OF THE WORK SESSION MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY, APRIL 27, 1998**

The Springfield City Council met in Work Session at Springfield City Hall, Library Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday, April 27, 1998, at 7:08 p.m. with Mayor Morrisette presiding.

Present were Mayor Morrisette and Councilors Ballew, Beyer, Burge, Dahlquist, Maine and Shaver. Also presented were City Manager Mike Kelly, Assistant City Manager Gino Grimaldi, City Attorney Tim Harold, Senior Management Analyst Rosie Pryor, Administrative Aide Shari Higgins, Public Works Director Dan Brown, City Engineer Al Peroutka, Management Analyst Eileen Stein, Transportation Plan Engineer Masood Mirza, Police Chief Bill DeForrest and members of staff.

I. Pioneer Parkway Extension Right-Of-Way and Alignment.

Management Analyst Eileen Stein presented the staff report. She asked council to review a proposed alignment and Right-of-Way (ROW) width for the extension of Pioneer Parkway. The preliminary planning and alignment study for the extension of Pioneer Parkway Extension is complete. Staff presented the results of the study and a proposal for alignment and ROW width.

Ms. Stein explained the Pioneer Parkway extension is a future minor arterial proposed in Gateway Refinement Plan dated November 1992. This future minor arterial would extend the Pioneer Parkway couplet north of Harlow Road along the former Southern Pacific Railroad ROW for 2200 feet, then would curve east and then west through the Gateway MDR site. The design and construction of the extension are prohibited until certain "triggers" are met. Ms. Stein said the city was allowed, however, to preliminary plan, adopt the alignment, and acquire ROW before the triggers are met.

In 1995, the city hired Kimley-Horn Associates to conduct a preliminary planning and alignment study for extending Pioneer Parkway. The objective was to maximize the safety and efficiency of the roadway while reducing costs, ROW acquisition, and impacts on the environment.

Ms. Stein said based on the study findings, staff recommends an alignment for the Pioneer Parkway Extension as shown in Attachment A of the Agenda Item Summary. The proposed cross section has four travel lanes with additional turn lanes at the intersections, sidewalks and streets on both sides. Attachment B of the Agenda Item Summary showed the minimum ROW requirements for the proposed cross section at various points in the corridor. The minimum ROW requirement did not include any provisions for sound walls.

During their regular session meeting of December 16, 1997, the Planning Commission passed a motion to recommend to the City Council, a roadway section with some changes. The changes recommended by the Planning Commission were to eliminate sidewalks from both sides of the Pioneer Parkway Extension and install a landscaped sound wall in the southern section of the Pioneer Parkway Extension, within the section of old Southern Pacific Railroad ROW between Harlow Road and Game Farm Road.

Springfield City Council
Work Session - 4/27/98
Page 2

Transportation Plan Engineer Masood Mirza provided a large map and showed council members the proposed area of the extension. He referenced the property the city currently owns, including the railroad ROW. Staff did not know if the city owned the property in the railroad ROW where the bend/curve is located. Mr. Mirza showed how the alignment was shifted slightly to provide a better design with a 35 mph speed limit. He said 73 feet of ROW is the minimum for the option recommended by the Planning Commission and would include the road, sidewalk, and lighting requirements.

Mr. Mirza explained to council the road would become wider in the preferred option of the Planning Commission. In the developed section, sound walls would be constructed in the range of eight to 10 feet within the 73 foot ROW. In the wider section, no sidewalks or sound walls would be constructed, but the ROW footage would remain at 73 feet. A raised median strip with grass would also be constructed for the existing Springfield Utility Board utility poles.

Councilor Maine asked if the city would be constructing sound walls or if it could require developers abutting the extension to construct sound walls as part of development requirements. Public Works Director Dan Brown said the city could request developers to construct the walls under specific direction from council. He said Harlow Road does not currently have sound walls, so they are not necessarily a needed item along that portion of the extension. Councilor Maine said the level of traffic over the years should be addressed now and sound walls should be considered as part of future development.

Mr. Mirza provided levels of vehicle trips per day in certain areas of the city.

Councilor Burge commented that sound walls are very unattractive and quickly become scarred with graffiti. He said he would not support the construction of sound walls as the road section is not a portion of the freeway, but an arterial street. Councilor Maine suggested not placing sidewalks in the ROW if there is a sound wall constructed, to help stop graffiti or other types of vandalism.

Councilor Shaver agreed and suggested omitting the bicycle path and sidewalks on the parkway from of the extension plan, due to the problems associated with sound walls. Councilor Ballew asked if there are plants which could be used to help buffer the neighborhood from sound, such a berm. Mr. Mirza said it is best to use a solid wall which will absorb the sound and return it back. Shrubs provide a visual barrier, but are not an effective sound barrier.

Councilor Burge felt there should be no less than four lanes in the extension design. He said he had concerns about the levels of traffic in the Gateway area also. Mr. Mirza said the extension would help reduce problems at the Beltline and I-5 interchange also. Staff has looked at many design options and felt the recommendation from the Planning Commission was a good option to bring forth.

Springfield City Council
Work Session - 4/27/98
Page 3

Ms. Stein said the process only sets the alignment for future planning purposes. If and when the trigger is met and funding is in place, then the actual construction would begin.

Councilor Shaver spoke in favor of the alignment. He suggested routing all bicycle traffic to Game Farm Road and funding the project at the same time as the extension occurs. He felt if the neighborhood wanted a sound wall, then the project should include a thin version with a vertical growing plant in the front of the wall to keep it graffiti free. Councilor Dahlquist agreed. He shared his concern over the traffic impacts on Gateway Street, and felt the extension would eliminate traffic issues at the intersection of Beltline and Gateway.

Councilor Maine also agreed with the alignment. She encouraged staff to address the undeveloped area of the extension now, as citizens knew for years that the Jasper Road Extension project would also be occurring, but are currently not happy with the proposed alignment. She asked if the city uses federal funding to complete the extension project, if it would be obligated to install sidewalks. Mr. Mirza said there would be no obligation for sidewalks, but there would be for a sound wall. He added the city could not complete the project without federal funding, yet it may raise our costs in the placement of a sound wall.

Mayor Morrisette suggested staff again speak with the residents of the Game Farm area regarding their preference for a sound wall or other alternative.

Council consensus was to approve the alignment without sidewalks or a bicycle path along the portion of the alignment which is undeveloped at this time. After discussion it was also consensus to have 90 feet of ROW as it is a wider amount than necessary, but would allow for a future final decision regarding sidewalks.

Ms. Stein asked council to approve a copy of a letter which would be provided to the Lane County Roads Advisory Committee, dated April 29, 1998. By consensus, there was council consensus to support the letter being sent to the Lane County Roads Advisory Committee.

The meeting recessed at 8:05 p.m.

The meeting reconvened at 8:12 p.m.

2. Public Safety Coordinating Council (PSCC) - Levy.

Mr. Jim Carlson, Lane Council of Governments, provided a copy of the PSCC Funding Priorities, dated April 23, 1998.

Mr. Carlson asked council to provide direction to Councilors Burge and Maine, Springfield's elected official representatives on the Public Safety Coordinating Council; City Manager Mike Kelly, vice-chair of PSCC; and Police Chief Bill DeForrest, PSCC member; regarding components of a potential public safety levy now under discussion by the PSCC for a September or November 1998 ballot.

**NOTICE OF PUBLIC HEARING OF THE
LANE COUNTY BOARD OF COMMISSIONERS
FOR APPROVAL OF THE PRELIMINARY ALIGNMENT AND
RIGHT-OF-WAY WIDTHS FOR THE PIONEER PARKWAY EXTENSION PROJECT**

Project :	Pioneer Parkway Extension, from Harlow Road to Beltline Road
Location:	East of Game Farm Road, west of Wayside Loop
Lead Agency:	City of Springfield
Proposed Action:	Concurrence with City of Springfield as required by the Gateway Refinement Plan

Date/Time: Wednesday, February 21, 2001, 1:30 p.m.
Location: Harris Hall, 125 E. 8th Ave., Eugene

You are receiving this Notice because you own property near the above referenced project shown on the attached map labeled Exhibit A.. Lane County land use regulations require that you receive this Notice. The purpose of the hearing is to allow property owners or other interested parties to testify regarding the project. Testimony will be limited to whether the proposed preliminary alignment and right-of-way plan should be endorsed by the Board as requested by the City of Springfield. This action does not provide funding for the Pioneer Parkway Extension nor does it direct County staff to work on the design or construction of the project. It is intended to concur with the City of Springfield so the city can respond to development proposals in the project area. The City may take subsequent actions to implement the project.

Notice to mortgagee, lien holder, vendor or seller: ORS Chapter 215 requires that if you receive this notice, it must be promptly forwarded to the purchaser.

Proposal:

The Board of County Commissioners concurs with the preliminary alignment and right-of-way plan for the Pioneer Parkway Extension, as adopted by the City of Springfield, and as shown on the attached map, Exhibit A.

The City of Springfield adopted this proposal by Resolution 98-35 on June 15, 1998. As called for in the adopted Gateway Refinement Plan, the City has asked for the concurrence of the Board of County Commissioners on this decision.

The criteria for approval of this project is: Is the proposed alignment and right-of-way plan consistent with Sections 24 and 26 of the transportation element of the Gateway Refinement Plan?

Section 24 states: The City shall design and construct a north-south arterial corridor in the Gateway Refinement Plan area in order to ensure accommodation of increased traffic flows associated with future development of the north Gateway area, in a manner that minimizes impacts on existing Gateway area residences.

Section 26 states: Ensure that the future road system in the area identified as the "McKenzie-Gateway MDR Site" meets the transportation needs of the area in a manner that is sensitive to the interests and concerns of the property owners and residents of local neighborhoods.

Copies of the staff report are available for inspection at least 7 days prior to the hearing at no cost, and copies will be provided at reasonable cost by Lane County Public Works Department. Additional Information may be obtained by contacting Tom Stinchfield, Transportation Planning Engineer, Lane County Public Works Department, Phone (541) 682-6930.

How to Participate: Written or verbal testimony may be submitted to the Board of Commissioners, must directly relate to the approval criteria shown above, and may be submitted in the following ways:

1. Send a written statement to the Board of Commissioners in care of Tom Stinchfield, Lane County Public Works Department, 3040 North Delta Hwy, Eugene, OR 97408 or directly to the Board of Commissioners at Public Service Building, 125 E. 8th Ave., Eugene, OR 97401. In order for the written statement to be forwarded to the Commissioners, it must be received prior to the February 21, 2001 public hearing.
2. Submit a written statement at the hearing.
3. Attend the public hearing and make an oral statement. Your oral testimony will be recorded in the minutes of the hearing.

Issues which may be the basis of an appeal to the Oregon Land Use Board of Appeals shall be raised no later than the close of the record of this hearing. Such issues shall be accompanied by statements or evidence sufficient to afford the Commissioners an adequate opportunity to respond to each issue. Failure of an issue to be raised in a hearing, in person or by writing, or failure to provide statements or evidence sufficient to afford the Commissioners an opportunity to respond to the issues precludes appeal to the Land Use Board of Appeals on those issues. All decisions of the Board of Commissioners are final. A party may appeal the decision to the Oregon Land Use Board of Appeals within 21 days of the decision of the Board of Commissioners. Appeals to the Oregon Land Use Board of Appeals are governed by ORS 197.830 to 197.845.

Conduct of the Meeting:

The order of procedure for the public hearing is:

1. Open public hearing
2. Disclosure of conflicts of interest and ex parte contacts, if any
3. Staff report
4. Public Testimony from the City of Springfield and others in support of the proposed action.
5. Comments or questions from interested people who are neither proponents nor opponents of the proposed action.
6. Public testimony from those in opposition to the proposed action.
7. Staff response to testimony
8. Questions from the Board of Commissioners
9. Rebuttal by the City of Springfield
10. Close public hearing
11. Action by the Board of Commissioners*

*Or, the record may be left open by the Board of Commissioners

Lane County complies with state and federal laws and regulations relating to discrimination, including the Americans with Disabilities Act of 1990 (ADA). Individuals with disabilities requiring accommodations should contact Tom Stinchfield at (541) 682-6930 at least 48 hours prior to the meeting.

**BOARD OF COMMISSIONERS'
REGULAR MEETING**

February 21, 2001

1:30 p.m.

Commissioners' Conference Room

APPROVED JUNE 27, 2001

Commissioner Anna Morrison presided with Commissioners Bill Dwyer, Bobby Green, Sr., Peter Sorenson and Cindy Weeldreyer present. County Administrator Bill Van Vactor, Assistant County Counsel Stephen Vorhes and Recording Secretary Melissa Zimmer were also present.

14. PUBLIC HEARINGS

- a. **PUBLIC HEARING AND ORDER 01-2-21-11**/In the Matter of Approving the Preliminary Alignment and Right-of-Way Widths for the Pioneer Parkway Extension as Adopted by the City of Springfield.

Commissioner Morrison opened up the Public Hearing.

Morrison asked the Board if they had any conflicts or ex-parte contacts.

Dwyer noted that, other than speaking with the neighborhood association, he had none.

There were no conflicts from the other commissioners.

Tom Stinchfield, Public Works, reported they were seeking approval of the preliminary alignment and a right-of-way plan for the Pioneer Parkway Extension Project. He said the project was added to the Gateway Refinement Plan in 1992 and there were changes to reduce the Game Farm Road project at that time. He noted the two policies in the plan that the city and County agreed to for this roadway in the existing residential area to the south and in the undeveloped area to the north. He noted there is an order that would approve the alignment shown as Exhibit A. (Copy in file). He explained the City of Springfield adopted a resolution in 1998, (Resolution 98-35) that approved this alignment.

Dwyer wanted a solution that would work. His vision was to return Game Farm Road to a neighborhood street, with Pioneer Parkway traversing International Way. He wanted connectivity, impacting the least amount of people as possible. He suggested accepting most of the alignment (and sending the continuation of the roadway to International Way) back to the City of Springfield for their consideration.

Al Peroutka, City Engineer, City of Springfield, reported they worked on a refinement plan adopted in 1992 that called for a north/south arterial roadway in the general vicinity. He noted the idea was to take care of the increased traffic volume and minimizing the impact on the existing residences in the area by providing an alternate route. He added the 10,000 cars-per-day triggered a refinement and they are looking for funding. He said they had consultants develop the alignment. He explained it would be a four lane arterial roadway designated at 40 mile per hour. He noted they eliminated one of the streets that tied Pioneer Parkway to Game Farm Road in response to the comments by the Game Farm neighbors to discourage use of the road. He added they are trying to minimize right of way in the southern portion and the Springfield City Council is proposing no sidewalks and bike lanes in that section, minimizing the impact to the residents on that portion of the route. He noted this not only impacts Game Farm Road, but the whole system in the area.

Nick Arnis, City of Springfield, reported he met with Dwyer and they agreed there needed

to be a link to International Way. He noted they had not met with the property owners and had not gone back to the Springfield City Council.

Stinchfield explained the primary reason the County was involved (per the refinement plan) was that part of the neighborhood was still unincorporated. He noted the project was listed in the revised TransPlan as a City of Springfield project.

Bonnie Ulman, President, Game Farm Neighbors, 3350 Oriole Street, Springfield, said that Game Farm Road had taken the brunt of increased traffic. She noted there were 67 driveways and eight intersections onto Game Farm and it is almost impossible for residents to use get out. She requested to see how the extension would work with International Way, impacting the least amount of people. She asked for a delay on Game Farm Road until they determine how Pioneer Parkway works. She was against going forward with Game Farm Road.

Vorhes noted the proposed alignment as approved by the City of Springfield was in the packet. He added if there were any changes, his recommendation was to wait until the City of Springfield develops its changes, and comes back to the Board when they are comfortable with the whole package of alignment, then have a hearing before final action.

Sue Klein, Manager of Patrician Mobile Home Park, agreed with Dwyer's proposal. She said closing their entrance off Beltline would be good. She agreed that Beltline should continue to International Way.

Mike Gillette, 3550 Gateway St., Springfield, stated his family had owned the Pacific Nine Motor Inn in Springfield for 22 years. He said the extension of Pioneer Parkway and Beltline affects his business. He supported Dwyer's proposed alignment of Pioneer Parkway to better serve Sony and Symantec as part of the solution.

Dave Stylick, 1075 International Way, concurred with Dwyer on having the Pioneer Parkway Extension merge farther north

Alice Verret, 3195 Wayside Loop, said that Dwyer's idea had merit.

Stinchfield said they received three letters: Richard Boyles (February 13) in support; Wallace West and Janet Chapel (February 18), who own property near the Game Farm Beltline intersection, expressing concerns about the impact; and Jay and Kathleen Surgeon (January 20) in support of the Pioneer Parkway project and stating that Game Farm Road should be left alone.

Arnis said that they would take this to the Springfield City Council and refine the plan with the neighborhood group.

Stinchfield noted there would be a public hearing on the capital improvement program with the Roads Advisory Committee on February 28 and the Game Farm Road project is still in the County CIP.

Dwyer requested the \$1.9 million for Game Farm Road be moved to Pioneer Parkway. He wanted this to happen within the next five years.

There being no one else signed up to speak, Commissioner Morrison closed the Public Hearing.

MOTION: to defer action.

Dwyer MOVED, Sorenson SECONDED.

VOTE: 5-0.

15. **COMMISSIONERS' ANNOUNCEMENTS**

None.

16. **OTHER BUSINESS**

a. **DISCUSSION/Off Road Vehicle Use.**

Weeldreyer noted that last year the Board dealt with noise ordinance violations in the Mohawk Valley. At that time, the Board crafted a solution to enforce the noise ordinance on Eric Rogers' property. Morrison said the second step was to look at the update of the rural comprehensive plan and develop ways to be more deliberate about allowing permitted uses for off highway vehicles.

Rob Amamota, Deputy Forest Supervisor, Willamette National Forest, stated their regulations are based on the Code of Federal Regulations. He said the Forest Plan Standard and Guidelines allocate lands to categories. He noted some of the issues are conflicts among users and using trails not designed for off road vehicles. He added they deal with speeding, noise, trespass and the impact on water and vegetation. He said these arise from a minor segment of the user population. He noted that Huckleberry Flats near Oakridge and an area around the Hoodoo Ski area are primitive roads that were never intended to become off road vehicle areas.

Joe Williams, Recreation Manager, BLM, stated that regulations governing the Willamette National Forest also applied to BLM lands because they have some of the same authorities. He reported the Eugene District BLM manages 321,000 acres. He said there were hundreds of roads, some with gates. He said in the 1995 Eugene District Resource Management Plan, the BLM prescribed how off road use would be managed for public land in the district. He said lands are closed, have limitations, or are open to off road vehicle for use with existing roads and trails. He said they work with off road vehicle management in the Marcola Valley. He noted a process was underway for designating roads and trails for off road vehicle use. He explained the BLM did not create off road vehicle trails, they were looking at a series of trails and attempting to inventory the trail system. He said their goal in the Mohawk area was to develop public land stewardship. He noted they issue permits for competitive events.

Dave Brawley, Assistant to the District Ranger, Oregon Dunes National Recreation Area. He stated the ODNRA was created by Congress in 1972, incorporating 31,000 acres from Florence to Coos Bay. He said they were established for the use and enjoyment of the resources and conservation of resources. He reported about a million people per year visit the area. He said the area for off highway vehicle riding constitutes about 40% in the new plan. He added off highway vehicle use is an important economic factor for the coast. He noted that noise had become a problem. He said there had been zoning changes and in the Florence area and near Coos Bay, the public thought a curfew would be appropriate. He said they instituted a curfew that stopped riding at 10:00 p.m. He noted another suggestion was for a sound bar. He said they worked with community groups to establish a boundary that worked.

Terry Eckles, State of Oregon, stated he is the ATV coordinator. He reported there had

been a growth in the ATV program from 10% to 25% annually for hunting and recreation. He noted the State (through state parks) receives about \$3.8 million per biennium from ATV license fees. He explained they fund operation and maintenance, safety programs, development of riding areas, law enforcement and acquisition. He said they could manage the program and reduce the sound. He said they are considering private opportunities.

Jake Risely, Parks Department, reported there are 54 parks in Lane County, covering 4,000 acres. He said Parks does not provide any off road vehicle access at the park sites. He reported that in 1968 Willamette Industries gave 5.7 acres in Marcola to the Parks Department to be used for picnicking and the County would develop and maintain it for recreation. He said in 1995 the commissioners decided to return the property to Willamette Industries. He added that Parks has identified Blue Mountain Park, Vaughn Park (leased through the Corps of Engineers), Siuslaw Falls, and South Beach near Florence as potential sites. He added Bohemian Saddles might also be available.

Risely reported they surveyed 36 counties in the state to determine what ORV programs were in their park system. He said 22 had some form of ORV activity, but 14 counties did not respond. He said Jackson, Josephine, Lake and Morrow Counties had designated ORV areas, with Jackson County having the most

Steve Peterson, Emerald Trail Riders, said he is not a member of the club, but had been working with the BLM. He said that Congress required that federally managed lands be designated as open, limited, or closed to ORV use. He said that designation limited ORVs to roads or paved roads or existing trails, which scaled down availability. He said there used to be a large area around Lorane, but there are just a few trail segments now. Regarding the coast range, he said there was an extensive trail of networks which were 80% private property. He noted of the three resource areas, most ORV usage is in the McKenzie resource area in the Coburg Hills.

Weeldreyer wanted to come back to the Board in three months with recommendations for a long-term approach to managing ORV use in Lane County.

MOTION: to move that the Board create an off road vehicle work group that would report back to the Board in three months with recommendations to be considered.

Dwyer stated he wanted to serve on this work group as part of the Parks Advisory Committee

Weeldreyer MOVED, Dwyer SECONDED.

Sorenson was more comfortable with Parks coming back with a recommendation.

Weeldreyer stated it was not her intent to undermine the Parks Advisory Committee. She said this would be an ad hoc group which was broader than the Parks Advisory Committee.

Green was not opposed to Weeldreyer forming a work group. He did not want any budgetary impact.

Dwyer thought it was appropriate for the state to also take the lead.

Weeldreyer noted that a year ago she made a promise in Marcola that the Board would explore long-term solutions to avoid this kind of conflict.

VOTE: 5-0.

-
There being no further business, Commissioner Morrison adjourned the meeting at 4:00 p.m.

Melissa Zimmer
Recording Secretary



PUBLIC WORKS DEPARTMENT
ADMINISTRATION
ENGINEERING DIVISION
ENVIRONMENTAL SERVICES DIVISION
MAINTENANCE DIVISION
TRANSPORTATION DIVISION
TECHNICAL SERVICES DIVISION

225 FIFTH STREET
SPRINGFIELD, OR 97477

www.ci.springfield.or.us

January 30, 2003

To North Link Stakeholders,

Thank you for taking the time to participate the last two months as a North Link Stakeholder. I know you all have busy lives and so spending a couple of evenings a month discussing a road improvement is most likely not your first priority. Even so, the group understood the issues and was able to come to a unanimous decision for Option 1. Getting a unanimous vote on any committee or group is difficult and you all deserve a lot of credit for your hard work.

Included in this packet are the minutes from our last meeting and a map and description of Option 1 that you recommended to the Springfield City Council and the Lane County Board of Commissioners. Recommending a North Link option (Option 1) is an important step for the Springfield Council and the Lane Board to adopting an alignment for the Pioneer Parkway Extension.

It will be very important and in your interests to attend and testify at the City Council and Lane Board meetings for Option 1. Remember, Option 1 is a recommendation and must receive City Council and the Lane Board's approval. I will be sending you meeting notices of when the City Council and Lane County Board take up the North Link recommendation.

If you have any questions, or need more information, please contact me.

Sincerely,

Nick Arnis, Transportation Manager
744-3373
namis@ci.springfield.or.us
Fax: 736-1021

Meeting #8 Minutes Pioneer Parkway North Link

Meeting occurred on 1-14-03, 7-9 pm at Courtyard by Marriot (McKenzie Room)
3443 Hutton Street

Attending Stakeholders:

Marion Beach, Tim Beckett, Sally Brown, Arnold Chord, Pam Basilius, Jeri Covington, Mike Denham, Phillip Farrington, Ethelyn Hutchins, Sue Kline, Dianna Larsen, Ron Olsen, Doug Putschler, Kay Renken, Dan Riny, Dave Stalick, Bonnie Ullman, Wallace West.

There were also 28 people attending to observe the meeting. About 20 of them either lived in the Patrician Park or were attending to listen about Option 1 and how it may effect the Park.

Introductions:

There were quite a few residents from Patrician Park in attendance as well as the owner Ms. Hyland.

Public Comments:

Two members of the audience spoke. One resident from the Patrician said he was a long haul trucker and that there was no way that large trucks will be able to use the roundabouts and was concerned that trucks will stack up at the intersections and people at Patrician would not be able to get in and out.

The owner of Patrician spoke about the need to take into account that residents of Patrician were elderly and with all the traffic on Game Farm in front of Patrician there would be a lot of confusion.

Review agenda and minutes:

City staff reviewed the agenda with the stakeholders.

Review options: questions and comments

City staff reviewed the stakeholder options and the ratings of the options and asked for comment and feedback about the scores, descriptions and whether the stakeholders wanted to change the scores. None of the options scores, descriptions or anything else about them was changed.

Recommend Option for City Council and County Commission review and decision:

There was quite a bit of discussion about what was being recommended to the City Council and Board of Commissioners. City staff was clear that what the stakeholders decided was in

fact a recommendation to these elected bodies which is consistent from the first meeting. It was generally agreed that Option 1 was the preferred idea from the group although much debate occurred about what descriptions on Option 1 should actually be included. The notion of a driveway into the Patrician Park definitely not what the Patrician stakeholder wanted nor its owner. There was also discussion that maybe the driveway idea on the Option was outside the scope or boundaries of what the group had decided on before they created the options.

It was decided that the Option 1 which was handed out by staff before the meeting was what they wanted to recommend. (This was still Option 1 but with more detail and it did not contain any proposed ideas for driveways into the Patrician).

After more discussion about a motion the following was moved and adopted as the stakeholder motion to recommend Option 1 to the City Council of Springfield and the Lane County Board of Commissioners:

The Stakeholders forward a recommendation, to City of Springfield City Council and Lane County Board of Commissioners, that the color diagram Option 1 [presented at this meeting, January 14, 2003], is the preferred option, with the provision that when unacceptable level of service exists on Game Farm Road South between Beltline Road and Deadmond Ferry Road then consider a review of the other options, and that this option satisfy those concerns raised by the Patrician stakeholder about modifying the entrance to the Patrician during time of construction.

The vote was unanimous, 18 in favor none opposed. Two stakeholders were absent.

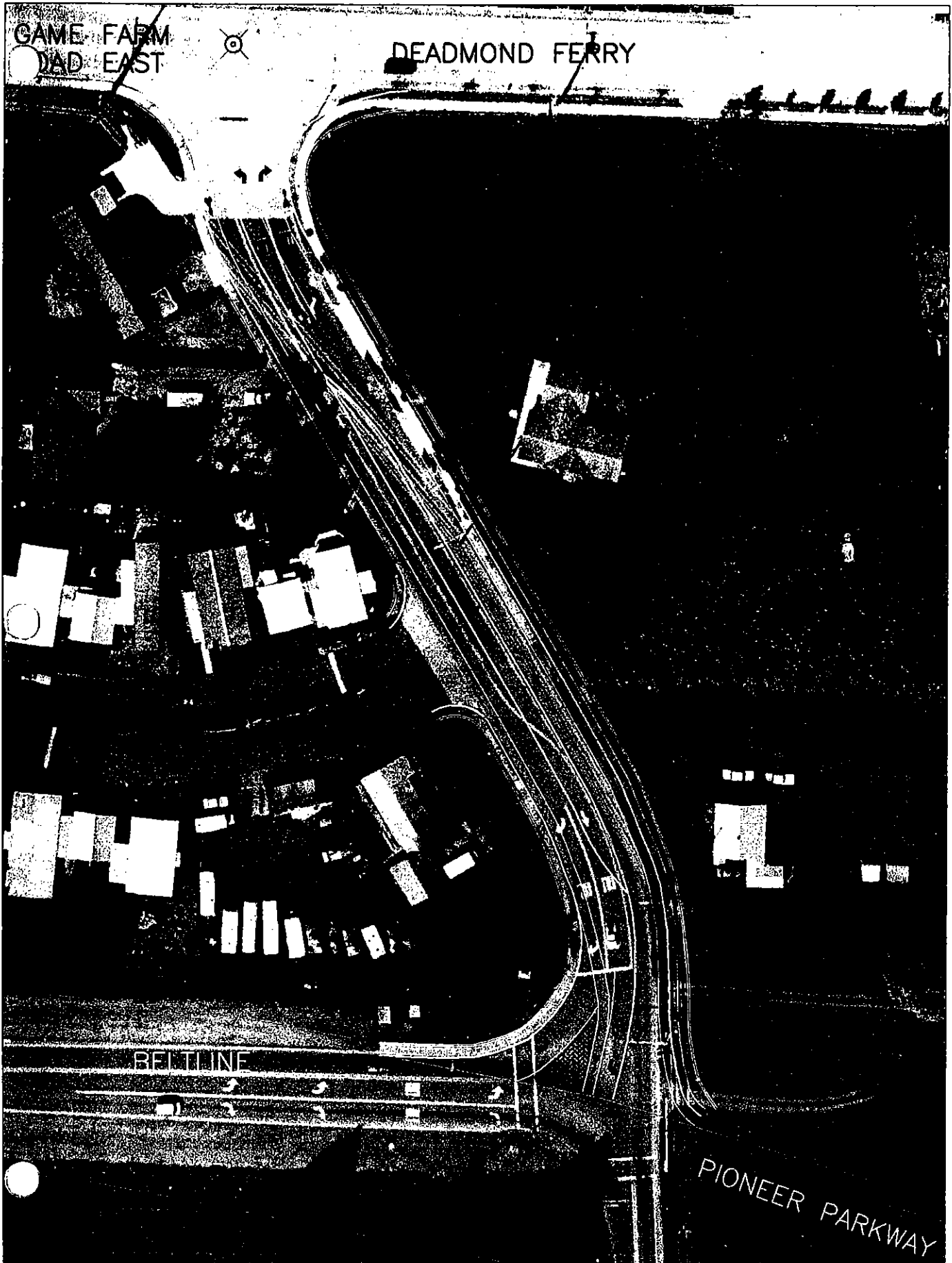
Staff will make changes to the Option 1 description that reflects the Patrician concern about new driveway locations into the park, so take out the section about staff recommended new driveways. And, staff will place in the description that during design and construction of Option 1, the City will work with the Patrician owners with their ideas for changing the driveway entrance so the driveway does not seem to encourage non-residents to enter the Patrician.

Next Mtg and actions

The next steps will be to take the Option 1 recommendation to the Springfield City Council and then to the Lane County Board of Commissioners. Springfield staff will contact stakeholders and interested parties when the Council and Board meetings will be held.

For more information please contact Nick Arnis, City of Springfield, 744-3373.

NORTH LINK STAKEHOLDERS RECOMMENDED OPTION
UNANIMOUSLY VOTED IN FAVOR ON 1/14/03



Option 1

(Improve existing Game Farm Road between Beltline and Deadmond Ferry Road)

Description

Option 1 improves Game Farm Road (Beltline to Deadmond Ferry Road) to two travel lanes, one turn lane, two bike lanes and setback sidewalks. Driveways to some houses will be modified and rerouted. Staff will consult and coordinate the driveway designs and construction with the owners of the Patrician Park.

Cost Estimate:

Construction	\$210,000
Right-of-Way	\$65,000

Total \$275,000

Advantages:

- Least expensive build option.
- No impacts to the wetlands or drainage ways.
- Uses existing Right-of-Way.
- Minimum impacts to property owners.
- Reduces out of direction travel for north and southbound traffic.
- Provides direct connection for pedestrians and bicycles.

Disadvantages:

- Patrician Mobile Home Park driveway is blocked by traffic during busiest time of the day.
- Traffic may back up to Deadmond Ferry due to the lack of storage space by 2018 or build out of the area.

AGENDA ITEM SUMMARY**SPRINGFIELD
CITY COUNCIL****Meeting Date:** March 15, 2004
Meeting Type: Regular Session
Department: Public Works
Staff Contact: Arnis/Peroutka
Staff Phone No: 744-3373
Estimated Time: 30 Minutes

ITEM TITLE: PUBLIC HEARING FOR THE MARTIN LUTHER KING JR.
PARKWAY DESIGN

ACTION REQUESTED: Conduct a public hearing and adopt/not adopt the following resolution:
**A RESOLUTION ADOPTING THE ALIGNMENT, RIGHT OF
WAY WIDTH, AND DESIGN ELEMENTS FOR THE MARTIN
LUTHER KING JR. PARKWAY PROJECT**

ISSUE STATEMENT: The City Council and Lane County Board of Commissioners must approve conceptual design elements in order to move forward with the final design process for the Martin Luther King Jr. Parkway project.

ATTACHMENTS: Attachment A - Council Briefing Memorandum
Attachment B - Resolution

**DISCUSSION/
FINANCIAL IMPACT:**

The Martin Luther King Jr. Parkway project is a \$9.3 million arterial road project that is scheduled for construction beginning in 2005. The project is fully funded and is the largest road project the City has undertaken in the last decade. Through an intergovernmental agreement (IGA) with Lane County, the County is acting as the project consultant for the City and is responsible for the final design process, acquiring right of way, bidding the project, and implementing the construction. The IGA requires the City and County to also approve project design elements that are listed below:

- 1) Alignment of the parkway
- 2) Bike and pedestrian routes along the southern segment of the parkway corridor
- 3) Road elevation in the floodplain
- 4) Cross sections and right of way
- 5) Intersection layouts
- 6) Intersection form for the Harlow/Hayden intersection and Hayden Bridge Road parking
- 7) Septic drainfields along southern segment
- 8) Soundwalls in the southern segment and Beltline Road
- 9) Springfield Utility Board transmission lines in the southern segment
- 10) Bus Rapid Transit in the southern segment

To begin the project in 2005, the design elements should be approved by the City and County this spring.

DATE: March 15, 2004

TO: Mike Kelly, City Manager

COUNCIL
BRIEFING
MEMORANDUM

FROM: Dan Brown, Public Works Director
Al Peroutka, City Engineer *AGP*
Nick Arnis, Transportation Manager *NA*

SUBJECT: MARTIN LUTHER KING JR. PARKWAY DESIGN

ISSUE:

The City Council and Lane County Board of Commissioners must approve the preliminary alignment and design elements of the Martin Luther King Jr. Parkway project. Council will initiate the approval process and forward their decisions to the Board for their deliberation and approval. The dual approval process is specified in the intergovernmental agreement (IGA) for the project.

The following are ten design elements including the alignment that the Council and Board will discuss and take action on:

- 1) Alignment of the parkway
- 2) Bike and pedestrian routes along the southern segment of the parkway corridor
- 3) Road elevation in the floodplain
- 4) Cross sections and right of way
- 5) Intersection layouts
- 6) Intersection form for the Harlow/Hayden intersection and Hayden Bridge Way parking
- 7) Septic drainfields along southern segment
- 8) Soundwalls in the southern segment and Beltline Road
- 9) Springfield Utility Board transmission lines in the southern segment
- 10) Bus Rapid Transit in the southern segment

BACKGROUND:

In 1998 the City Council passed a resolution affirming the alignment and right of way width for what at that time was called the Pioneer Parkway Extension (Exhibit 1-1). In addition, the Council approved a cross section for the southern narrow segment (old railroad right of way) that excluded bike lanes and sidewalks, and included a sound wall to provide the noise mitigation called for in the Gateway Refinement Plan. The approved cross section in the southern segment of the parkway requires the City to purchase about 7 more feet of right of way from private property owners on each side of the existing 60 feet of right of way, for a total width of 73 feet.

In June of 2001, the City negotiated an annexation agreement with Arlie & Co. for the dedication of right of way and a payment of \$2.75 million for the segment of the parkway located on vacant property currently owned by PeaceHealth. In the same year, the City applied for and received \$3.3 million from Lane County, and requested that \$1.9 million that was programmed for Game Farm South improvements be moved over to the parkway project which the Board of Commissioners also approved. The parkway is estimated to cost \$9.3 million, including the value of the right of way donations by PeaceHealth and the City, and the funding is secured. The target date for the project to begin is the summer of 2005. In addition, a City/PeaceHealth annexation agreement provides for PeaceHealth to pay \$2.25 million for any oversizing of Martin Luther King Jr. Parkway intersections.

The City and the County have signed an IGA that outlines City and County responsibilities for implementing the project. In general, the County will provide their portion of the project funding, design, purchase right of way, bid the project and manage the construction while the City provides the pass-through funding of the project by PeaceHealth and provides direction, preliminary designs, public involvement, coordinates with utilities, and assumes responsibility for the portions of Harlow Road and Hayden Bridge Way that fall within the project limits. The IGA also specifies that the City and County will jointly approve the alignment and design elements of the project which are referenced above. Since much of the remaining right of way to be purchased and the street/intersection modifications, including the sound wall, involve County residents, a joint approval process was included in the IGA.

Staff has held six open houses and conducted a four month steering committee process to resolve the "north link" issue. Open houses were held to present staff options and receive citizen comments for the following issues:

- Whether to improve the north leg of Game Farm Road South at Beltline or select another road link (north link)
- The idea to close the south leg of the Game Farm Road South/Beltline intersection
- Options about intersection form (roundabout or signal) at the Harlow/Hayden intersection and local street connections in the Wayside neighborhood
- The option to remove parking from a section of Hayden Bridge Road

From August to November in 2002, staff conducted a formal steering committee process to resolve the “north link” issue which was whether to improve the existing Game Farm Road South between Deadmond Ferry and Beltline or select another road alignment. After a four month process, that included citizens from the impacted area who presented ideas and evaluated options, the steering committee on 1/14/03 recommended unanimously to improve the existing Game Farm Road South section between Deadmond Ferry and Beltline. The unanimously recommended option included a condition to work with the owners of the Patrician mobile park during the design and construction to modify the entrance to the neighborhood.

Last August staff held an open house to review the option for closing the south leg of the Game Farm South/Beltline intersection to vehicles. This would eliminate the heavy traffic flow onto Game Farm Road South from Beltline onto the new Parkway but cause out of direction travel for some neighborhood pockets along Game Farm Road. About 30 people attended the meeting with 18 people commenting that they liked the idea to close the south leg of the Game Farm Road South/Beltline intersection to vehicles.

City staff conducted open houses last July regarding improvements for the Harlow/Hayden Bridge Road intersection. Improving the intersection will likely remove some existing parking on Hayden Bridge Road and require the current Wayside Lane/Hayden Bridge Road intersection to be closed or remain open with very limited access. About fifty people attend the open house and commented on the proposed options. Based on these comments, that were particularly concerned with access to the Wayside neighborhood, staff hired a consultant to evaluate a roundabout at the Harlow/Hayden intersection and other ideas for neighborhood access.

Staff conducted another open house on January 14th to present and receive comments on ideas for improving the Harlow/Hayden intersection which included a two lane roundabout and connecting Seward Street for improving access to the Wayside neighborhood. About forty residents attended the open house and 29 comment forms from households were received about the type of intersection form (roundabout or signalized) at the Harlow/Hayden intersection. Each option called for connecting Seward Street in the Wayside neighborhood to improve connectivity and access. The following is a summation of the 29 households that submitted comment forms:

- 24 supported a two lane roundabout with a Wayside connection with 18 of these forms indicateing a strong preference for not connecting Seward Street
- 2 supported the roundabout without a Wayside connection
- 3 supported a signalized intersection

Another open house was held on January 15 to present an idea for mitigating the removal of parking on Hayden Bridge Road for about 1000 feet going east from the Harlow/Hayden Bridge Way intersection. Staff proposed improvements to private driveways on Hayden Bridge Road so that those residents are able to turn their cars around and face outward when entering the road. About 8 people attended the open house and 3 comment forms were submitted. The following is a summarization of the comments:

- None of the comments supported removing the parking

- The road will get to close to their houses
- Better to remove the additional lanes on Hayden Bridge Way
- One person was specific about a new driveway location and utility pole placement

Staff also held an open house for the sound wall option for the southern segment of the parkway on January 22nd. This was the first time staff conducted an open house for the sound wall. Notice of the meeting was sent to property owners adjacent to the sound wall. Lane Transit District also presented their preferred idea for an exclusive Bus Rapid Transit lane on the southern segment of the corridor. About 15 people attended and 11 people filled out comment forms. The following is a summation of the comments:

- All comments supported the soundwall
- All thought a wall about 9 feet high was good but there were concerns about truck noise, therefore a possible need to make the wall higher
- There were 7 comment forms that indicated a strong desire for no more right of way to be taken for an exclusive Bus Rapid Transit lane
- Concern about septic drainfields impacts when more right of way is needed for a wall

After City Council action on the design element recommendations, the results will be forwarded to the Lane County Board of Commissioners for their deliberation and action on the same design elements. There is a tentative work session and regular County Board meeting set for March and early April. The goal is to receive County Board approval by April so final design and right of way actions can begin in order to begin construction in 2005.

ANALYSIS AND RECOMMENDATIONS:

Pending a final design, the design elements below are based on preliminary designs and cost estimates. Consequently, the right of way needed for a sound wall or intersection will vary depending on final design and right of way negotiations and impacts. Cost estimates are also dependent on final designs; the project is within the \$9.3 million total project cost estimate.

Significant changes to any of the design elements or costs that are approved by the Council and Board would require further elected official action. An example of a significant change is that a house must be purchased that was not originally intended to be bought or more funding is needed to complete a recommended design element beyond that estimated in the budget. To ensure right of way and project oversight, the IGA includes provisions for City and County staff to collaborate and coordinate design and construction decisions.

1) Alignment of the parkway

The alignment is the same as approved by Council in 1998 (Exhibit 1-1). The southern limit of the project is the Harlow/Hayden Bridge Way intersection. The route proceeds north through the narrow segment (old rail line), continues through the PeaceHealth site to the Game Farm South/Beltline intersection concluding at the Hutton/Beltline intersection.

When the project is being built there will be a larger construction area beyond the alignment boundary. For instance, at the Harlow/Hayden Bridge intersection, the road construction will tie into the existing road on the Pioneer Parkway, Hayden Bridge, and Harlow Road for a distance that enables the roads to transition together. The most noticeable transition area will be along Beltline Road between the Game Farm Road and Hutton Street intersections where it will be important for the Parkway project to tie into the wider section of Beltline near the Hutton/Beltline intersection (Exhibit 1-2).

Recommendation:

Approve the alignment selected by the 1998 Council with the addition of the “North Link” connection from Game Farm Road South to the Deadmond Ferry intersection and the Cardinal Way connection from the Parkway to Game Farm Road (Exhibit 1-2).

2) Bike and pedestrian routes along the southern segment of the parkway corridor

The Council action in 1998 adopting the right-of-way widths and alignment of the parkway included the direction that bike lanes and sidewalks on the narrow southern segment of the project should be included in the future improvement to Game Farm Road South, rather than on the parkway. With very limited right of way in the southern segment, 60 feet, and the desire to construct sound mitigation, Council voted to not include bike lanes or sidewalks on this section of the parkway. The Transportation Planning Rule (TPR), the administrative rules that govern the transportation goal of the statewide planning goals, requires bike lanes on all new collectors and arterial streets or a jurisdiction must show a reasonable alternative, which in this case is Game Farm Road South.

The PeaceHealth Master Plan includes a multi-use path running parallel along the eastern side of the parkway for the length of the road from the southernmost intersection on their site (Riverbend Drive) to the Game Farm South/Beltline intersection. At the Riverbend Drive intersection there is a planned connection to Game Farm Road South with a multi-use path. Consequently, the most difficult section for providing bike and pedestrian access is the southern, narrow segment of the parkway.

Staff has reviewed the 1998 Council decision and presents three options for providing access for pedestrians and bicyclists along the southern segment of the parkway corridor (Exhibit 2-1):

Bike and Pedestrian Options

Options	Description	Pro	Con
Option 1. Locate bike and pedestrian routes on Game Farm Road South	Game Farm South to about Mallard Street would carry bikes and pedestrian movements	- Possibly less right of way is needed in the narrow segment - Consistent with	- There are no near term improvements on Game Farm Road for bikes and peds

		previous 1998 Council action worked out with neighbors	-Out of direction travel for bikes and peds from the existing multi-use path
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Option 2. Locate bike and pedestrian routes on Game Farm road but create easements where possible in the neighborhoods for bike and ped paths	Same as option 1 but seek easements for bike and ped paths in the northern area of Wayside Lane to the PeaceHealth site on the east side of the parkway and easements to Nova Street on the west side of the parkway	- City owns property along west side of parkway that provides an easement to Nova St. for bikes and peds - Local streets are used for bike and ped routes	- Easements may not be popular in neighborhood - Still out of direction travel for bikes and peds
Option 3. Locate bike lanes on southern segment of parkway dependent on adequate space for roadside landscaping	Create a six foot shoulder in the 76 feet of right of way proposed in the south segment by narrowing the travel lanes to 11 feet with about a two foot planting area along the sound wall	- Bike lanes on parkway within staff recommended right of way width (76 feet) - Provides direct connection/access from existing Pioneer Parkway multi-use path	- Must provide adequate area for roadside landscaping along sound wall - May need a few feet more of right of way when final design is created that requires Council action later

Recommendation:

Option 2. Locate bike and pedestrian routes on Game Farm South where feasible but create easements where possible and with neighborhood support in the neighborhoods for bike and pedestrian paths (Exhibit 2-1).

3) Road elevation in the floodplain

The Springfield Development Code requires road elevations of no less than 1-foot below the 100-year storm event elevation. Since a regional hospital is being constructed that requires access from the parkway in the event of a major flood, two other options were considered to raise the elevation of the road in the floodplain higher than the City code standard: raise it to a 100 year flood event or raise it to a 500 year flood event. The analysis is summarized in the table below.

Elevation of Martin Luther King, Jr., Parkway			
Options	Pro	Con	Cost
Option 1. City Code: 1 foot below 100-year Flood Elevation	- No added cost to the City	- Leaves Game Farm Road South as only access into and out of the hospital from the north in a 100 yr + Flood Event	0

Option 2. At 100 year Flood Elevation	<ul style="list-style-type: none"> - Provides greater access to hospital on parkway in the 100-year flood event - Cost increase is not significant given the benefit and the importance of the parkway as an arterial 	<ul style="list-style-type: none"> - Still requires using Game Farm Road South through a series of gates during a 500 yr. storm event - Requires additional 10,000 SF of Slope easements - Requires use of Game Farm Road South for storm event greater than 100-year 	\$120,000
Option 3. 1 foot below 500-Year Flood Elevation	<ul style="list-style-type: none"> - Meets desire for 500 year flood access completely on parkway 	<ul style="list-style-type: none"> - Requires 30,000 SF in slope easements - Significant cost increase that was not in budget estimate - Elevates parkway much higher than surrounding land 	\$400,000

Recommendation:

Option 2. Construct project at the 100 year flood elevation.

4) Typical cross sections and right of way

In 1998, the Council also adopted two typical cross sections for the parkway (Exhibit 3-1). In the narrow southern segment the right of way was estimated at 73 feet and the cross section in the PeaceHealth area, or what was called the MDR site, was 82 feet. Staff has modified the recommendations for the two typical cross sections and the new cross-sections being proposed are shown in Exhibits 3-2 and 3-3. One cross section is in the narrow right of way in the southern part of the project at a width of 76 feet and the other cross section is in the northern segment on the PeaceHealth site with a recommended width of 96 feet and 90 feet where it is feasible to include a 6 foot landscaped shoulder in the PeaceHealth buffer and easement areas. The following is a comparison of the current staff recommended cross sections to the 1998 Council approved cross sections:

Typical Cross Section Comparisons

	1998 Council Approved	2004 Staff Recommendation	Reasons for Change
Southern Segment	73 feet	76 feet	Further pre-design work on the proposed sound wall shows that the footing for the sound wall supports will extend approximately 1 to 1.5 feet behind the face of the wall and staff recommends that the footings be included in the right-of-way. Previous estimates of right-of-way need ignored any protrusion of the footing beyond the wall face.
Northern Segment	82 feet	96 feet. This could change to 90 feet in sections if it is possible to include the 6 foot landscaped shoulder on the eastside of the Parkway in this section as buffer or/and easement on the PeaceHealth land use plans.	Intersections on the northern section of the parkway are now much larger than previous preliminary designs, due to greater projected traffic and a higher volume of turning movements. The larger intersections make adequate pedestrian refuges at the intersections even more important because pedestrian crossings will often be in two legs across the intersection with a stop in between. Projecting the larger intersections and greater number of turn lanes north and south from each intersection requires a larger continuous right-of-way width and there is a need to create balanced/ straight parallel curbs for the length of the northern segment

The right of way in the southern segment is dependent on the whether there is a dedicated lane for Bus Rapid Transit (BRT) which is discussed in the BRT design concept analysis below, and whether the final design of the sound wall requires more right of way. In the southern, narrow segment it is proposed that no sidewalks or bike lanes are built but there must be an eight foot median containing the SUB transmission line. The right of way is being kept as narrow as possible in this segment to lessen impacts to the adjacent residential properties but presents roadway design and operation issues because a sound wall and the transmission poles are fixed objects in the right of way at a minimal distance from the travel lanes. Therefore, a wider shoulder is being proposed in the 76 foot cross section with the understanding that it is an area for a vegetation strip and separation from the sound wall. How much area is used for a “shy distance” separation and how much for landscaping is a design detail that will be resolved during the final design process. Staff is proposing that the sound wall footing be included in the right of way so this adds about 2 feet on each side of the southern segment.

In the northern PeaceHealth segment there are also no sidewalks or bike lanes but a minimum eight foot median at all intersections. Consequently, the median is about 22 feet in the four lane section outside the intersections. A 22 foot median exists for a short portion of the road between the intersections. As the median approaches the intersections it becomes narrower as left and right turn travel lanes are added to the intersections; an 8 foot median is maintained at the intersections on the PeaceHealth site.

The City and PeaceHealth are coordinating the Master Plan and Site Plans with the Parkway project right of way to determine if the 6 foot landscaped shoulder on the eastside of the Parkway adjacent to the PeaceHealth site can be included in the PeaceHealth buffer and easement areas.

PeaceHealth proposes in their Master Plan a parallel multi-use path on the east side of the parkway that enhances the mobility for pedestrians and bicyclists to travel the corridor. As mentioned in the alignment section, staff proposes pursuing easements in the neighborhoods adjacent to the parkway to provide pedestrian and bicycle connectivity with the local street system.

Recommendation:

Construct the parkway with a typical section of 76 feet of right of way in the narrow segment that includes an 8 foot median and a minimum 6 foot shoulder for landscaping and separation from the soundwall (Exhibit 3-2). Construct a 96 foot typical right of way width in the PeaceHealth segment except where it is feasible to include the eastside 6 foot landscaped shoulder in the PeaceHealth buffer and easement areas, with a minimum 8 foot median at the intersections (Exhibit 3-3).

5) Intersection layouts

There are five new or reconstructed intersections on the parkway and at this time four of the intersections will have a signal or roundabout. The intersection layouts were based on the

PeaceHealth traffic studies for the zone change and Master Plan and reviewed by a City consultant. The intersections from south to north are listed below and depicted in Exhibits 4-1, 4-2, 4-3, and 4-4:

Intersection	Operational Characteristics
Harlow/Hayden Bridge Way	Discussed below in evaluation of a signal or roundabout
Riverbend/Parkway (Exhibit 4-1)	This is a signalized T-intersection. Right of Way is being reserved at the RiverBend intersection as a Master Plan condition for a possible west leg of the intersection in the event it is needed. In the short term the right of way will be used as a multi-use path. Bus Rapid Transit will access RiverBend street and the hospital at this intersection.
Cardinal/Parkway (Exhibit 4-2)	Cardinal street accesses Game Farm Road South as specified in the 1988 Council adopted parkway alignment. It is a signalized intersection.
McKenzie Way/Parkway (Exhibit 4-3)	Currently an unsignalized intersection. <u>The intersection will need to be signalized if roads connect the PeaceHealth site to the Campus Industrial area or more extensive development than planned occurs on the PeaceHealth site.</u> McKenzie Way is proposed by PeaceHealth and supported by the City as a new parkway intersection. McKenzie Way also provides access to <u>proposed commercial uses.</u>
Game Farm Road South/Beltline (Exhibit 4-4)	Signalized T intersection. Staff recommendation is to close the Game Farm Road South access at this intersection. An extensive public involvement process to decide how Game Farm Road north of this intersection would operate was conducted with a citizen steering committee. A unanimous vote of the committee on 1/14/03 recommended reconstructing the portion of Game Farm Road from Beltline to Deadmond Ferry with improvements at the Patrician residential entrance to discourage non resident

Recommendation:

Approve the location and cross sections for the RiverBend, Cardinal, McKenzie Way, and Game Farm South intersections on the parkway as presented in Exhibits 4-1, 4-2, 4-3, and 4-4.

6) Intersection form for the Harlow/Hayden Bridge Way intersection

There are three main issues with the Harlow/Hayden Bridge Way intersection: Wayside neighborhood access to Hayden Bridge Way, parking removal on Hayden Bridge Way, and whether the intersection should be built as a two lane roundabout.