

W. T. A.

## AGENDA COVER MEMO

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DATE: June 9, 2004  
TO: Lane County Board of Commissioners  
DEPT.: Public Works  
PRESENTED BY: Sonny Chickering, County Engineer

AGENDA ITEM TITLE: In the Matter of Authorizing Safety Improvements and Acquiring Fee or Other Interests in Certain Real Properties or Portions Thereof for the Royal Avenue (County Road No. 28) at Fisher Road (County Road No. 668) Intersection Improvement Project.

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### I. MOTION

THAT THE RESOLUTION AND ORDER BE ADOPTED AUTHORIZING SAFETY IMPROVEMENTS AND ACQUIRING FEE OR OTHER INTERESTS IN CERTAIN REAL PROPERTIES OR PORTIONS THEREOF FOR THE ROYAL AVENUE (COUNTY ROAD NO. 28) AT FISHER ROAD (COUNTY ROAD NO. 668) INTERSECTION IMPROVEMENT PROJECT.

### II. ISSUE OR PROBLEM

The Royal Avenue at Fisher Road improvement project is being developed as part of the FY 03-04 to FY 07-08 Capital Improvement Program due to safety concerns at the intersection. At their April 14, 2004 meeting, the Board directed staff to bring back information on a lower cost safety solution, including the addition of nighttime illumination and red and yellow flashing traffic signals to improve visibility and warn drivers of the intersection.

### III. DISCUSSION

#### A. Background

On February 11, 2004, the Board denied a motion to authorize acquisition of right-of-way for a project modifying the Royal Avenue and Fisher Road intersection from a "T" configuration to a 35 MPH curve. The Board expressed the need for more information on design alternatives. Staff presented more information at the Board's April 14, 2004 meeting, again with the recommendation to construct a 35 MPH curve as the appropriate safety and operational solution. The Board did not endorse this solution, but rather directed staff to research and present safety improvements through installation of street lighting and red and yellow flashing traffic signals.

Fisher is a north-south road connecting at a right angle to east-west oriented Royal Avenue. Westbound Royal traffic typically turns south on Fisher Road to connect to Highway 126, just over a mile south of the intersection. Royal, west of Fisher, is a dead end. Vehicles heading north on Fisher typically turn east on Royal to get to Eugene, which is about 2.5 miles from the intersection. In both cases, vehicles making the through movement turn have the right-of-way. Vehicles must stop at the intersection on eastbound Royal.

This project was identified for safety improvements due to its crash history. The most significant risk factor is westbound drivers continuing straight past the turn at Fisher Road to an Army Corps of Engineers (COE) gate at the western terminus of Royal Avenue. The gate is 0.6 miles from the intersection, and it is an entrance to the Fern Ridge Wildlife Area. Although it is easier to see the intersection when traveling north on Fisher Road, crashes have also occurred when drivers missed the turn onto Royal Avenue and ran into the ditch or hit a fixed object at the intersection. Table 1 shows the known crash history near the intersection.

**Table 1: Crash History**

<b>Date</b>	<b>Milepost</b>	<b>Accident</b>	<b>Conditions</b>
5/21/02	5.707 Royal	Collision COE gate	Unknown
10/6/95	5.707 Royal	Collision COE gate	Unknown
12/26/89	5.707 Royal	Collision COE gate (fatal)	Unknown
10/23/02	1.2 Fisher	Hit fixed object at intersection	Clear, Twilight
1/13/02	1.2 Fisher	Hit fixed object at intersection	Rain, Nighttime
12/11/00	5.078 Royal	Drove into ditch at intersection	Clear, Nighttime
5/22/99	5.078 Royal	Drove into ditch at intersection	Clear, Daytime

Table 1 shows *reported* accidents at the intersection or at the dead end gate. However, staff is aware of a recent non-reported collision at the gate, indicating there may be other unreported instances related to driver confusion at the intersection.

## **B. Analysis**

The Board has given direction to install street lighting at the intersection as well as red and yellow flashing traffic signals. Yellow lights will be flashing for westbound and northbound traffic, while a red light will flash for eastbound traffic. The intent of these improvements is to improve nighttime visibility and to provide warning of the upcoming intersection to drivers. This is another step in improving driver awareness at the

intersection. Previously, the County installed signage and a tactile rumble strip on Royal Avenue to warn drivers of the dead end gate. This has not precluded crashes.

The installation of street lighting and flashing traffic signals is an effort to improve safety at the intersection in lieu of pursuing higher cost, higher impact capital improvements through road realignment. The lighting improvements will be monitored for effectiveness over the next couple of years. If safety continues to be a problem at the intersection, as reflected by crash data, then other alternatives will be considered.

Installation of the safety improvements includes the placement of two poles to suspend the flashing traffic signals on a line across the intersection. Lights will be installed at each pole to provide nighttime illumination. The most feasible pole locations are at the southwest and northeast corners of the intersection. Guy wires will be used to stabilize the poles. There is not enough space in the existing right-of-way to place the poles an appropriate distance away from the edge of the road and anchor the guy wires. Therefore, some right-of-way acquisition or right-of-entry agreement will be necessary. Attachment 1 shows a preliminary site plan of the intersection with approximate right-of-way area needs. In addition, EWEB will need to extend a power line to provide electricity.

The estimated cost of the improvements is \$40,000, which includes electrical work, lights, poles, and other hardware, right-of-way acquisition, and temporary protection and direction of traffic. Energy and maintenance costs will be paid by the County at approximately \$400 annually.

#### C. Alternatives/Options

1. Approve the Resolution and Order to authorize right-of-way acquisition and safety improvements through installation of intersection lighting and flashing traffic signals at the Royal Avenue and Fisher Road intersection.
2. Give direction to pursue an alternative traffic control solution at the intersection.
3. Postpone or terminate the project.

#### D. Recommendations

Alternative 1 is recommended—This reflects the desire of the Board at their April 14, 2004 meeting.

### IV. IMPLEMENTATION/FOLLOW-UP

Staff will keep the Board informed of proceedings in this matter.

### V. ATTACHMENTS

Board Order with Exhibit A  
Attachment 1 – Preliminary Site Plan

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

RESOLUTION AND  
ORDER NO.

(IN THE MATTER OF AUTHORIZING  
(SAFETY IMPROVEMENTS AND  
(ACQUIRING FEE OR OTHER INTERESTS  
(IN CERTAIN REAL PROPERTIES OR  
(PORTIONS THEREOF FOR THE ROYAL  
(AVENUE (COUNTY ROAD NO. 28)  
(AT FISHER ROAD (COUNTY ROAD NO.  
(668) INTERSECTION IMPROVEMENT  
(PROJECT.

**THIS MATTER** now coming before the Board of County Commissioners of Lane County, and the Board determining it is necessary and in the public's interest to provide safety improvements at the Royal Avenue and Fisher Road intersection, and the Board determining it is necessary and in the public's interest to acquire fee or other interests in certain properties or portions thereof as listed in Exhibit "A"; and

**WHEREAS**, the Board of County Commissioners has adopted a FY 03/04 – FY 07/08 Public Works five-year Capital Improvement Program by Board Order No. 03-5-7-11, which includes funds for safety improvements on the localized road network. The intersection of Royal Avenue and Fisher Road, which consists of a right angle intersection, has had multiple accidents indicating a safety concern for the traveling public; and


**WHEREAS**, the improvements are being done to improve safety and include installation of intersection lighting and flashing traffic signals visible to drivers on Royal Avenue and Fisher Road. The project is compatible with the greatest public good and the least private injury; **NOW THEREFORE**,

**IT IS HEREBY RESOLVED AND ORDERED** that Lane County pursue necessary actions to install lighting and flashing traffic signals at the Royal Avenue and Fisher Road intersection, and that the Director of the Department of Public Works or the Director's representative is hereby delegated the authority to purchase the necessary real property in accordance with Lane Manual Chapter 21 and to execute related instruments to accomplish the property acquisition. If Lane County is unable by negotiations to reach an agreement for the acquisition of the necessary real property rights, the Office of Legal Counsel of Lane County is hereby authorized to commence and prosecute in the Circuit Court of Lane County, in the name of Lane County, any necessary proceedings for the condemnation and immediate possession of necessary real property rights and for the assessment of damages for the taking thereof.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2004.

APPROVED AS TO FORM

Date 6-2-04 Lane county.

  
OFFICE OF LEGAL COUNSEL

\_\_\_\_\_  
Chair  
Lane County Board of Commissioners

## EXHIBIT A

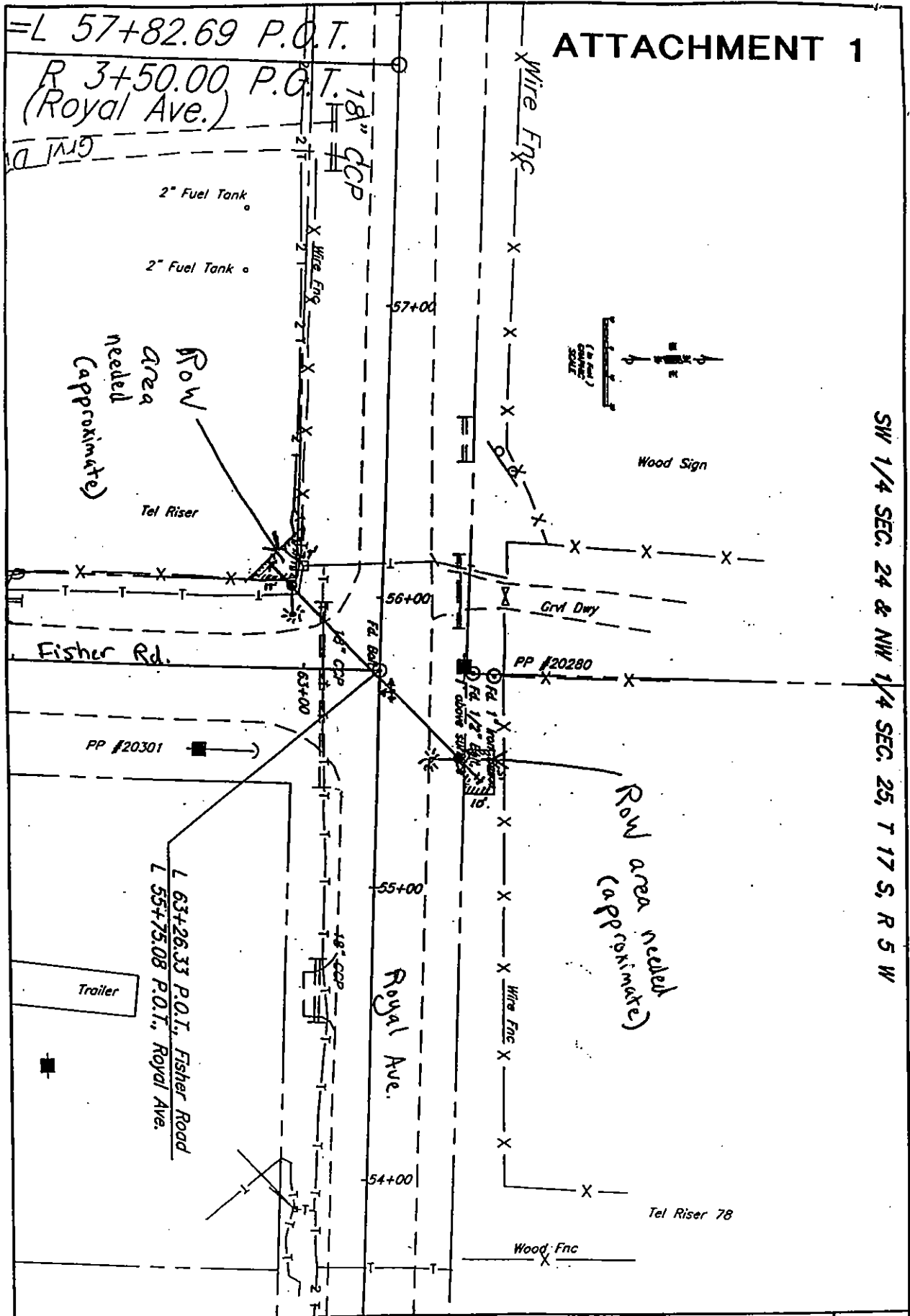
### REAL PROPERTY, OR PORTION(S) THEREOF, THAT MAY BE ACQUIRED ROYAL AVENUE & FISHER ROAD INTERSECTION IMPROVEMENT PROJECT

Tax Map/Lot information based on Assessor's records as of December 23, 2003.

<u>TAX MAP</u>	<u>TAX LOT</u>
17-05-24	2100
17-05-25	1400
17-05-25	1000
17-05-24	2200

# ATTACHMENT 1

SW 1/4 SEC. 24 & NW 1/4 SEC. 25, T 17 S, R 5 W



SHEET NO.	Royal Avenue At Fisher Road Intersection Improvement		
	DATE	PROJECT NO.	ROAD NO.
2	April 2004	1455-3	M-1455

LANE COUNTY  
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION  
BLAKE P. BROWN  
Public Works Director

STEVE P.A. DRECHSLING  
County Engineer

