

Staff initially considered a signalized intersection at the Harlow/Hayden Bridge Way intersection and presented this option to the Wayside Lane neighborhood in an open house and with informal meetings with property owners in the neighborhood. The difficulty with the signalized intersection concerned how the current Wayside Lane access to Hayden Bridge Way could remain as a limited or full access intersection; there is no other way in or out of the Wayside Lane neighborhood except at the Wayside Lane intersection with Hayden Bridge Way. There is also a significant problem from a traffic operations and safety perspective to allow the current Wayside Lane intersection to continue to function with a new, much larger, signalized intersection. Staff options for new roads in the neighborhood to access Wayside Lane included removing a home or/and connecting new streets in the neighborhood.

After an open house with the Wayside Lane neighbors, and the overwhelming resistance to opening up new roads in the area, staff considered a roundabout option with a connection on the roundabout for Wayside Lane. In addition, staff also began considering a roundabout after evaluating and refining new traffic information that indicated that a signalized intersection would operate at a level of service (LOS) between D and E, a failing LOS, when the signal is in place in 2007.

The decision to consider a two lane roundabout included a great deal of analysis by staff. A four month investigation and evaluation occurred that involved hiring Kittelson & Assoc. to assist in a roundabout looking at intersection options and reviewing the transportation system in the Gateway area given the hospital project and other road projects. After this analysis staff recommended a two lane roundabout at another open house with the Wayside Lane neighborhood. Of the 29 comment forms received, 26 people supported a roundabout option for the Harlow/Hayden Bridge Way intersection with the Martin Luther King Jr. Parkway intersection with the overwhelming condition that a Seward Street connection not be made.

The following is a pro and con table for a two lane roundabout and a signalized intersection:

Option and description	Cost Estimate	Pro	Con
Option 1: Exhibit 5-1 Two lane Roundabout With an access to Wayside Lane (no Seward connection)	\$900,000	<ul style="list-style-type: none"> - Level of service (LOS B) in 2007 - Lower crash rate and severity - Less right of way needed - Low operation and maintenance costs - Provides access to Wayside neighborhood and is largely supported by residents 	<ul style="list-style-type: none"> - Not common intersection in metro area - Needs extensive education - Minor crashes could increase in short term
Option 2: Exhibit 5-2 Two lane Roundabout - No access to Wayside from roundabout - Open Seward Street	\$920,000	<ul style="list-style-type: none"> - Same Pros as above - Seward connection provides connectivity 	<ul style="list-style-type: none"> - Same as above - Neighbors object to Seward connection and traffic increases on Manor Drive
Option 3: Exhibit 5-3 Traffic Signal - Seward connection	\$1,000,000	<ul style="list-style-type: none"> - Conventional bike and ped crossings - Commonly used intersection design 	<ul style="list-style-type: none"> - Higher crash rates - Excessive intersection size for vehicle and ped crossings - Wayside access is impractical, but neighbors object to Seward connection - Costs about \$100,000 more than roundabout - Signal fails in 2007 with a LOS of D/E - More right of way is needed

Recommendation:

Option 1. Construct Two Lane Roundabout with a Wayside Lane connection (no Seward Street Connection).

Hayden Bridge Way parking removal

A roundabout or signalized intersection improvement will widen Hayden Bridge Way for about 1000 feet from the intersection (Exhibit 6-1). Currently the Hayden Bridge Way right of way

includes a bike lane and parking. With the intersection improvement, about ten houses will lose on street parking along Hayden Bridge Way. The larger intersection with more through and turn lanes increases the size of all legs of the intersection. Comments from an open house last summer about the parking removal indicated that one reason for objecting to the removal was that it is very difficult to back a vehicle out of a driveway onto Hayden Bridge Way. Staff proposes modifying some of the driveways such as combining them with neighbors so there is more room to maneuver a vehicle onto the road.

Recommendation:

Remove 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 (Exhibit 6-1).

7) Septic Drain Fields in southern segment

County residents live along the narrow southern segment of the project, and these properties utilize septic drainfields for sewer sanitation. With the narrow right of way and the need to construct a sound barrier and possibly include a dedicated Bus Rapid Transit (BRT) lane, an analysis was performed to locate and assess any impacts to residential drainfields. Lane County Public Works performed a sanitary survey to locate potential conflicts with the road project and private septic systems, including impacts to distribution boxes and drain lines. All properties of concern identified through this process were field located, with location and distance from the existing 60-foot right of way.

According to the survey, 4 properties were identified that will be affected by the existing Council approved 73-foot right-of-way for the Martin Luther King, Jr. Parkway. One property is on the east side of the parkway and the other 3 are on the west side (Exhibit 7-1). 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. If widened to 100 feet, 10 properties total would be affected.

In the February Council work session about the Parkway project, the cost estimates for mitigating for impacts to residential septic systems was based on limited field work. An actual cost was calculated for mitigating a septic drainfield for a property owner on Nova Street for the City sewer main project under the Parkway project, was much higher because of the soil type and need to bring the existing septic drainfield up to County standards. The total estimated costs presented at the Council work session in February for properties in an impacted area of 0-10 feet (distance needed for constructing a sound wall) was \$36,000. The revised cost estimate in the table below is \$80,000 to \$100,000. The additional costs can be covered in the right of way budget that was estimated for the project.

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 to 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 Cost Range	\$80,000 to \$100,000	\$35,000 to \$55,000 additional cost range	\$20,000 to \$40,000 additional cost range	\$80,000 to \$200,000 cost range

Estimated Construction Cost per unit	
Sand Filter	\$30,000
Distribution Box & Drain lines	\$15,000
Drain lines	\$6,000

Recommendation: Mitigate the impacts to the septic drainfields within the 0-10 foot area.

8) Soundwalls in southern segment and along Beltline Road

The cross-section approved by Council in 1998 included a soundwall along the southern section of the project (Exhibit 8-1). Staff contracted with a sound engineering firm to determine a methodology for sound measurement and to provide recommendations for a soundwall type.

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. The following are the three methods that were used to measure potential traffic noise from the project:

- 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 about a seven foot wall to mitigate for sound.

- **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 about a nine foot wall.
- **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 the Federal Highway Administration. Requires about a nine to ten foot wall.

Recommendation:

Use a combination of late night and 24 hour criterion noise measure that requires about an average seven to nine foot wall height

Based on the consultants report, staff considered three types of sound walls:

Options with a late night/24 hour noise measure	Cost Range	Pro	Con
Option 1. A soil berm with a concrete wall	\$100,000 to \$200,000 excluding right of way costs	- Best noise reduction - Aesthetically pleasing	- Council rejected idea in 1998 because of impacts to residents - Right of way costs would be substantial
Option 2. Pre-cast reflective concrete wall	\$400,000 to \$600,000	- Need only about three feet width for the wall - Costs \$12 square foot	- Must be about two feet higher than an absorptive wall to provide the same level of mitigation
Option 3. Pre-cast absorptive concrete wall	\$700,000 to \$1 million	- Need only about three feet width for the wall - More expensive wall type but within estimated budget for wall - Absorptive material lowers wall height needed and will thus lessen aesthetic impact of wall	- Higher cost, \$22 square foot

Recommendation:

Option 3, construct a 7-9 feet high sound absorptive pre-cast concrete wall along the southern segment as directed by Council in 1998 .

Soundwall along Beltline Road

The alignment and project limits will improve Beltline Road to match the road cross-section at the Hutton/Beltline intersection. Some residents on Colonial Drive, which abuts Beltline, have requested a sound wall during an open house . A sound wall was proposed as part of the I-5/Beltline Environmental Assessment (EA) for the Patrician mobile home park and residents on Colonial believe if a sound wall is constructed for Patrician, that sound will bounce off the Patrician wall into the Colonial neighborhood, which is likely. The EA found only two residences along Colonial Drive would be impacted by higher traffic along Beltline due to the interchange project, therefore it was not cost efficient to mitigate with a sound wall.

The EA estimated the cost of the sound wall for Patrician at \$350,000. A slightly lesser cost is assumed for a sound wall along Beltline that mitigates sound for the Colonial residents. Building both walls may cost about \$600,000 to \$800,000. The Martin Luther King Jr. Parkway project budget did not include sound walls along Beltline Road for Patrician or Colonial residents.

Recommendation:

Do not construct sound walls along Beltline road as part of the parkway project.

9) Springfield Utility Board transmission lines in the narrow segment

On April 2, 1991, the City of Springfield and the Springfield Utility Board (SUB) entered into an agreement to locate a 115 kV transmission line in the center of the old railroad right-of-way. SUB agreed to pay one-half of any relocation costs in the right-of-way or equivalent to that cost if they were required to relocate outside the right-of-way.

Given the narrow right of way in the southern segment and that the transmission poles are fixed objects in a narrow median along a 45mph roadway, City Staff explored four alternatives for relocating the transmission line outlined in the following table:

Transmission Line Location Options				
Options	Pros	Cons	SUB Cost	City Cost
<u>Option 1) Locate Poles</u> in the 76 foot recommended southern segment right of way	<ul style="list-style-type: none"> - Provides an alternative transmission line if the Game Farm Road line is not functioning - Cheapest option 	<ul style="list-style-type: none"> - More difficult to maintain poles in a narrow median - Poles are driving hazard for citizens - Limits BRT location, requires more right of way for BRT 	\$120,000	\$120,000
<u>Option 2) East of Parkway.</u> Reconstruct a new pole line with both transmission and distribution circuits to the east side of the sound wall in a private easement	<ul style="list-style-type: none"> - Provides an alternative transmission line if the Game Farm Road line is not functioning - Easier for SUB to Maintain - Removes poles from median - More room for BRT if LTD pays for relocation 	<ul style="list-style-type: none"> - Requires easements from affected property owners - Likely opposition from residents 	\$120,000	\$230,000
<u>Option 3) Game Farm Road Relocate the</u> transmission line to Game Farm Road. Relocate distribution line overhead to east of sound wall. Both lines would be in private easements.	<ul style="list-style-type: none"> - Removes hazard from median - Allows an above-ground installation - More room for BRT if LTD pays for relocation 	<ul style="list-style-type: none"> - Game Farm Road improvements have not been designed; SUB may have to move lines twice - SUB would have to obtain easements - Does not provide alternative transmission line if the game Farm Road pole is down due to an accident or weather - Likely opposition from residents 	\$120,000	\$600,000
<u>Option 4) East of Parkway Underground.</u> Install both transmission and distribution circuits underground on the east side of the sound wall in the right-of-way.	<ul style="list-style-type: none"> - Removes poles from the median - Provides an alternative transmission line if the Game Farm Road line is not functioning - Removes poles from median and backyards (aesthetics) - More room for BRT and lessens impacts to property owners if LTD pays for relocation 	<ul style="list-style-type: none"> - Water could interrupt service from corroded conduit - City may need to pay for underground service to buildings using distribution line now - Exceptionally high cost 	\$120,000	\$2,700,000 to \$3,000,000

Staff is concerned about continuing to locate the transmission line in an 8 foot median in the southern segment of the Parkway because it poses a potential fixed object hazard. Staff also understands the cost to under ground the line was not budgeted in the Parkway project. Staff will request Council to direct staff to keep the transmission line in the median in the southern segment of the Parkway.

Recommendation:

Option 1. Council should direct staff to continue to locate Poles in the 76 foot right of way recommended for the southern segment of the Parkway.

10) BRT in the southern segment

The City Council has endorsed the Pioneer Parkway Corridor as the next BRT project in the City. LTD is currently conducting an Environmental Assessment (EA) for the corridor to determine the location and mitigation actions needed for a BRT route. LTD is also seeking federal reauthorization funding to build the BRT project in the corridor.

The LTD Board approved a resolution that authorizes LTD staff to purchase right of way for an exclusive BRT lane along the southern segment of the Parkway corridor. The resolution did not include funds to relocate or underground the transmission line that exists in the southern corridor. Therefore, the southern segment right of way would have to increase to 86 feet.

There are three options for BRT as described by City staff in the southern segment of the parkway outlined in the following table and depicted on exhibits 9-1, 9-2, 9-3 and 9-4:

BRT Options	Cost	Pro	Con
<p>Option 1: Exhibit 9-1</p> <p>Mixed traffic in a 76 foot right of way with possible operational modifications at intersections such as transit priority</p>	<p>LTD cost for any operational or street modifications</p>	<ul style="list-style-type: none"> - Less costly - Less impact to residences; properties on Nova Street do not favor a wider right of way - Easily accommodated in a narrow right of way 	<ul style="list-style-type: none"> - Does not satisfy LTD goal for exclusive BRT lane - Increases travel time for BRT in this section of the Pioneer Parkway Corridor - The intersection will fail in the future and cause significant delay according

		<ul style="list-style-type: none"> - Total corridor BRT travel time is less impacted with a roundabout and transit priority 	to LTD staff
<p>Option 2: Exhibit 9-2</p> <p>Exclusive BRT lane with a back to back "Q" jump in an 86 foot right of way with transmission lines in median. LTD Board approved this option to forward to the City.</p>	<p>Right of way and utility cost estimate is \$330,000 to \$1,000,000</p> <p>Undergrounding SUB transmission line is almost \$3 million</p>	<ul style="list-style-type: none"> - Achieves LTD goal for exclusive lanes and greater travel time benefits - There is less delay for BRT on this section of the corridor - It appears that only the property owners on Nova Street object to the increased right of way 	<ul style="list-style-type: none"> - Requires about 5 more feet of right of way from property owners; sound wall will need about 8 feet for a total of 13 feet on each side of the southern segment - Council has not reviewed or decided on a detailed BRT design for this section - The City has already excluded bike and pedestrian facilities in southern segment; balance the need for bikes and peds with right of way need for BRT - Council has not reviewed or decided on a detailed BRT design for this section
<p>Option 3: Exhibit 9-3 and 9-4</p> <p>Exclusive BRT lane in an 82.5 foot right of way; LTD relocates transmission line or undergrounds the line when a BRT project is built.</p>	<p>Transmission line estimated cost is \$3-4 million, right of way is \$120,000</p>	<ul style="list-style-type: none"> - Less right of way impact to property owners - Able to purchase right of way now for future BRT lane when transmission line is relocated or underground - Allows for BRT in the median when the issue of transmission line location is resolved 	<ul style="list-style-type: none"> - High cost for LTD to underground transmission line - Likely intense opposition to relocating transmission line - Council has not reviewed or decided on a detailed BRT design for this section - The City has already excluded bike and pedestrian facilities in

			southern segment; balance the need for bikes and peds with right of way need for BRT - Springfield Utility Board least favorable option for transmission line
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The southern segment of the Parkway project is narrow and presents significant design constraints. The ability of the City to locate the project on this narrow segment took many years of planning and meetings with the community because of the narrow right of way and the need for the City to locate a minor arterial road in this segment. Consequently, the City was unable to fit bike lanes or sidewalks in this segment and only a very limited median will be added to include a transmission line with extremely narrow landscaped strips on the shoulders. It is a state law that bike lanes must be located on collector and arterial streets, or a jurisdiction must find an alternative routes or means. The City, as mentioned earlier in this memo, must find an alternative route for bike lanes along the southern segment because there is a lack of right of way. These constraints mean the City must reduce its design standards for a minor arterial in this segment.

City staff opinion is that LTD should also reduce its expectations and BRT standards and goals for the southern segment of the Parkway. Certainly an exclusive lane in this segment of the Parkway would enhance the Pioneer Parkway BRT system; bike lanes, sidewalks and wider a wider median and landscaped strips would also enhance the Parkway. Instead of an exclusive BRT lane in the southern segment, City staff maintains that a roundabout at the Harlow/Hayden Bridge Way intersection and transit priority at the Riverbend/Parkway intersection, although not as optimal as an exclusive lane, still has travel time advantages for BRT in the southern segment over a signalized intersection at Harlow and Hayden Bridge Way intersection. And, taking a comprehensive view of the Pioneer Parkway BRT corridor, it is likely there will be exclusive BRT lanes from downtown Springfield to the Harlow/Hayden Bridge Way intersection and along the new Riverbend Street on the PeaceHealth site; there will be very good BRT service along the corridor.

Recommendation:

Option 1. Operate BRT in mixed traffic with possible operational modifications at intersections such as transit priority.

Staff also supports Option 3 if LTD is willing to:

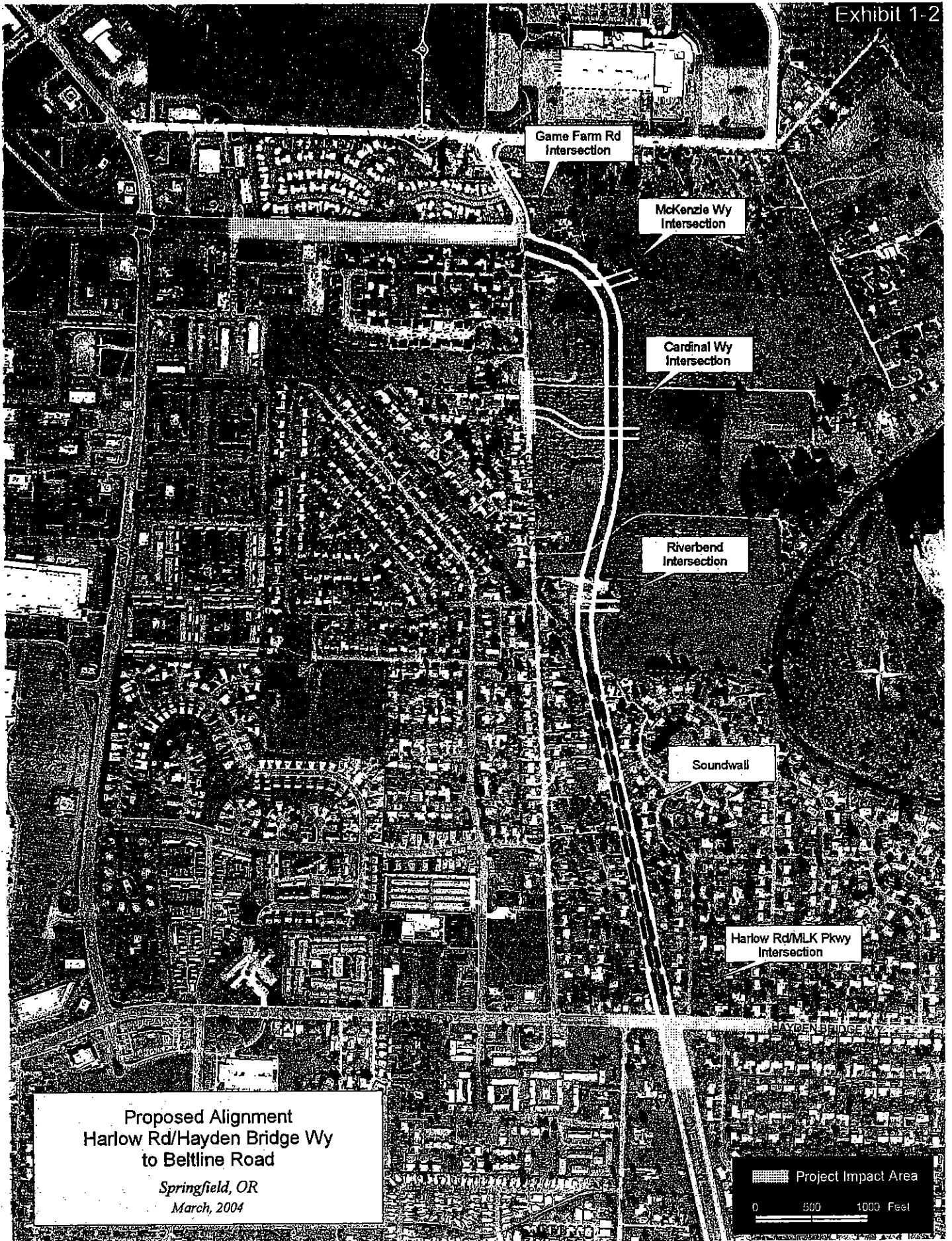
- Pay to under ground the SUB transmission lines
- Provide adequate funding to buy the additional property and pay to mitigate for all

the septic drainfield and property impacts for an 83 foot right of way

- **Ensure community support from the neighborhood and political support at the County Board level**

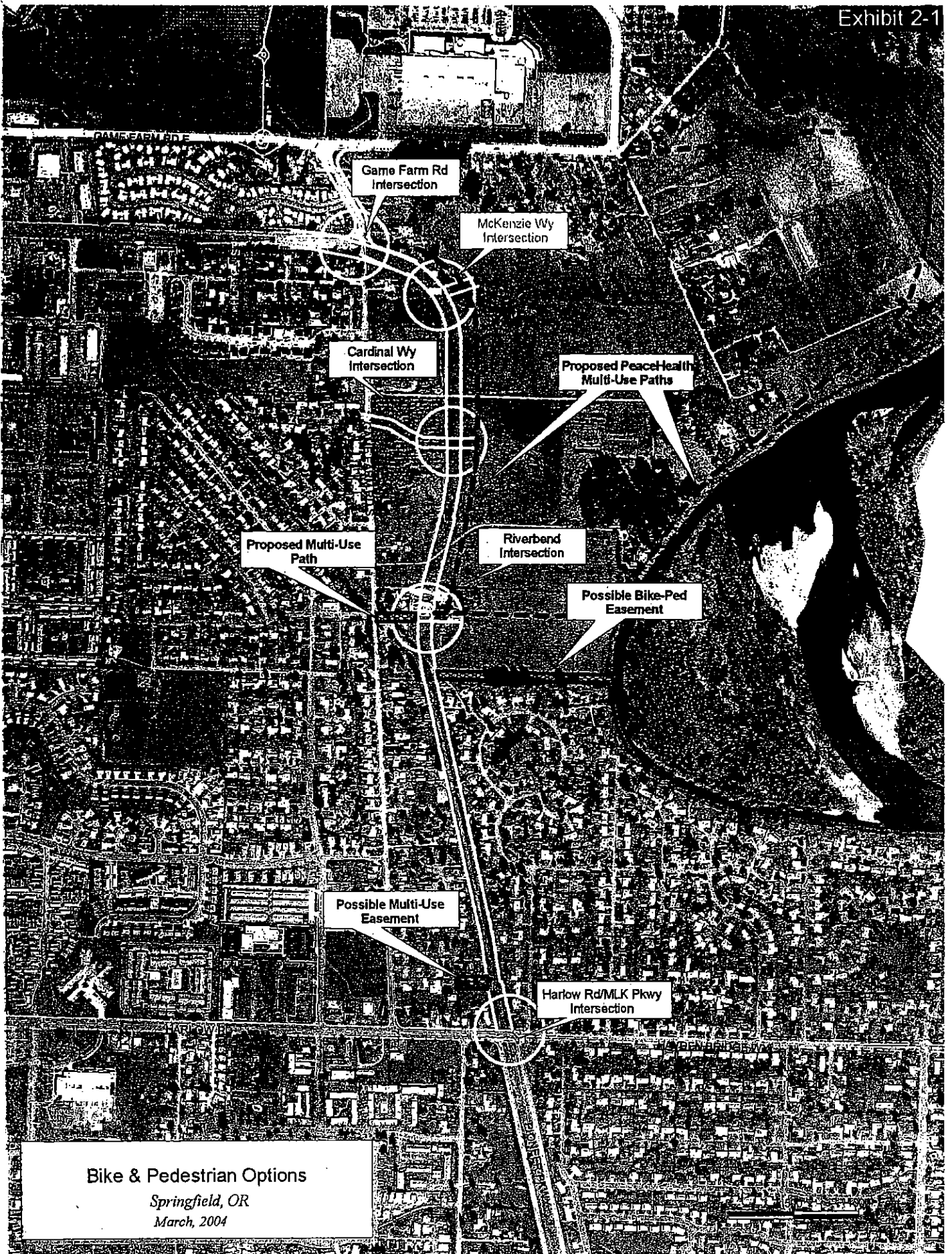


Council Adopted Alignment and Right of Way Widths 1998



Proposed Alignment
Harlow Rd/Hayden Bridge Wy
to Beltline Road
Springfield, OR
March, 2004

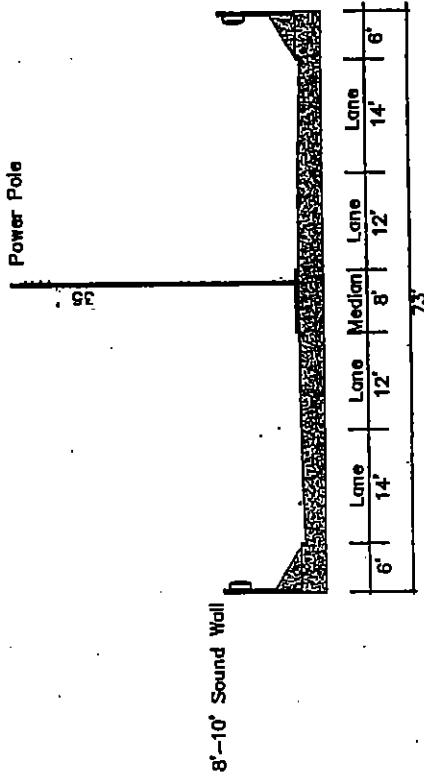
Project Impact Area
0 500 1000 Feet



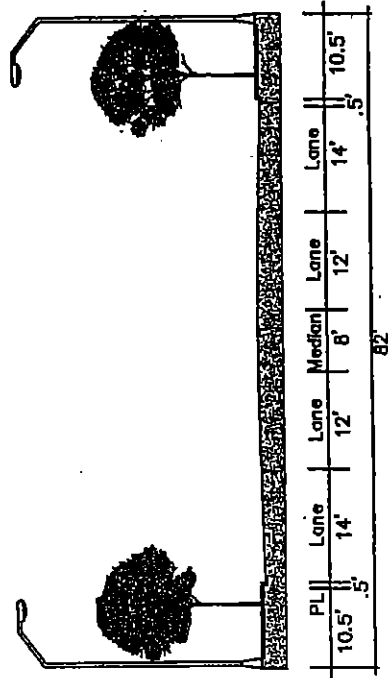
TYPICAL MID-BLOCK SECTIONS WITHOUT ON STREET BIKE LANES

EXHIBIT 3-1

1998 Council Adopted Cross Sections

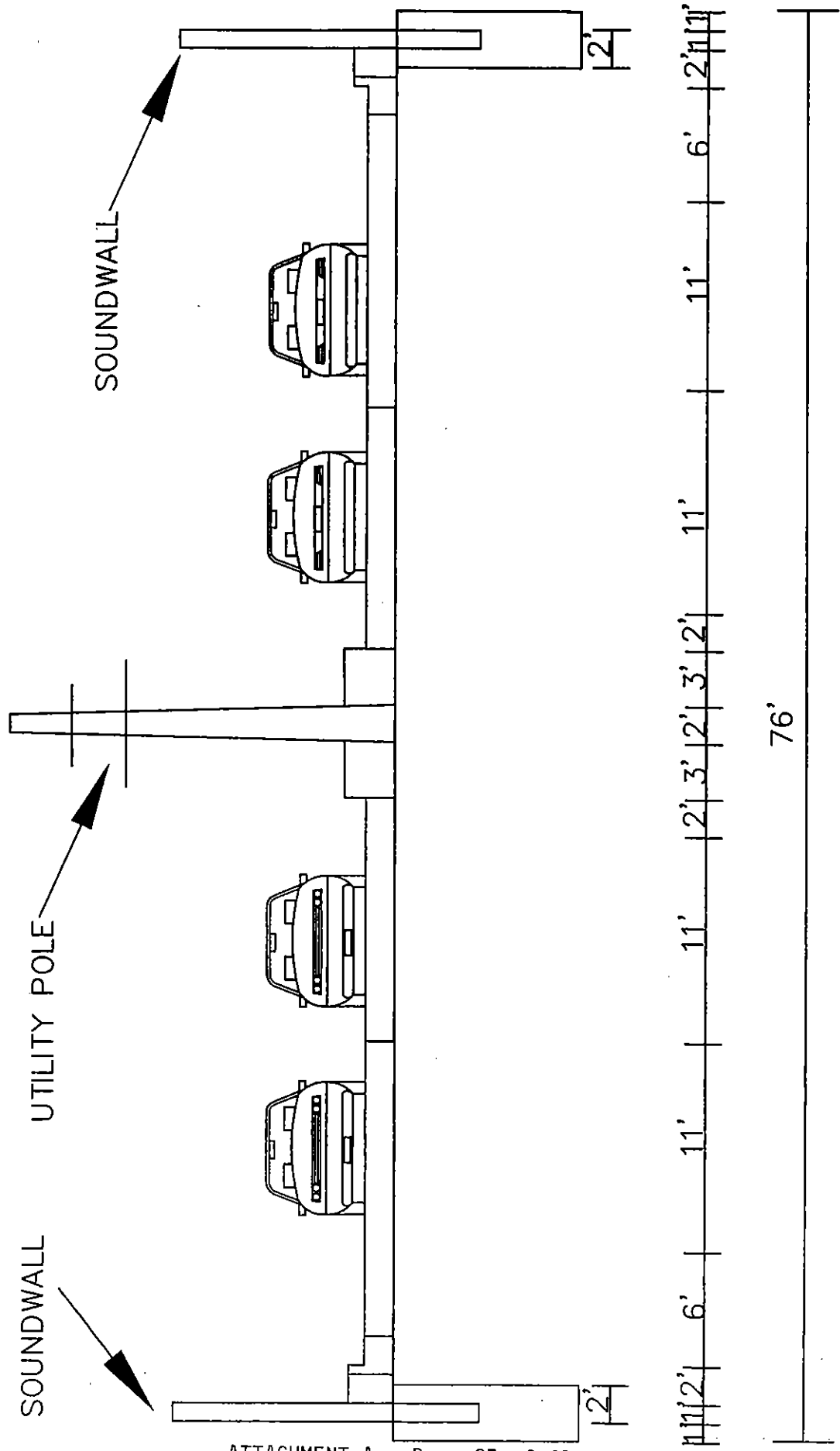


CROSS SECTION WITHIN RAIL ROAD R.O.W.



CROSS SECTION WITHIN MDR SITE

MLK JR. PARKWAY
RECOMMENDED TYPICAL CROSS-SECTION
SOUTHERN SEGMENT (OLD RAIL LINE)
(SUBJECT TO CHANGE)

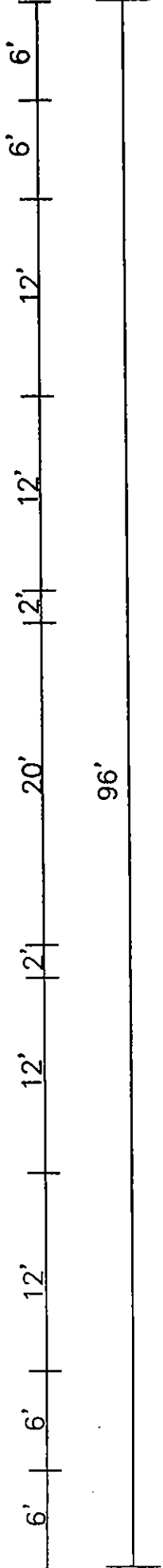
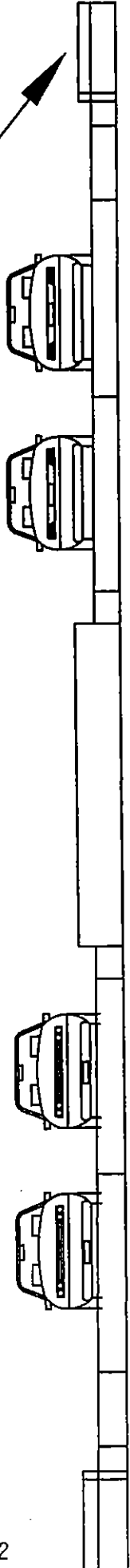


(EXISTING ROW = 60')

EXHIBIT 3-3

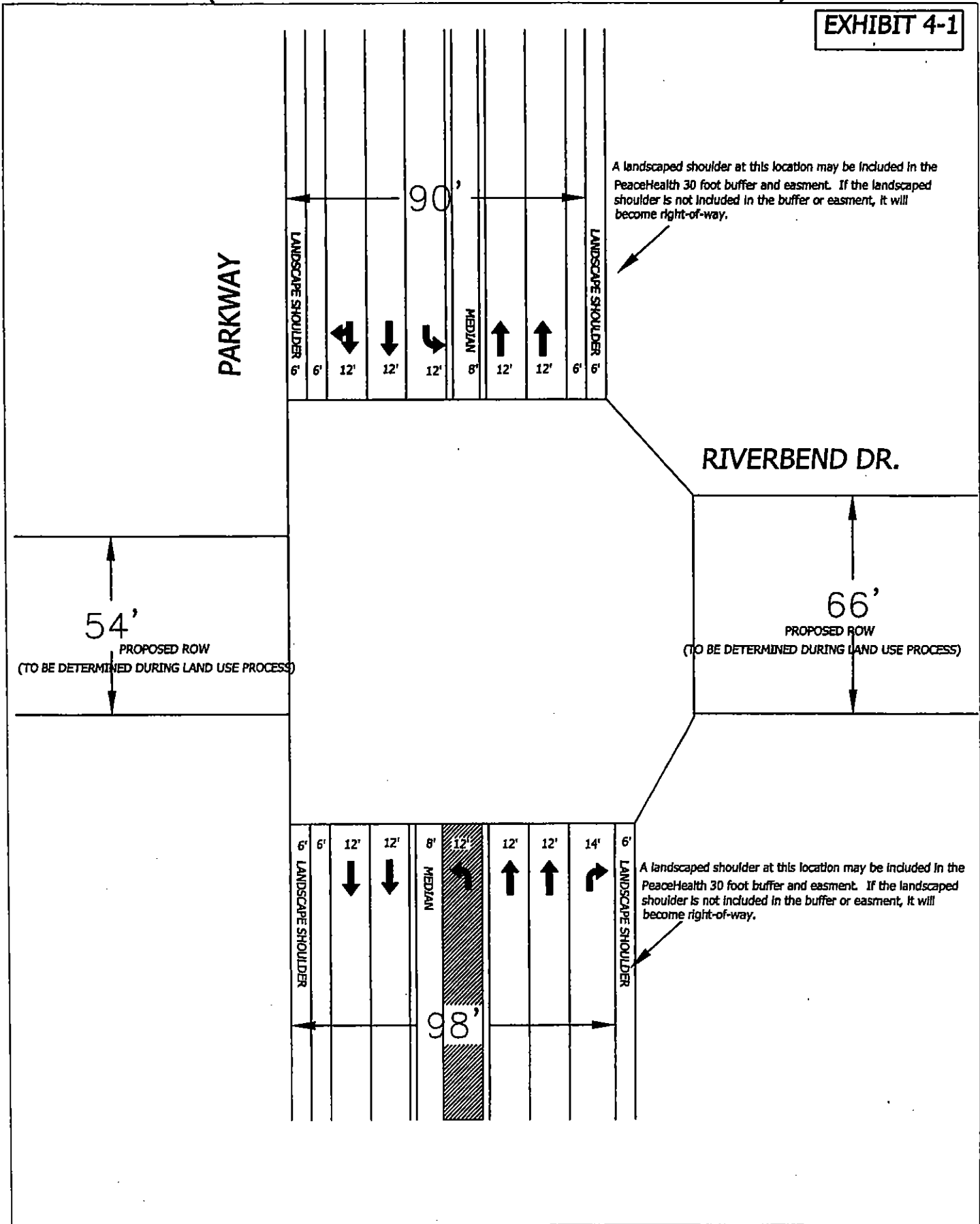
MLK JR. PARKWAY
RECOMMENDED TYPICAL CROSS-SECTION
(NORTHERN SEGMENT (PEACEHEALTH SITE))

East side 6' shoulder possibly included in PeaceHealth easment where practical



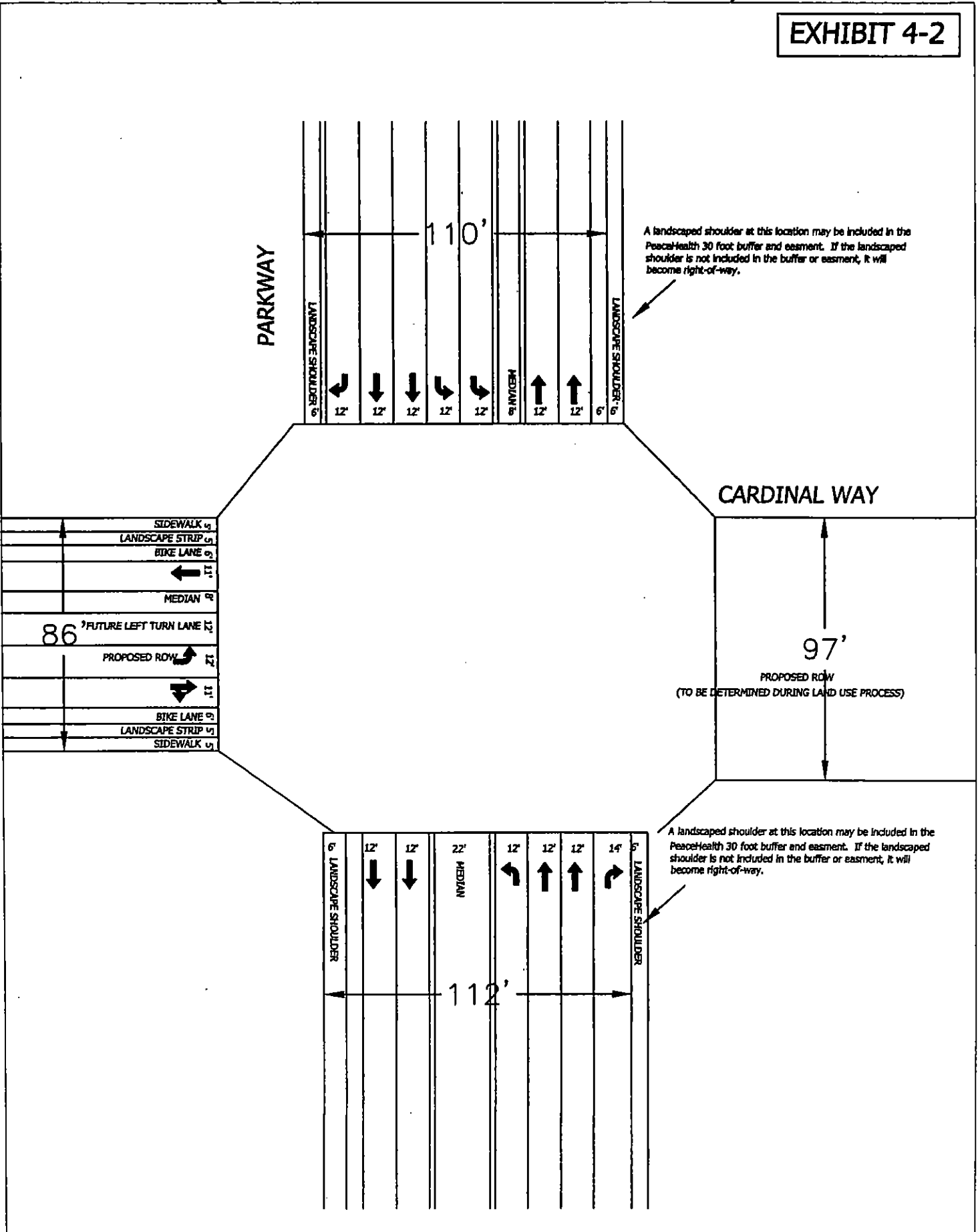
**RIVERBEND DRIVE
(RECOMMENDED RIVERBEND DRIVE INTERSECTION)**

EXHIBIT 4-1



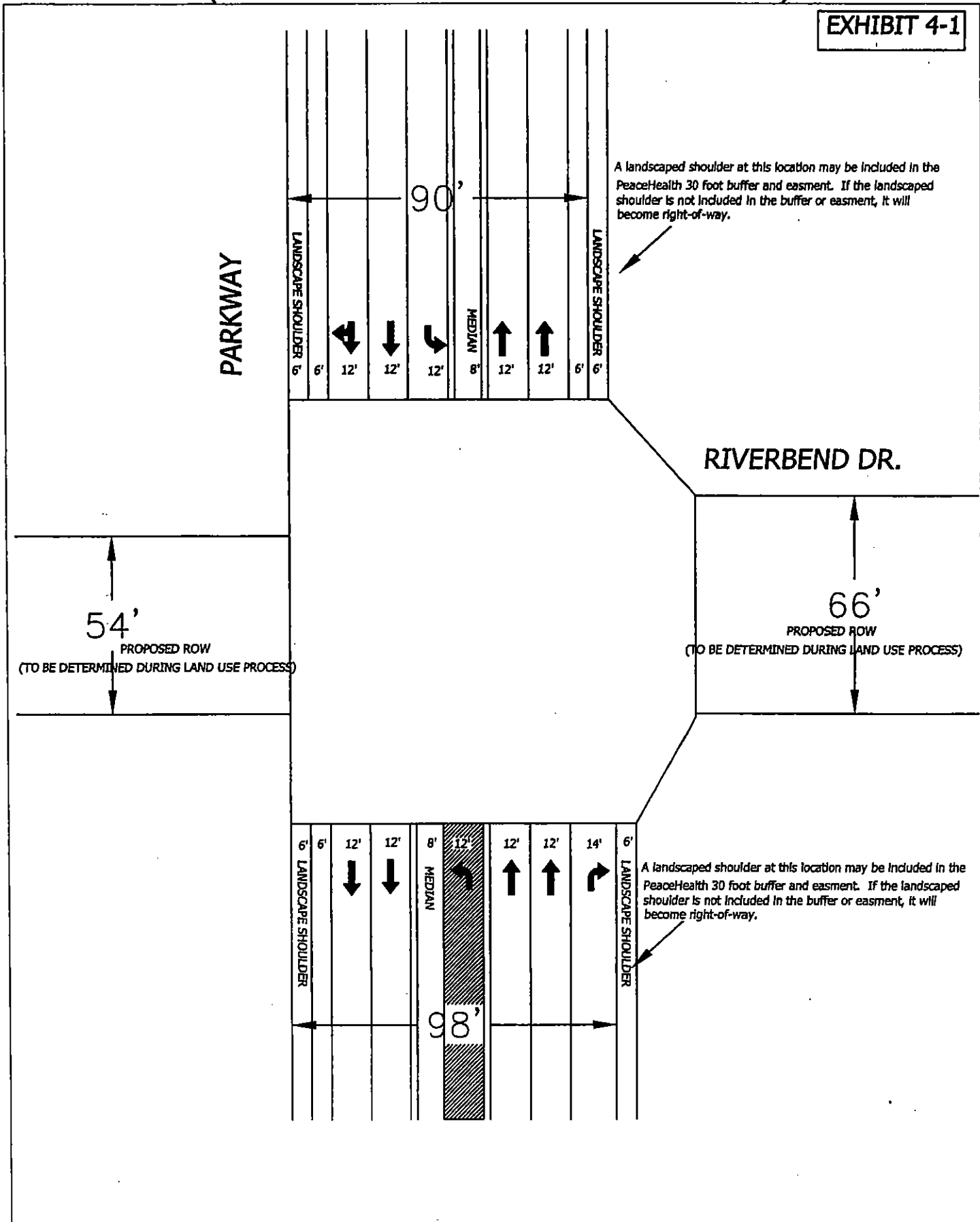
**CARDINAL WAY
(RECOMMENDED CARDINAL WAY INTERSECTION)**

EXHIBIT 4-2



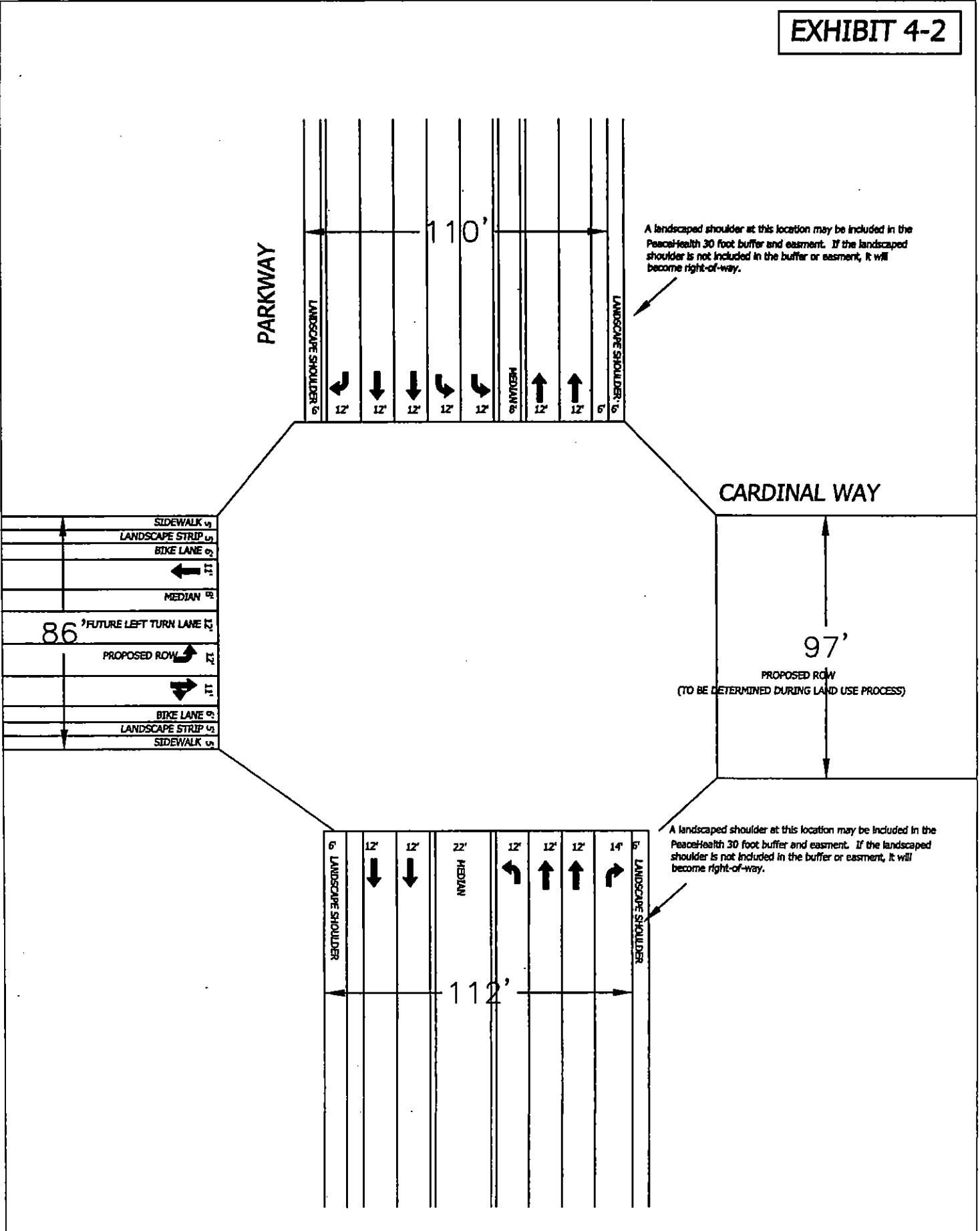
**RIVERBEND DRIVE
(RECOMMENDED RIVERBEND DRIVE INTERSECTION)**

EXHIBIT 4-1



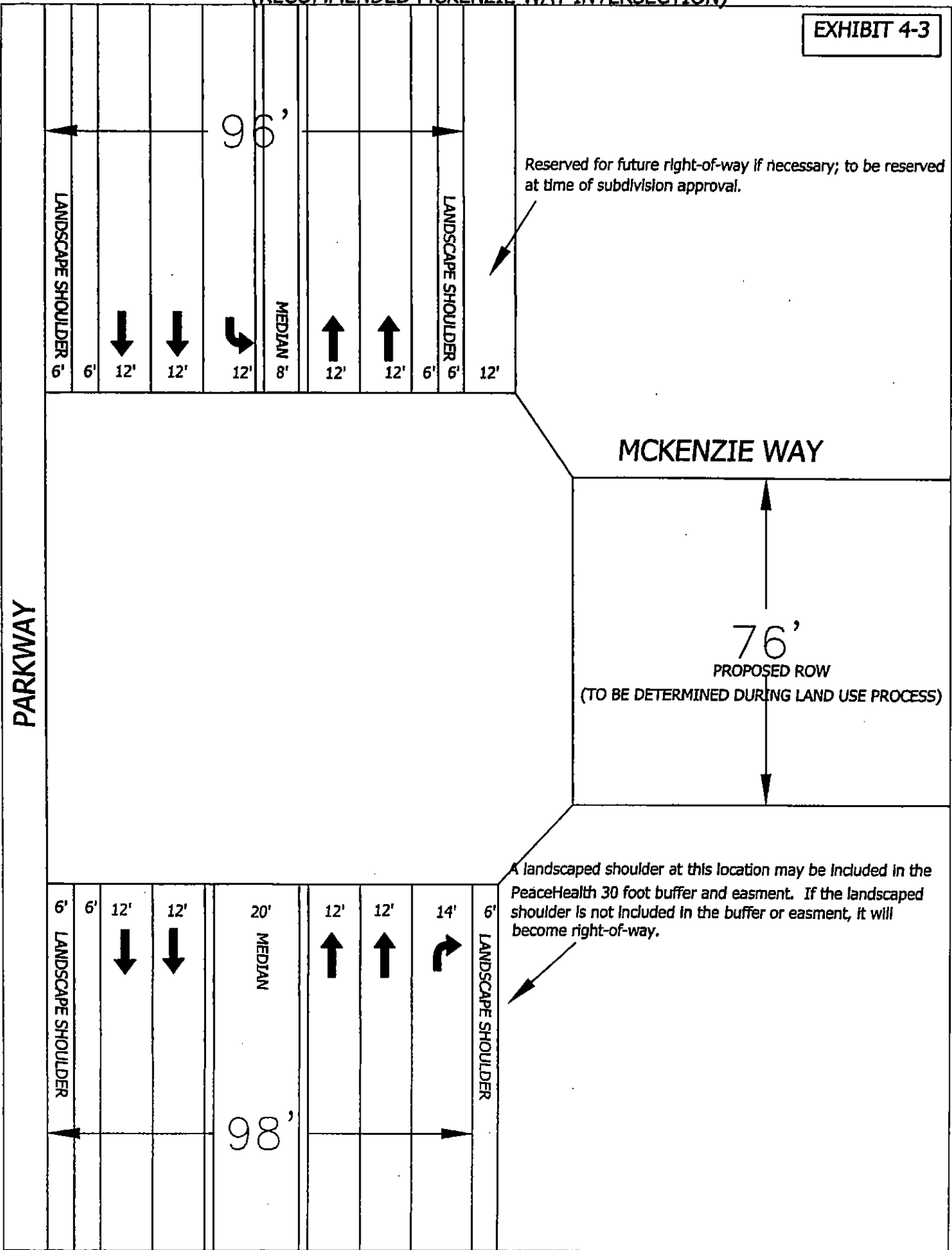
**CARDINAL WAY
(RECOMMENDED CARDINAL WAY INTERSECTION)**

EXHIBIT 4-2

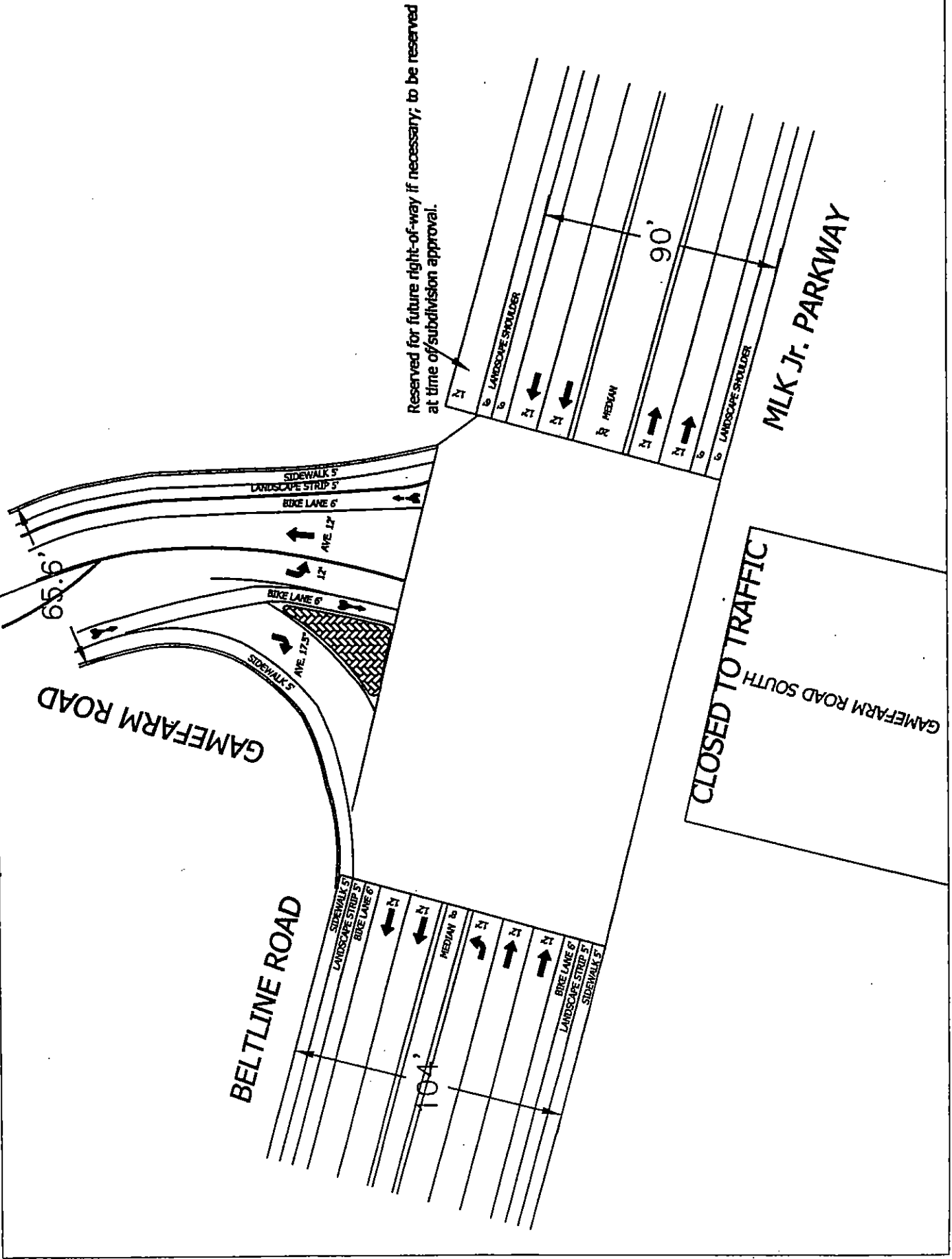


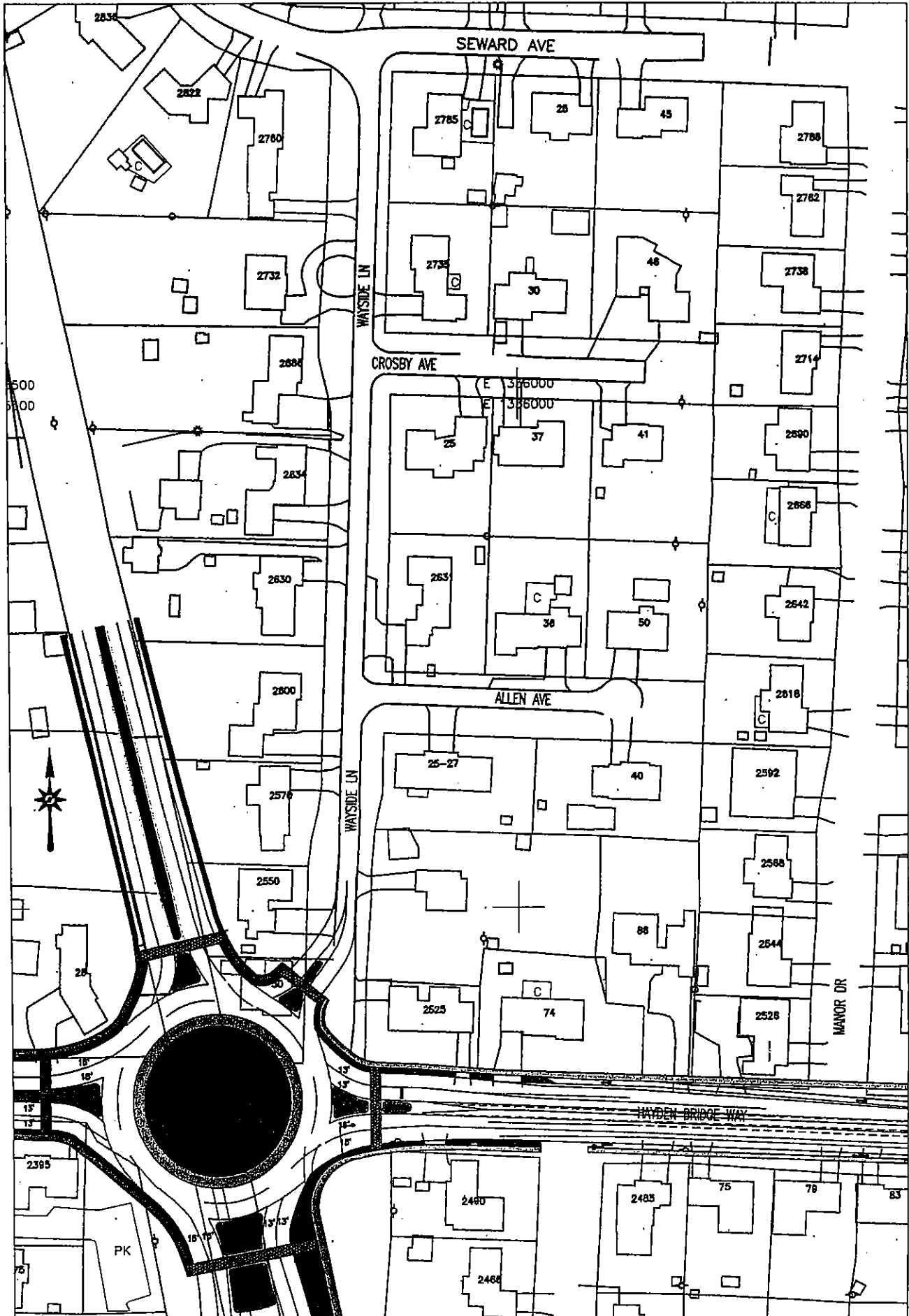
MCKENZIE WAY
(RECOMMENDED MCKENZIE WAY INTERSECTION)

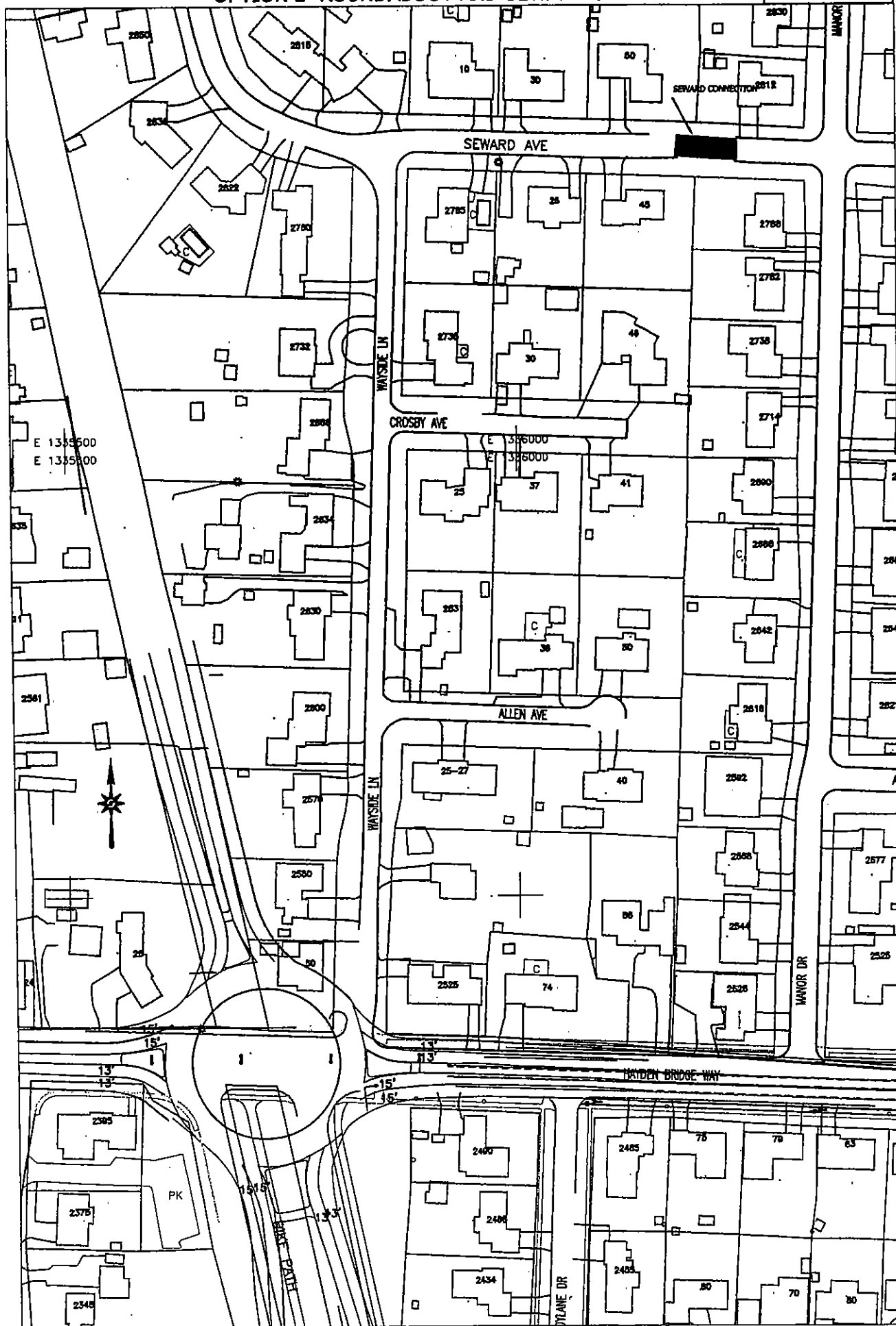
EXHIBIT 4-3

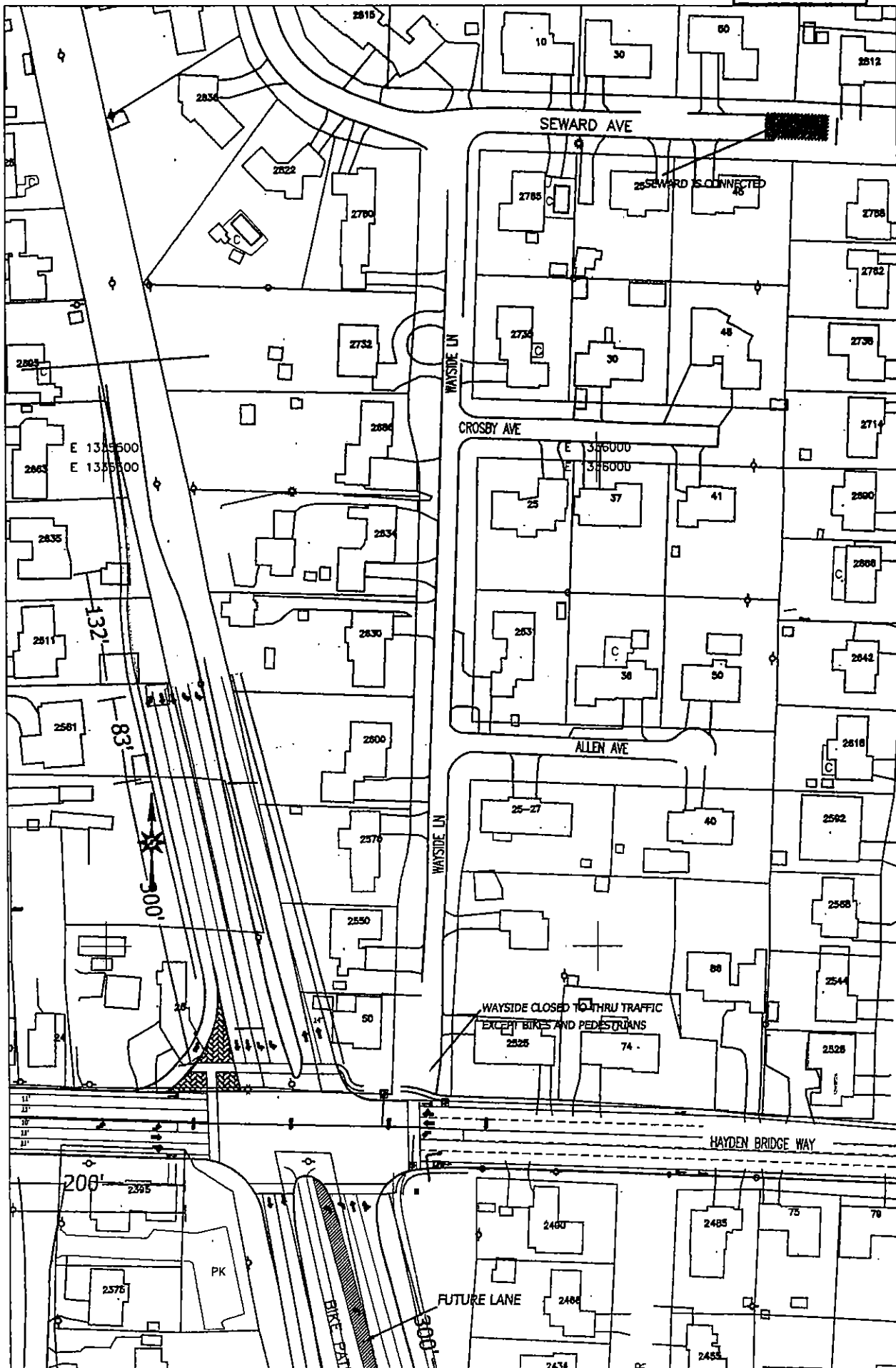


**GAMEFARM ROAD
(RECOMMENDED GAMEFARM ROAD INTERSECTION)**

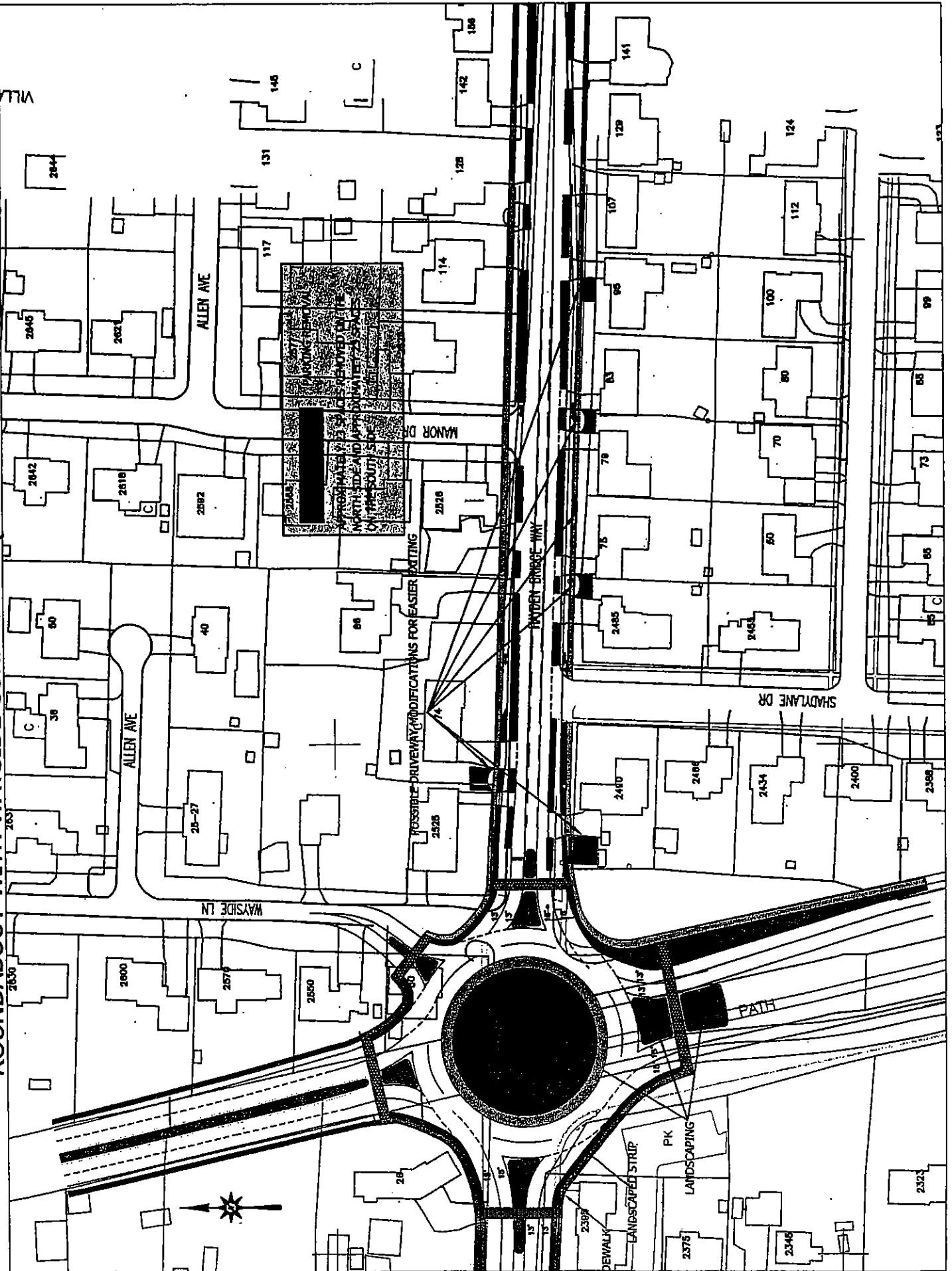




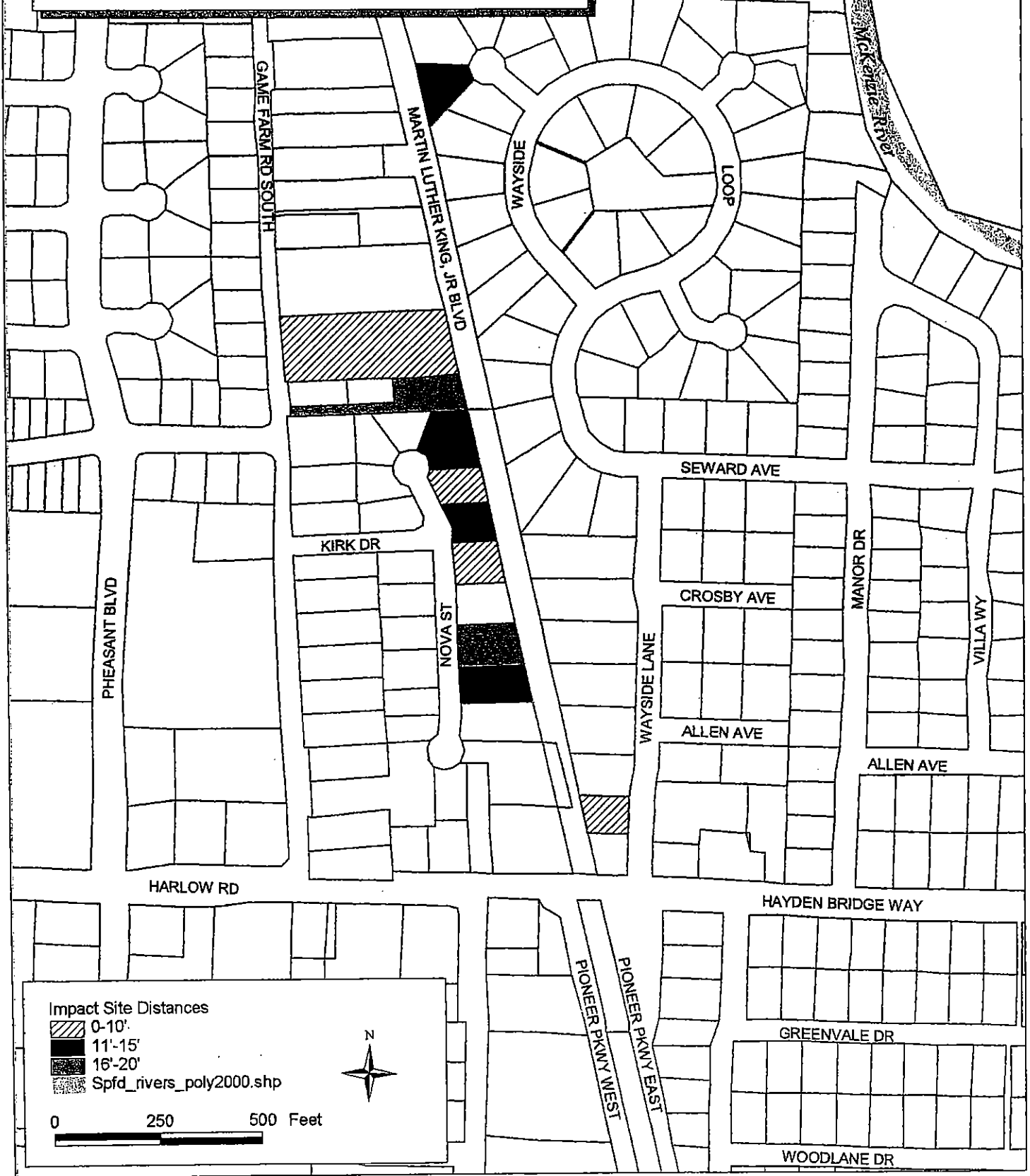




ROUNDABOUT WITH WAYSIDE CONNECTION (NO SEWARD CONNECTION)



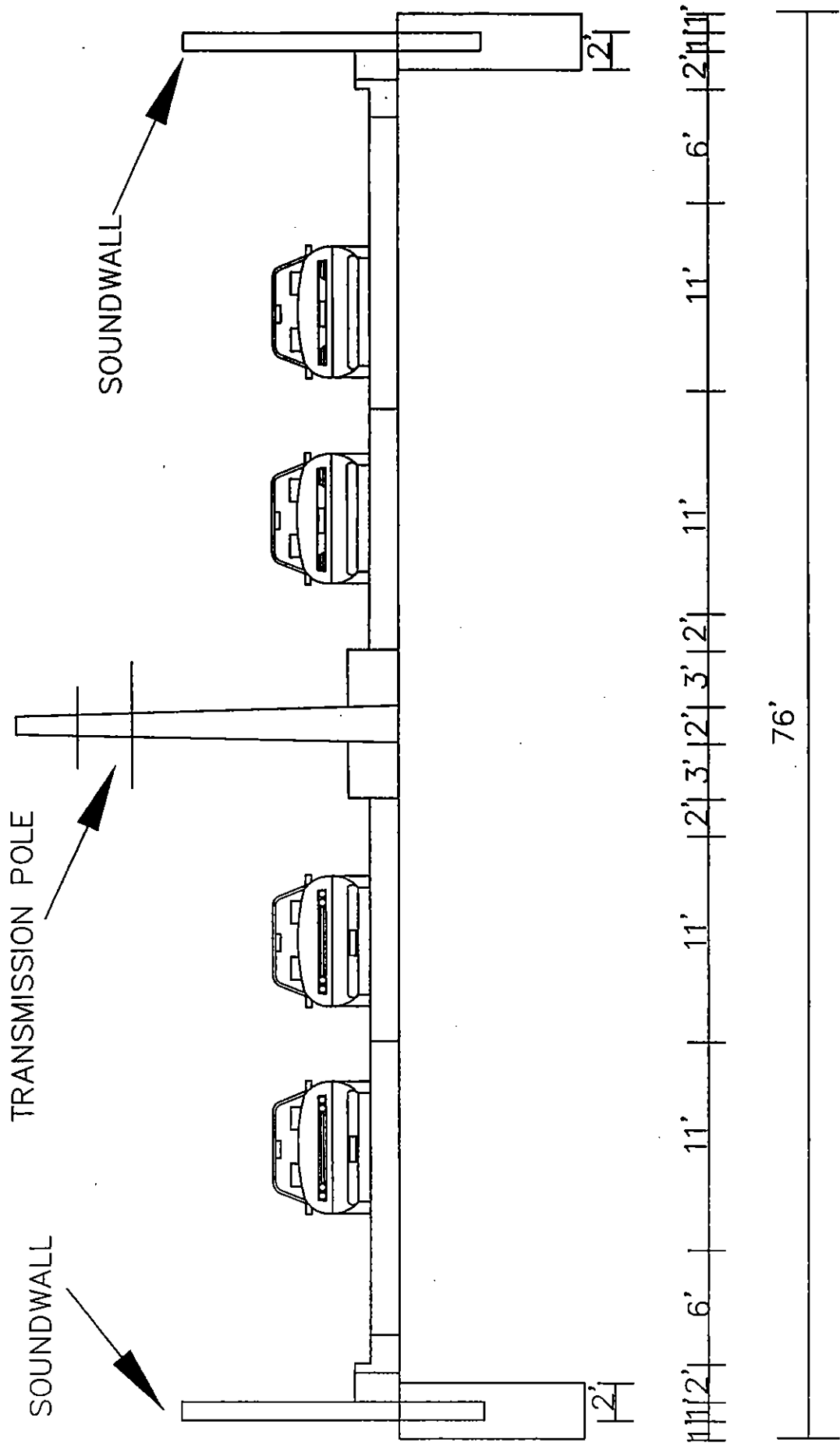
**Impacted On-Site
Wastewater Treatment Systems
near Construction of Martin Luther King, Jr Pkwy**
Springfield, OR
March, 2004





Soundwall Location
Martin Luther King, Jr Pkwy/Beltline Rd
Springfield, OR
March, 2004

MLK JR. PARKWAY
BUS RAPID TRANSIT IN MIXED TRAFFIC
MARCH 2004

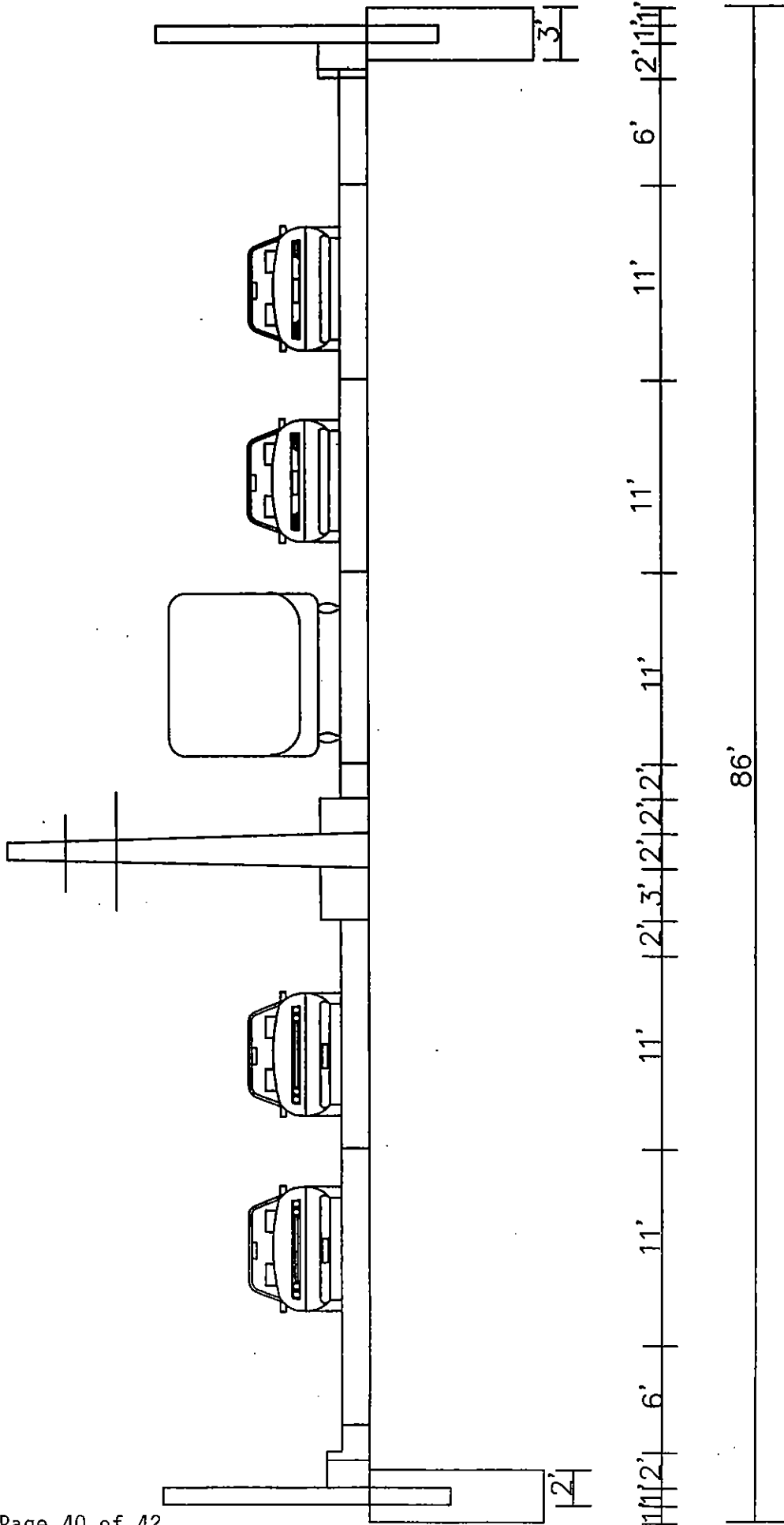


(EXISTING ROW = 60')

MARCH 2004
MLK JR.PARKWAY

TYPICAL CROSS-SECTION

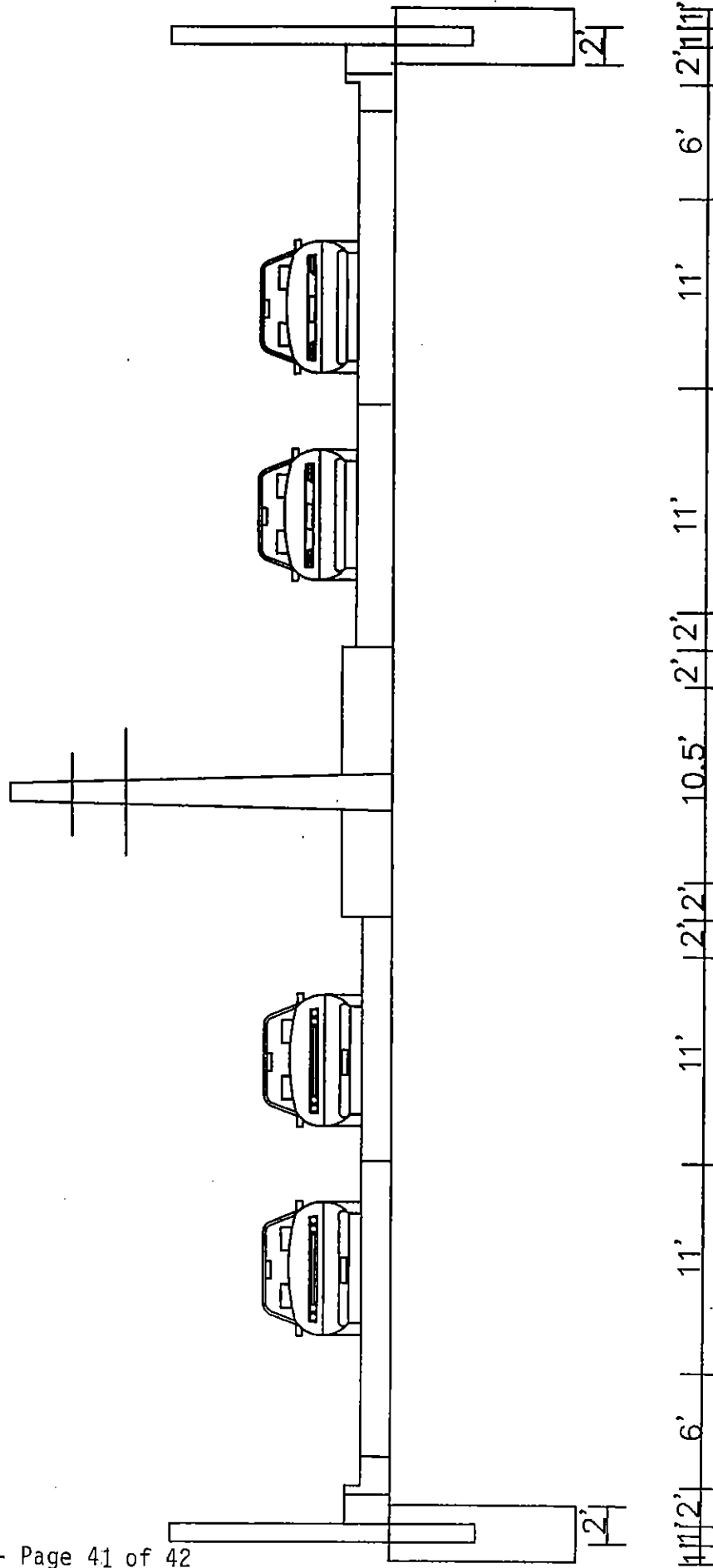
WITH NORTHBOUND BRT EXCLUSIVE LANE
TRANSMISSION LINES REMAIN IN THE MEDIAN
(REQUESTED BY LTD)



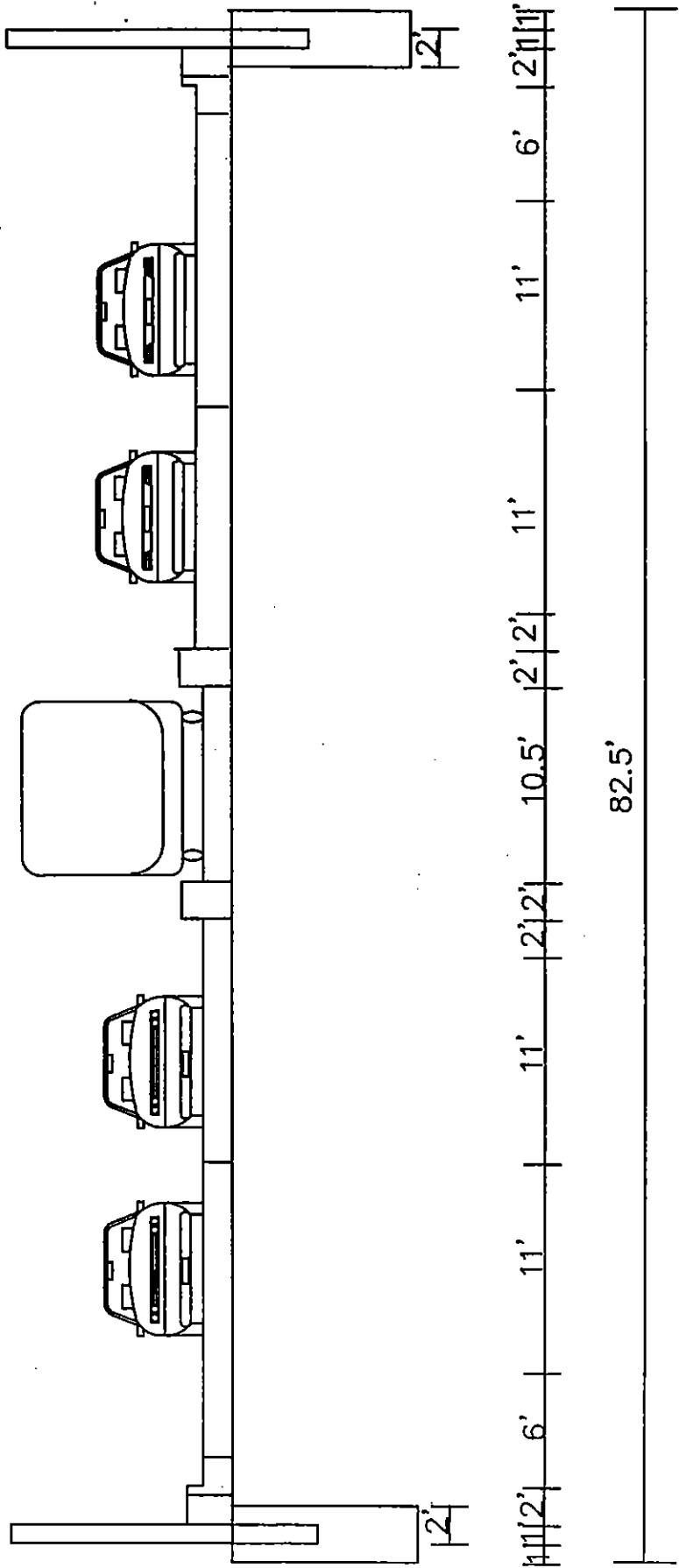
EXISTING ROW = 60'

MARCH 2004

MLK JR. PARKWAY
TYPICAL CROSS-SECTION
SHORT TERM SOLUTION WITH TRANSMISSION LINE
RIGHT-OF-WAY IN MEDIAN FOR FUTURE BRT LANE



MARCH 2004
MLK JR. PARKWAY
TYPICAL CROSS-SECTION
WITH NORTHBOUND BRT EXCLUSIVE LANE
LONG TERM SOLUTION WITH TRANSMISSION LINE
RELOCATED OR UNDERGROUND



**CITY OF SPRINGFIELD
RESOLUTION NO. 04- ____**

**A RESOLUTION ADOPTING THE ALIGNMENT, RIGHT-OF-WAY WIDTH AND
DESIGN ELEMENTS FOR THE MARTIN LUTHER KING JR. PARKWAY PROJECT.**

- 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 24.4 specifies that the City may plan for the design extension of the Pioneer Parkway northward from Harlow Road to Belt Line Road, coordinating with the design and development of road systems that will service the McKenzie-Gateway SLI site and the 180 acre MDR area; and
- WHEREAS,** Section 24.6 specifies that the design and construction of the extension of Pioneer Parkway shall occur in a manner that significantly reduces noise impacts; and
- WHEREAS,** On June 15, 1998, based on a preliminary planning and alignment study, the City Council approved a preliminary alignment and right-of-way width for the Pioneer Parkway Extension and resolved that the project design shall include some means of mitigating and significantly reducing noise impacts, as specified in the Refinement Plan; and
- WHEREAS,** The City Council renamed the Pioneer Parkway Extension to be called the Martin Luther King Jr. Parkway on July 7, 2003; and
- WHEREAS,** The Martin Luther King Jr. Parkway is identified in TransPlan, the regional transportation plan, which is the transportation element to the Eugene-Springfield Metro Plan; and
- WHEREAS,** The Martin Luther King Jr. Parkway is estimated to cost \$9.3 million and these funds are programmed in the City and Lane County Capital Improvement Plans for construction in 2005; and
- WHEREAS,** The City and Lane County have executed an Intergovernmental Agreement on February 25, 2003 for the funding, general implementation, joint

approvals, coordination, design, and construction of the Parkway; and

WHEREAS, The City and Lane County will, under the terms of the Intergovernmental Agreement, jointly approve the design elements of the Parkway which then allows the City and County to begin final design, right of way purchases and project construction; and

WHEREAS, Further traffic studies, sound studies, public input, coordination with the Riverbend master planning effort, and other further design review and refinement have resulted in different staff recommendations than those recommended and adopted in 1998 for the alignment, right-of-way width and design elements for the Martin Luther King Jr. Parkway;

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

That the following alignment, right-of-way and design elements shall be used as a guide for the final project design of the Martin Luther King Jr. Parkway:

Alignment of the parkway

The alignment of the Martin Luther King Jr. Parkway will begin at the Harlow/Hayden Bridge Road intersection and continue to the Game Farm Road South/Beltline intersection as depicted on exhibit 1.

Parkway elevation in the floodplain

Construct the Parkway to provide access from Harlow Road to the proposed Riverbend Drive during the 500 year flood and to provide 500 year flood emergency access from the north via an emergency access connection between Game Farm Road and Riverbend Drive. The remainder of the Parkway should be constructed at a minimum of the 100 year flood elevation..

Cross sections and right of way

Construct the Parkway with a typical section of approximately 76 feet of right of way in the southern narrow segment that includes a minimum 6 foot shoulder for landscaping and “shy distance” from a sound barrier, and approximately a 96 foot typical right of way width in the northern segment with a continuous median that is approximately 12 feet wide at the intersections as depicted on exhibit 1.

Intersection layouts

Locate intersections on the Parkway at RiverBend Drive, Cardinal Way, McKenzie Way, and Game Farm Road South as depicted on exhibit 1 and construct them to the forms as depicted on exhibit 2. Design and construct the Game Farm Road South/Beltline intersection concept and supporting text for Option 1 that was unanimously approved by the “North Link Stakeholders” on 1/14/03.

Intersection form for the Harlow/Hayden intersection

Construct the Harlow/Hayden intersection with Martin Luther King Jr. Boulevard as a two lane roundabout with a connection to Wayside Lane as depicted on exhibit 3.

Hayden Bridge Way parking

Remove parking on Hayden Bridge Way for approximately 1000 feet and construct, where feasible, and with owner consent, shared or modified driveways for better access to Hayden Bridge Way as depicted on exhibit 3.

Septic drainfields along southern narrow segment

Mitigate the impacts on septic drainfields of adjoining residences where they are negatively impacted by the construction of the project.

Soundwalls in the southern segment

Locate and construct sound absorptive pre-cast concrete walls along the southern segment as depicted on exhibit 1.

Springfield Utility Board transmission lines in the southern segment

Direct staff to keep the existing (115 kV) transmission poles within the southern segment right of way and provide design elements to reduce the potential fixed object hazard of these poles.

Bus Rapid Transit (BRT) in the southern segment

Locate BRT in mixed traffic in the 76 foot right of way in the southern segment of the Parkway with possible operational modifications at intersections such as transit priority

NOW, THEREFORE, BE IT FURTHER RESOLVED, to forward the Council approved alignment, right-of-way and design elements as recommendations to the Lane County Board of Commissioners for their deliberation and approval.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF SPRINGFIELD, OREGON,
THIS _____ DAY OF _____, 2004.

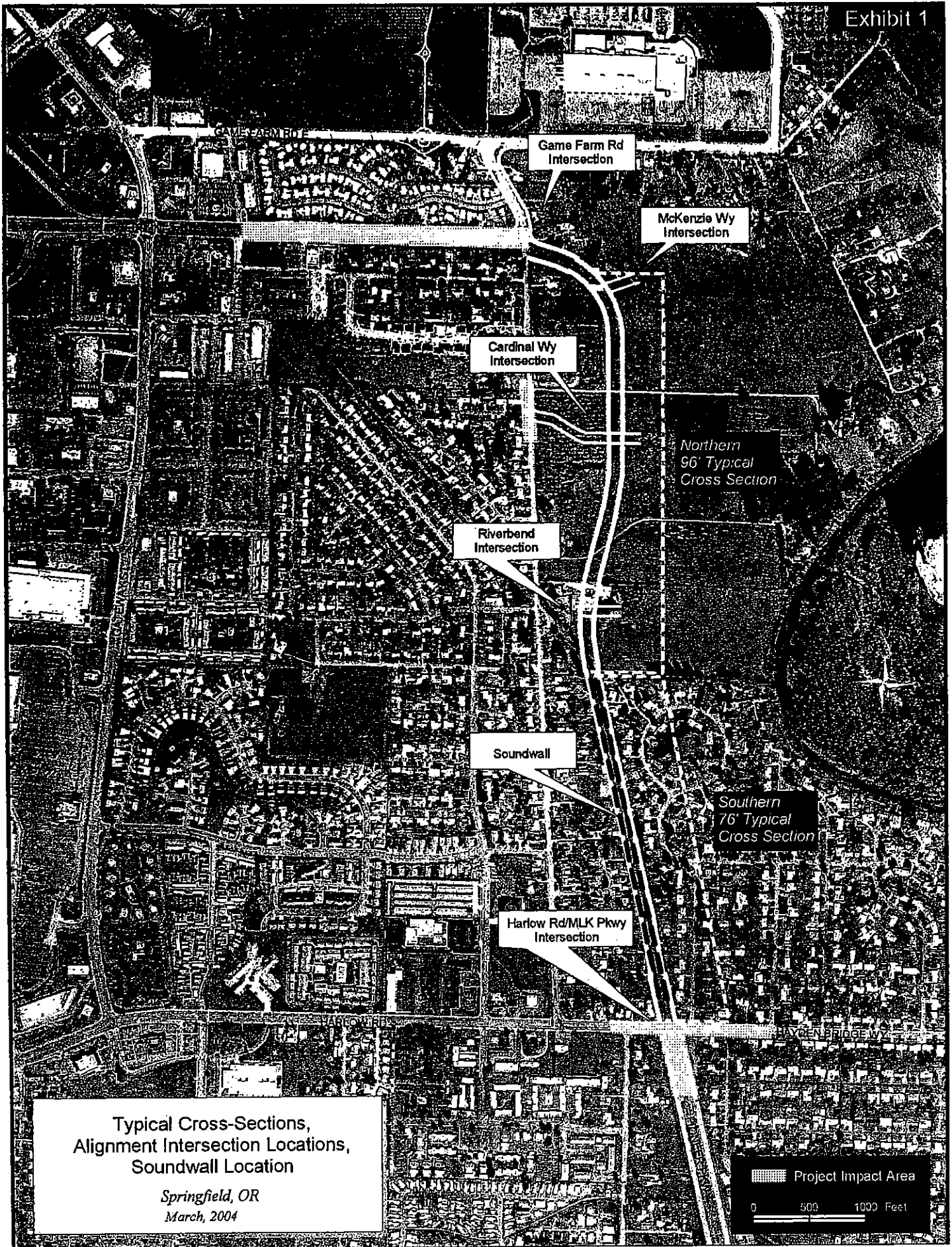
Adopted by a vote of ____ for and ____ against.

MAYOR

ATTEST:

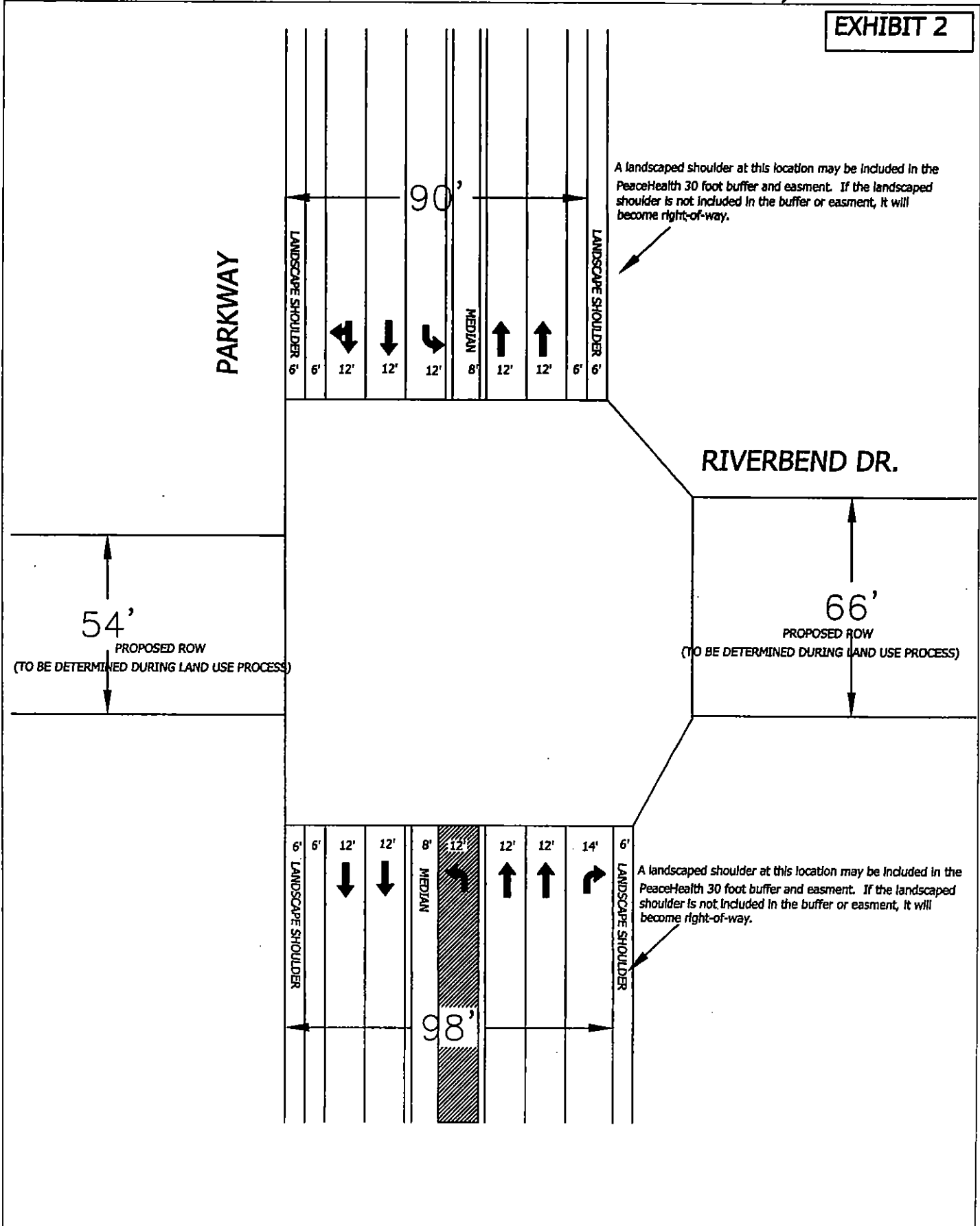
CITY RECORDER

RECEIVED & APPROVED
FORM
Joseph J. Leahy
3/9/2004
CITY ATTORNEY

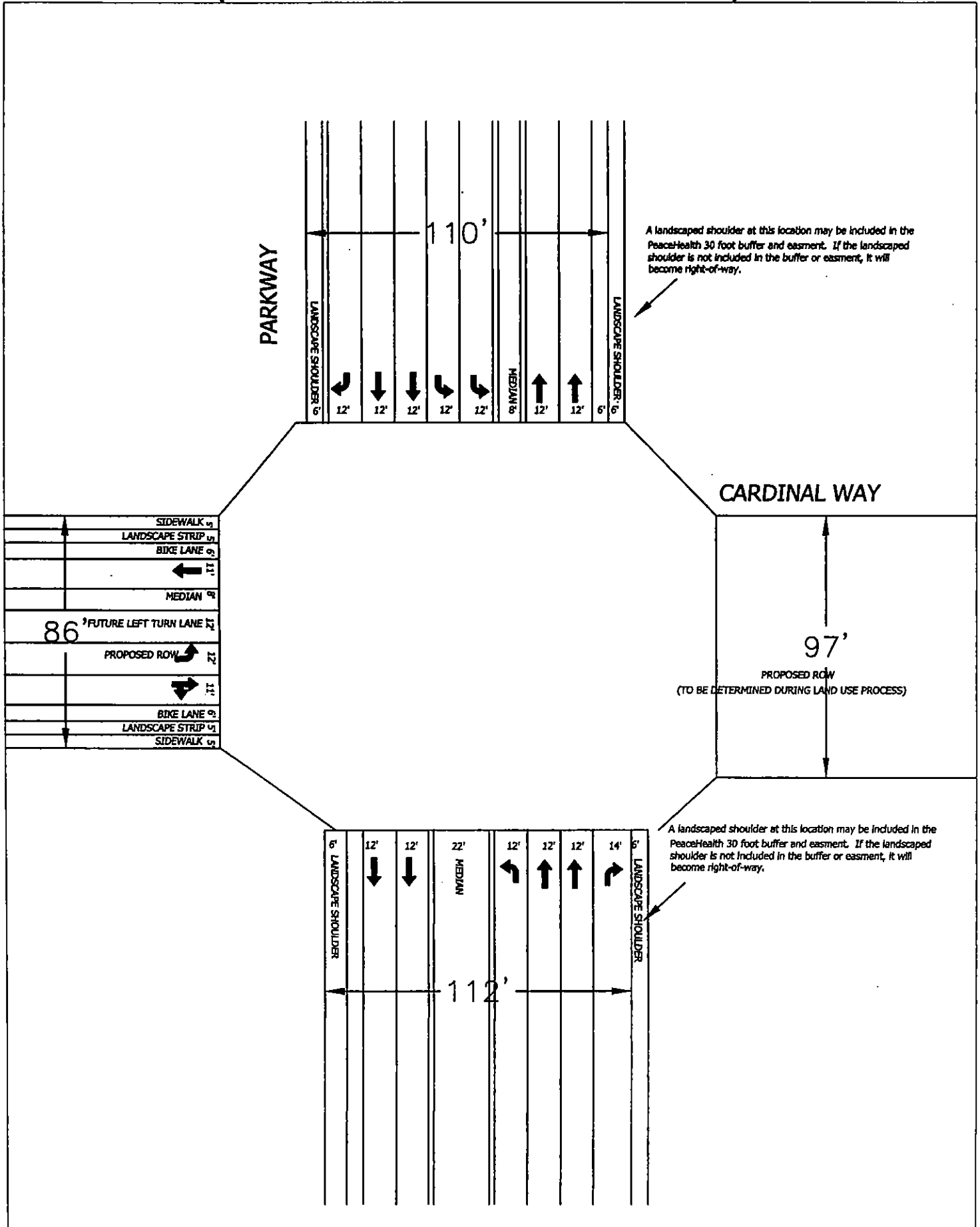


**RIVERBEND DRIVE
(RECOMMENDED RIVERBEND DRIVE INTERSECTION)**

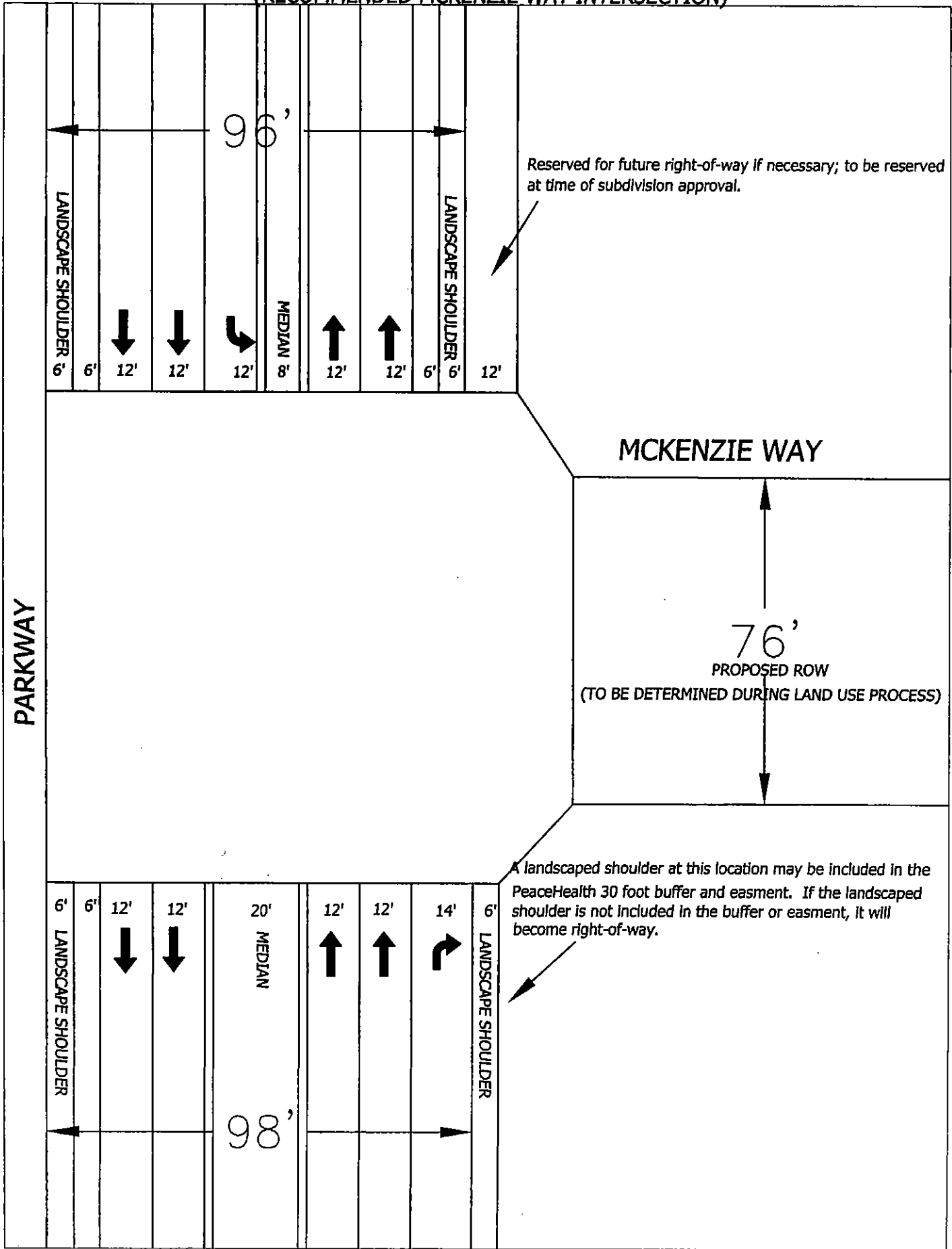
EXHIBIT 2



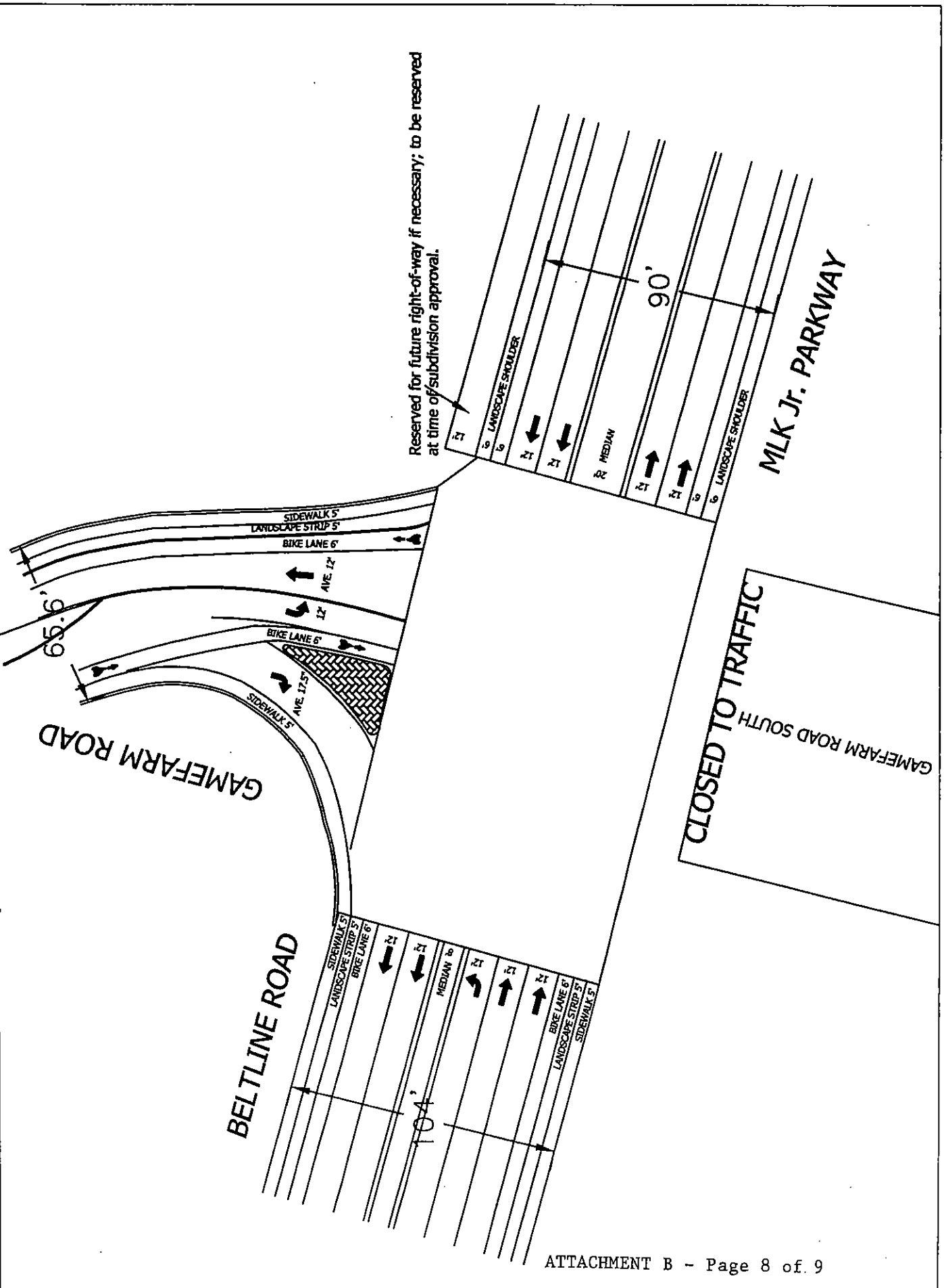
CARDINAL WAY (RECOMMENDED CARDINAL WAY INTERSECTION)



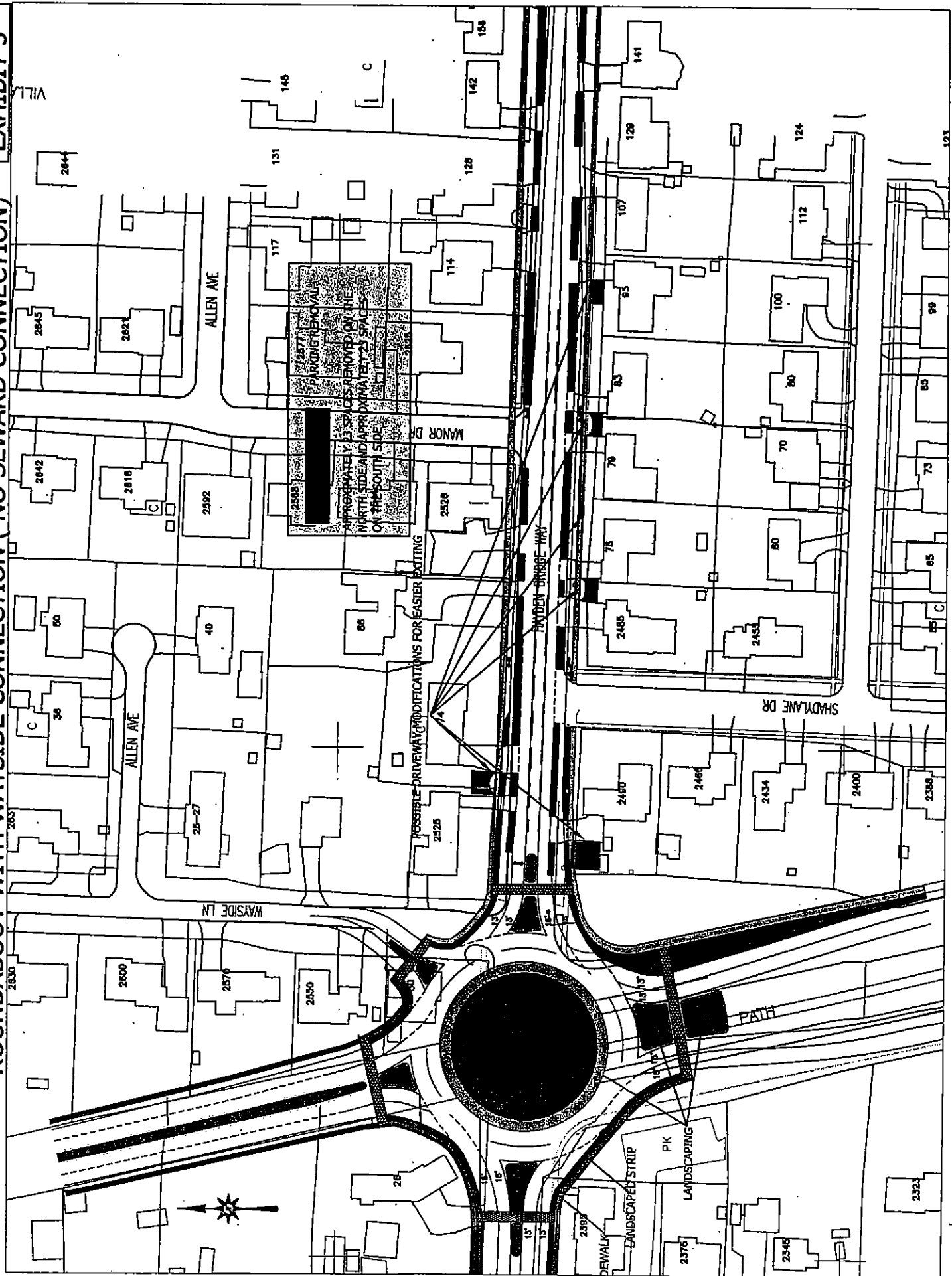
MCKENZIE WAY
(RECOMMENDED MCKENZIE WAY INTERSECTION)



**GAMEFARM ROAD
(RECOMMENDED GAMEFARM ROAD INTERSECTION)**



ROUNDABOUT WITH WAYSIDE CONNECTION (NO SEWARD CONNECTION)



THIS IS A PETITION TO OPEN THE BLOCKED OFF ROAD LOCATED ON SEWARD STREET. BETWEEN WAYSIDE LANE AND MANOR DRIVE.

2999 Wayside Lp. Spfld	Kathleen Knoll Joanne Knoll
2986 Wayside Loop Spfld	Frank D. Long & Lee Long
3124 WAYSIDE LOOP Spfld	DAVID WALKER
2995 Wayside Loop	Margie Weiss
21 Kathleen Ct 97477	Mad M. Lowry
19 Kathleen Court	Jane Thomas
19 Kathleen Court	Alfred Thomas
3065 Wayside Loop Spfld	Blaise J. Rose
3098 Wayside Lp. Spfld.	North Leedside
Walt Hoke	43 HUN CT
45 Ann Ct Spfld	Gene C. Hoke
3076 Wayside Loop Spfld	Donna C. Chase
3131 Wayside Lp Spfld	Cheri Muller
3163 Wayside Lp. Spfld.	Stacy Alford
2885 Wayside Loop	Donald Bennett
2885 Wayside Loop	Michelle Bennett
2889 Wayside Loop	Jill Lorton
45 Lorie Court	Wendy Bown
65 Lorie Court	Wendy J. Vigney
2915 Wayside Lp.	Linda La Moon
2930 WAYSIDE Lp.	Thomas R. Barabara
2931 Wayside Lp.	Betty L. Rasmussen
2947 ✓ -	Robert J. Thachem
2947 ✓ N	Jane Thachem
2963 " "	Reggie Frances Chie
35 Kathleen Ct Springfield	Grace Relferson
2785 Wayside Lane	James Relferson
2892 WAYSIDE LOOP	Almer Relferson
2864 Wayside Loop	Edward Relferson
10 Seward Ave	John W. Moffitt

MARCH 11-14 2004

Joanne v Knoll

THIS IS A PETITION TO OPEN THE BLOCKED OFF ROAD LOCATED ON SEWARD STREET. BETWEEN WAYSIDE LANE AND MANOR DRIVE.

2867 Wayside Loop	David Wilson
2886 " Lane, Spfld	Kellan Hudgins
2836 Wayside Ln, Spfld	Erin M. Hudgins
2732 Wayside Ln. Spfld	Alfred Huff
2732 W Wayside Ln. Spfld	Mr. Huff
2686 Wayside Ln Spfld	Lynette Huss
2686 wayside Ln Spfld.	Kelleen Stringer
2686 wayside Ln	Cecil Strong
2634 Wayside LN	Donald Bowden
2570 " "	James W. Dwyer
" " "	Mr. Taylor
2600 Wayside Ln	Mr. Taylor
2555 Wayside Ln	Mr. Taylor
2555 Wayside Ln	Custommer
25427 Allen Ave	Jude Arana
25427 Allen Ave.	David B. Arana
36 Allen Av	James J. Gungor
2632 WAYSIDE LN	Michael S. Kelly
3021 Wayside Ln.	Maria Peled
37 Crosby AVE.	Shari McChesney
41 Crosby Ave	Gris C. Chapman
30 Crosby Ave	Michael T. McKay
30 Crosley Ave	Stephanie D. McKay
3179 Wayside Loop	Maull & Bonnie MacLellan
2979 Waside Lp.	Dennis & Valene DeWall
2931 WAYSIDE LP	Joy Rasmussen
3043 Wayside LP	Dennis & Linda Abraham
3097 wayside LP	Larry & Valerie Hampton
3150 wayside LP	Jerry & Joy Lapping
3184 Wayside Lp	Ray H. H. H.

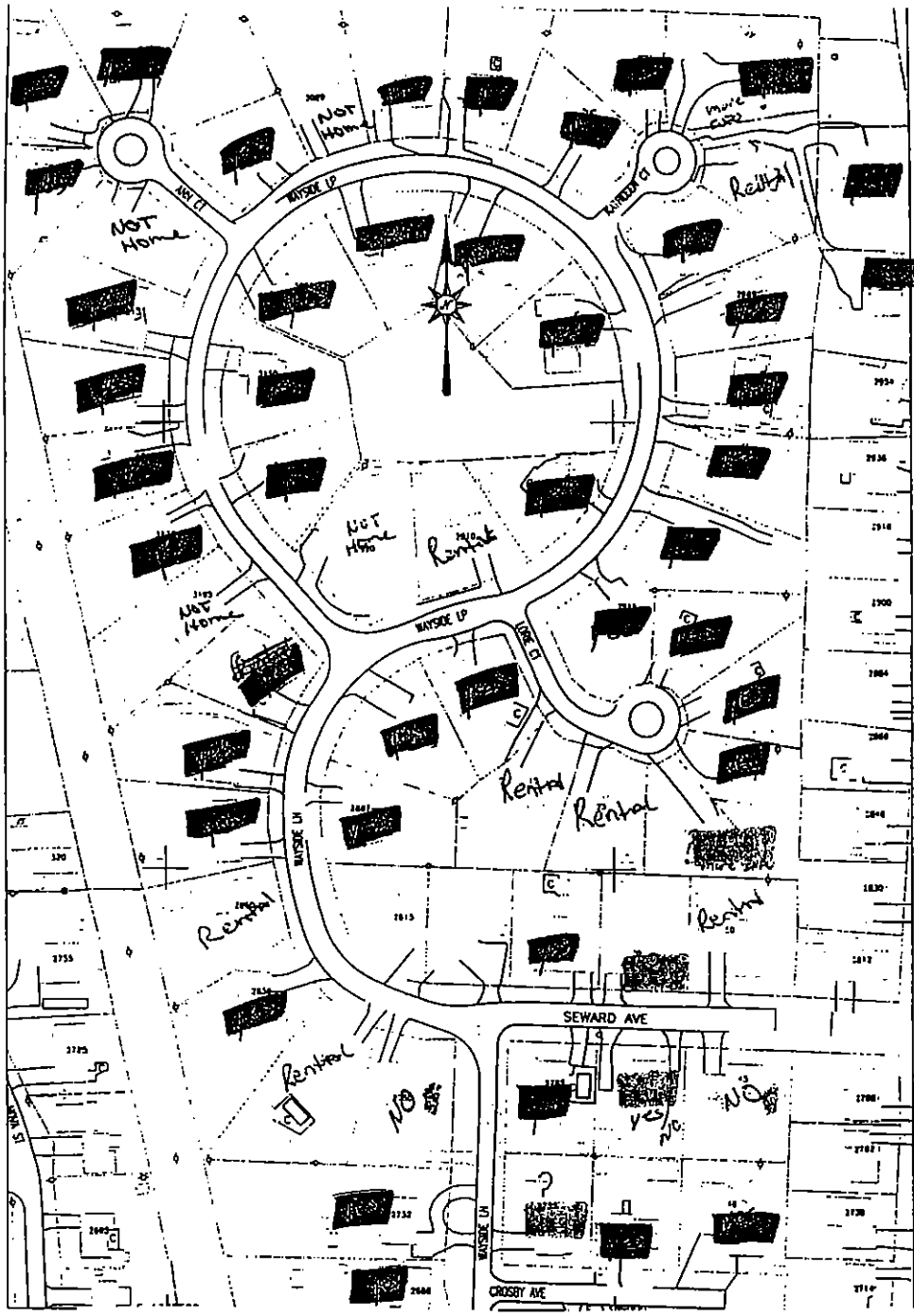
MARCH 11 - 14. 2004

Deane v Knoll

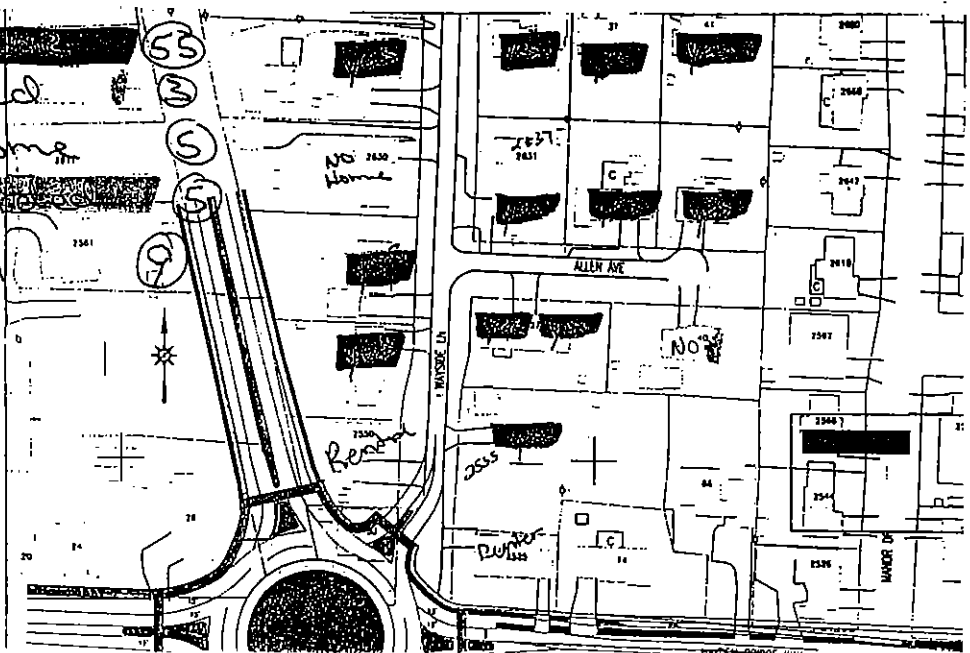
THIS IS A PETITION TO OPEN THE BLOCKED OFF ROAD LOCATED ON SEWARD STREET. BETWEEN WAYSIDE LANE AND MANOR DRIVE.

5 Linda / S. S. Sigmund	25+1/2 W. Wayside Lane Sptd. 91741
Carmen Olsen	50 Allen Ave.
Jay Desatoff	55 Lorie Ct.
Brenda Getz	25 Ann Ct. Sptd. OR
Aileen Borja	35 Ann Ct Sptd, OR
Ally J. O.	3147 Wayside Loop
M. Dale Canada	25 Crosby Ave
Liam Canada	25 Crosby Ave Sptd.
Charlotte Whipple	46 Crosby Ave Sptd.

March 11-14 2004
Deanne O'Connell



[Redacted] (53)
 Opposed (3)
 NOT Home (5)
 [Redacted] (5)
 Rental (9)



TO THE SPRINGFIELD CITY COUNCIL, LANE COUNTY, AND OREGON DEPARTMENT OF TRANSPORTATION.

RE: MLK JR. PARKWAY

We the people who will be directly affected by the new MLK Parkway wish to express our desire not to incorporate a dedicated lane for Lane Transit in the new project. We wish to approve the original plan discussed at numerous open discussion meetings. (attached diagram). We do not wish to have any more of our property taken. No pedestrians, bike lines, etc. Strictly a parkway with 4 lanes and with at least a 9 foot sound wall.

NAME	ADDRESS	SIGNATURE
CAROLYN HANCOCK	2663 NOVA ST, SF	Carolyn Hancock
DAVE HANCOCK	2663 NOVA ST.	Dave Hancock
Marcos Tadeo	2755 NOVA ST SE.	Marcos Tadeo
Marta K. Hernandez	2755 NOVA ST SLD.	Marta K. Hernandez
Debbie Hamilton	2717 NOVA ST SLD	Debbie Hamilton
Carrie Bailey	2725 NOVA ST SLD.	Carrie Bailey
JANE KAUCHA	2635 NOVA ST.	Springfield
KRIS RUCCI	2635 NOVA ST SLD	Kris W. Rucci
Sheila S Simpson	2570 WAYSIDE LN.	Springfield OR 97477
Dennis H Simpson	"	"
Russell Taylor	2600 Wayside Lane	Springfield OR 97477
Lillian STRINGER	2686 Wayside Lane	Lillian Stringer
Cecil STRINGER	2686 wayside lane	Cecil Stringer
Lynette He Huss	2686 wayside LN	Lynette Huss
Steve Booker	35 Ann court	Steve Booker
Gary Booker	35 1/2 Ann court	Gary Booker
Walter Booker	35 1/2 Ann Ct.	Walter Booker
Steve W. Adridge	3163 Wayside Ln.	Steve W. Adridge
ELMER PANASUCK	2882 WAYSIDE LANE	Elmer Panasuck
Donna PANASUCK	2882 Wayside	Donna Panasuck
Pamela m Paris	2850 Wayside Ln.	Pamela m Paris
Michael J Paris	2850 Wayside Lane	Michael J Paris
Russell O Paris	2822 Wayside lane	Russell O Paris
Steve Moir	2695 NOVA ST	Steve Moir
Lynette Moir	2695 NOVA ST	Lynette Moir
Charles MORGAN	330 Edie DR.	Charles Morgan
Kate Wallace	2923 Game Farm Rd	Kate Wallace
Peggy Wortman	2945 Game Farm Road	Peggy Wortman
Curt NYQUIST	3015 GAME FARM ROAD	Curt Nyquist
Kathleen A Nyquist	- - -	Kathleen A Nyquist

.TO THE SPRINGFIELD CITY COUNCIL, LANE COUNTY, AND OREGON DEPARTMENT OF TRANSPORTATION.

RE: MLK JR. PARKWAY

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NAME

ADDRESS

SIGNATURE

Wallace DUKES	3065 Game Farm Rd.	Wallace Dukes
Gerion F. DUKES	" " " "	Gerion F. Dukes
Ruby HARTWICK	2983 Game Farm Rd.	Ruby Hartwick
Bruce BROWN	2993 Game Farm Rd.	Bruce Brown

TO THE SPRINGFIELD CITY COUNCIL, LANE COUNTY, AND OREGON DEPARTMENT OF TRANSPORTATION.

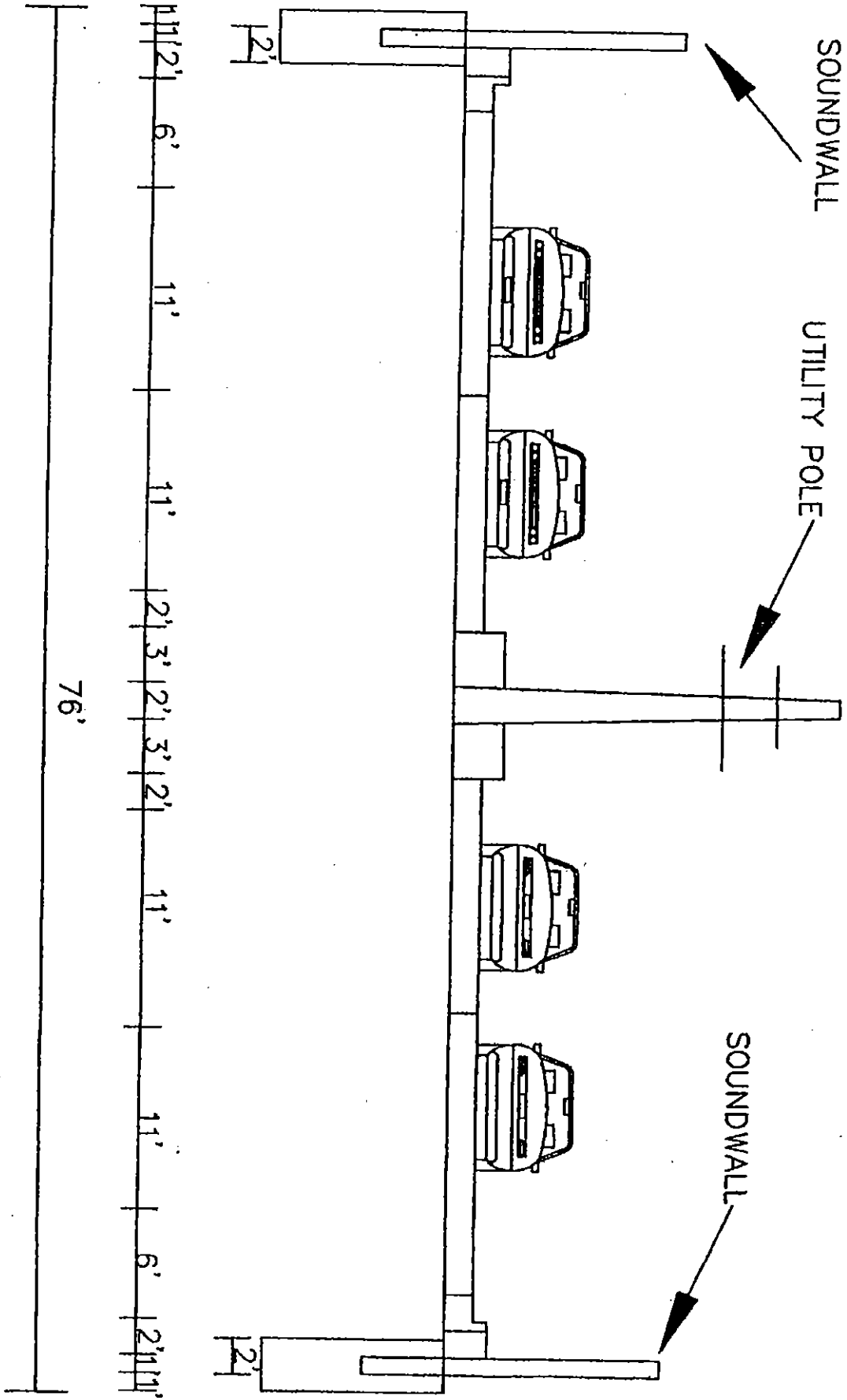
RE: MLK JR. PARKWAY

We the people who will be directly affected by the new MLK Parkway wish to express our desire not to incorporate a dedicated lane for Lane Transit in the new project. We wish to approve the original plan discussed at numerous open discussion meetings. (attached diagram). We do not wish to have any more of our property taken. No pedestrians, bike lines, etc. Strictly a parkway with 4 lanes and with at least a 9 foot sound wall. 12ft same height as buses

NAME ADDRESS SIGNATURE

Cheryl Bohner	35 Ann Ct Appd.	Cheryl Bohner
Walt Drake	43 Ann Ct	Walt Drake
James Hake	45 Ann Ct	James Hake
JAY Millers	3131 Wayside Cp	Jay D Millers
Bonnie J Macaluso	3179 Wayside Loop	Bonnie J Macaluso
DUANE Knoll	2999 WAYSIDE Cp.	Duane Knoll
Erik Mills	2864 Wayside Loop	Erik Mills

MLK JR. PARKWAY
 TYPICAL CROSS-SECTION
 SOUTHERN SEGMENT (OLD RAIL LINE)
 (SUBJECT TO CHANGE)



Alice and Joseph Verret

3195 Wayside Loop
Springfield, OR 97477

March 10, 2004,

CITY OF SPRINGFIELD
SPRINGFIELD CITY COUNCIL
225 Fifth Street
Springfield, OR 97477

Re: MLKj. Parkway

Dear City Council;

We are unable to attend the Public Hearing late this month, and want to present our testimony in this letter.

Our home at 3195 Wayside Loop will be severely impacted by the MLK Jr. Parkway, changing the beauty and quiet we have enjoyed for the past 25 years. The soundwall you are proposing will reduce the noise somewhat and we are thankful for that.

Traffic problems have not been fully addressed yet. It is obvious that for us to have safe and reasonable access to Hayden Bridge Way, to go east, Seward Street must be opened. This would allow us (and all the other Wayside area neighbors) to avoid the heavy traffic on the Roundabout, if that is the option selected, (or signaled intersection), which looks like a nightmare to us! We would be able to go to the traffic light at 5th St.

When destruction/construction begins with removal of backyard fences, there must be an adequate security fence installed to protect the residents from roving dogs and intruders--something more than an orange plastic fence.

Is it possible for the alignment of the Parkway to curve a bit to the west in the Ann Court area, to reduce the impact on the Hake and Booher residences? And also curve a bit to the east for residences in the Nova area, without too much impact on the properties?

Respectfully yours,

Alice Verret *Joseph W. Verret*

Alice and Joseph Verret

REC'D MAR 15 2004

3-15-04

SPRINGFIELD CITY Council

CITY Hall

225 FIFTH ST.

SPRINGFIELD, OR.

HAVING LIVED IN THE WAYSIDE LOOP AREA FOR 35 YEARS, I AM SADDENED BY THE SITUATION THAT HAS DEVELOPED CONCERNING THE PARKWAY AND WAYSIDE LOOP. THE CITY IS EVIDENTLY HANDLING THIS LAND USE ISSUE, EVEN THOUGH WE RESIDE IN THE COUNTY. WE HAVE A NICE AREA THAT HAS ONE ENTRANCE IN AND THE SAME WAY OUT. IT HAS WORKED AS A GATED AREA - KEEPING THEES AND VANDALISM LOW AND TRAFFIC DOWN AND SLOW. THIS HAS WORKED GREAT FOR OVER FIFTY YEARS. NOW WE HAVE PETITIONS AND NEIGHBORS AGAINST NEIGHBORS AS TO LEAVE THE AREA THE SAME OR OPEN UP ANOTHER ENTRANCE AND EXIT -

THE ROUNDABOUT I WILL GO ALONG WITH, AS IT IS THE FUTURE AND SEEMS TO WORK WELL WITH TRAFFIC AT A SLOW CONSTANT MOVEMENT. IT STILL GIVES ACCESS AND EXIT TO WAYSIDE LOOP.

THE PROBLEM WITH OPENING UP SEWARD AVE FOR ANOTHER ENTRANCE-EXIT ARE THE FOLLOWING:

① THE CITY HAS NOT TALKED TO THE MANOR AREA ABOUT THE EXCESS TRAFFIC THAT COULD BE COMING THRU THEIR SUBDIVISION. THIS SUBDIVISION IS JUST EAST OF WAYSIDE LOOP, THE CITY HAS ONLY TALKED TO AND SENT NOTICES TO WAYSIDE LOOP AND MANOR DRIVE RESIDENCES. ALL THE OTHERS EAST OF MANOR DRIVE HAVE NOT BEEN NOTIFIED ABOUT WHAT COULD BE HAPPENING. ALSO THE EXCESS TRAFFIC MOVING THRU WAYSIDE LOOP TO GET TO THE RENO ABOUT WOULD NOT WORK TO WELL. RIGHT NOW WAYSIDE AREA IS USED FOR A LOT OF WORKING, EXERCISE RIDING, WORKING DOGS ETC., THIS WOULD BE NO MORE. IN FIFTY YEARS THERE HAS BEEN ONLY ONE INCIDENT AT THE ENTRANCE OF WAYSIDE AND HARLOW, THAT'S NOT TO BAD OF REPRESENTATIONS AND THE ROUNDABOUT WILL WORK JUST FINE WITHOUT OPENING SEWARD AVE, A COUNTY ROAD. THIS WILL KEEP THE SAME WAY OF LIFE IN THE WAYSIDE LOOP AREA AS WE KNOW IT NOW.

Respectfully Submitted

Paul D. Conroy
 Robert O. Cassiday
 45 Seward Ave
 Springfield, Or.

541 247-3905



George M. Larson, D.O.

Osteopathic Family Physician

Certified by American Board of Family Practice

To: Springfield City Council
225 Fifth Street
Springfield, Oregon 97477

Re: March 15, 2004 Public Hearing
Martin Luther King Parkway design recommendations

Dear City Councilors:

Thank you for the opportunity to comment on the design proposals for the intersection and roadway adjacent to my business. I am the owner of Timber Valley Medical Clinic located at the intersection of Pioneer Parkway, Hayden Bridge Way, Laura Street, and the future Martin Luther King Parkway. The City of Springfield Public Works staff has wisely recommended a two lane roundabout at the PPW/HBW/MLKP intersection. As the only business adjacent to this intersection I **fully support a two lane roundabout at this location**. This is a superior choice to a traditional signalized intersection.

My medical practice was established at this location in 1980 in part because of its access to Hwy 126/105 and I-5 as I have patients from all over Lane County. It has been easy to travel to both McKenzie-Willamette Hospital and Sacred Heart Medical Center. Currently my partner Harry J. "Buz" Meisel, PA-C and I have a busy family practice five days per week, and Kristian Ferry, M.D., Surgery/Oncology sees patients one day per week.

Over the last 24 years, traffic has increased causing not only congestion but frequent collisions and property damage as explained in the following:

1. The **left turn collisions** at Laura Street will be eliminated with the realignment project which the Council has previously approved. I am glad to be a part of the solution to this aspect of traffic congestion in our neighborhood.
2. It is my observation that the most frequent accidents involve **rear-end collisions** on Hayden Bridge Way both east and west bound, and occur between Manor Drive/Hayden Bridge Way intersection to the east and Game Farm/Hayden Bridge Way intersection to the west. Many do not involve vehicle turns onto Laura, Wayside Lane, or Shady Lane, but are **same lane** problems. From experience in other cities and countries, I believe a roundabout offers the best choice to reduce these rear-end collisions.


3. Due to speedy turns onto Pioneer Parkway **vehicle/driver/tree collisions** have occurred and sometimes resulting in injury. The design of a roundabout inhibits the rapid acceleration through a turn and subsequent loss of control. Every tree and 2 utility poles adjacent to my clinic on PPW west have been hit in the last few years.

4. This area has many bicyclists and pedestrians. The housing in this area varies from single family to high density multiple family, from seniors to young parents with children. The Pioneer Pathway is used for recreation and commuting. The proposed roundabout offers a much **safer environment for non-vehicular traffic**.

5. As a physician I am also mindful of the **air quality concerns** which come from the use of vehicles. A roundabout is helpful in reducing the buildup of exhaust laden air which occurs when vehicles are waiting for the signals to change. Poor air quality can exacerbate many medical conditions including asthma which is on the increase throughout the United States.

To summarize, please support your staff recommendation to construct a roundabout with the Martin Luther King Parkway transportation project. A roundabout will maximize the effective flow of traffic through this key intersection in our city.

Sincerely,


George M. Larson, D.O.



SPRINGFIELD UTILITY BOARD

ELECTRIC SERVICE CENTER 1001 Main Street Springfield, OR 97477-4819 Tel 541.726.2395 Fax 541.726.2399 www.sub.or.gov

March 15, 2004

Honorable Sid Leiken
Members of the Springfield City Council
C/O Mike Kelly, City Manager
City of Springfield
225 Fifth Street
Springfield, Oregon 97477

Dear Mayor Leiken and Council Members:

We are responding to a request from the LTD staff to provide some light on the administrative and technical issues associated with the relocation options for SUB's 115 kV transmission and distribution line located in the MLK Jr. Parkway.

The LTD staff suggested five options:

1. Keep power poles in the median of MLK Jr. Parkway.
2. Relocate transmission lines initially to existing poles on Game Farm, relocating power poles to final position with widening of Game Farm Road.
3. Relocate transmission line to new poles on Game Farm Road
4. Relocate power poles to eastern side of MLK Jr. Parkway
5. Underground transmission line in median of MLK Jr. Parkway

Option 1

Keep power poles in the median of MLK Jr. Parkway. This option is the least cost option, since only a few of the transmission poles need to be relocated.

1. SUB would not need any new right-of-way.
2. Engineering time would be minimal and could be accomplished in house.
3. The relocation cost is the least cost of any options.
4. Materials to perform the work are readily available.

Option 2

Relocate transmission lines initially to existing poles on Game Farm, relocating power poles to final position with widening of Game Farm Road.

1. SUB could not relocate the transmission line from the MLK Jr. Parkway location to the existing poles on Game Farm Road. Every pole would have to be changed out on Game Farm Road due to pole strength and height problems.
2. SUB would have to go to the City for a siting permit for the relocation of the transmission line, a time-consuming process.
3. SUB would request additional right-of-way in order not to incur any further cost in relocating the transmission line when the Game Farm Road street widening takes place in the future. Some Game Farm residents may not grant SUB its right-of-way requests.
4. If the double circuit transmission line were relocated in the future, Gateway and Laura Street substations would not have an alternate power source during the time the transmission line is being relocated. This action would reduce the reliability to about 8,000 customers during this future four-month construction period.
5. Engineering time would be more extensive than the first option, but could be accomplished in house.
6. Materials to perform the work are less readily available than Option 1.
7. SUB would not be able to relocate the transmission line to Game Farm Road until 2005 due to the public process requirements and securing right-of-way.

Option 3

Relocate transmission line to new poles on Game Farm Road. SUB would be faced with the same issues as Option 2.

Option 4

Relocate power poles to eastern side of MLK Jr. Parkway.

1. SUB would have to go to the City for a siting permit for the relocation of the transmission line, a time-consuming process. Customers would have a concern over the magnitude of the EMF field strength. SUB would request right-of-way for the transmission line. Some Wayside Loop residents may not grant SUB its right-of-way requests.
2. Engineering time would be more extensive than the first option, but could be accomplished in house.
3. Materials to perform the work are readily available.
4. SUB would not be able to relocate the transmission line to the East Side of the MLK Jr. Parkway until 2005 due to the public process requirements and securing right-of-way.

Option 5

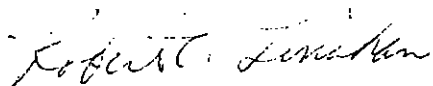
Underground transmission line in median of MLK Jr. Parkway.

1. SUB would not need any new right-of-way.
2. SUB does not have any expertise in designing 115 kV underground systems. SUB would have to hire a consultant to perform the engineering design.
3. SUB has no material specifications or construction standards for 115 kV systems.
4. SUB would have to locate a contractor familiar with 115 kV underground systems to install the 115 kV underground transmission system.
5. Materials to perform the work are not readily available.
6. SUB would not be able to complete the undergrounding of the 115 kV transmission line until 2005 due to performing all the tasks in some what serial sequence order. The relocation cost is the most expensive of the options.

The Honorable Mayor Sid Leiken
MLK Jr. Parkway
March 14, 2004
Page 4 of 4

Please do not hesitate to call me at 744-3700 if you require any additional information. I will be present at the City Council meeting when you discuss the MLK Jr Parkway project.

Sincerely,

A handwritten signature in cursive script that reads "Robert C. Linahan".

Robert C. Linahan, P.E.
Director of Electric Engineering
and Operations

Memorandum

Date: March 15, 2004
To: Springfield Mayor and City Council
From: Ken Hamm, General Manager
RE: MLK Parkway Jr. Property Owner Comments

LTD staff have made a concerted effort to solicit comments from residents and property owners who live adjacent to the MLK Jr. Parkway to determine their reaction to the possible widening of the right-of-way to accommodate a lane for BRT. LTD has written letters to every resident along the parkway and followed up those letters with phone calls and home visits. If staff were unable to connect with property owners by phone, a follow-up letter was sent encouraging the property owner to contact LTD.

There are 41 properties adjacent to the MLK Parkway right-of-way, and three of those are already owned by the City of Springfield. Of the remaining 38 properties, LTD staff have managed to talk by telephone and/or visit 22 of them.

Attached is a spreadsheet that lists every property, indicates possible impacts to structures and septic systems, documents the type of contact that was made, and summarizes the comments from the property owners. While it is difficult to sort the comments with any level of precision, it appears that well over half of the 22 property owners who commented to LTD indicated that they support the BRT concept, are neutral to losing the additional five feet, or can "live with it." Only seven of the 22 property owner comments indicate some level of opposition to the extra five feet, and only three of those can be characterized as being strongly opposed.

KH:SV/als
Enclosure



Lane Transit District

*P.O. Box 7070
Eugene, Oregon 97401-0470*

*3500 East 17th Avenue
Eugene, Oregon 97403*