

PATTLE Mike A

From: LEWIS R LUCHS [LRLUCHS1@MSN.COM]
Sent: Thursday, March 02, 2006 4:12 PM
To: PATTLE Mike A
Subject: The Hunsaker Lane/Beaver Street Project

Categories: NoHTML

Mike, I cycle between 2500 and 3000 miles each year on the streets of Eugene and the roads of Lane County. I consider River Road through Santa Clara and especially the River Road/Beltline area the most dangerous spot in the county. I am, therefore, strongly in favor of a safer passage through that area and would be disappointed if the plans to add bike lanes to Beaver and Hunsaker or the underpass for Beltline road in the same general vicinity were scrubbed. I urge you to keep them on your active projects lists and complete them as soon as possible. I hope you also plan to connect the Fern Ridge trail and the river trails downtown, say at about Chambers or the county fairgrounds. Best Regards, Lewis R. Luchs
LRLuchs1@msm.com.<mailto:LRLuchs1@msm.com.>

BEAVER ST
HUNSAKER I.N

PATTLE Mike A

From: Mark Reed [mhreed@uoregon.edu]
Sent: Thursday, March 02, 2006 10:46 PM
To: PATTLE Mike A
Co: SHOEMAKER Lee
Subject: Beaver-Hunsaker bike path

Mr. Mike Pattle
Lane County

Dear Mr. Pattle:

I understand that the proposed Lane County capital improvement program includes funds for building bicycle paths from the planned Beltline underpass, along Division, then to Beaver and Hunsaker. This new bicycle connection on Beaver and Hunsaker would be an exceptionally important link in the Eugene bike path system because it would finally, after decades of waiting, connect a huge section of the the population in the River Road-Santa Clara area to the River Bank bike paths by a safe path that avoids the dangerous and scary River Road route.

I routinely bike-commute along the route from Santa Clara into Eugene--along Hunsaker, then Beaver to Division, then east along the narrow dirt path (now muddy) next to the fence by Delta Sand and Gravel to the road underpassing Beltline by the river (we can't use the one-way Beltline off-ramp there). On the return (northward) route, biking beneath Beltline, then on Division where it receives high-speed Beltline exit traffic on the way to Beaver, then on Beaver, is a daunting and scary route, especially at rush hour in the winter. This mud-path route and the Division return are so difficult and the River Road alternative path is so scary and dangerous under Beltline, that bicyclists (and would-be bicyclists) in the Santa Clara area have been discouraged for many years from biking to Eugene. I don't know the details elsewhere, but I expect that no other single bike path project in the Eugene area would do more to improve access and increase bicycle use than this particular Beaver-Hunsaker improvement, when combined with the new path beneath Beltline to the River Bank Trail.

In considering the relative merits of alternative uses of funds, it is important to recognize that more biking makes less car-driving. Thus money spent on bike paths IMPROVES the conditions on the roads for automobile drivers. Further, linking Santa Clara to the River Bank Bike trail system would distinctly improve quality of life for Santa Clara residents and for Eugene residents who could access Santa Clara and the open country beyond it if only they could get past Beltline and the Beaver-Hunsaker section.

I urge you to support the proposed new bike path along Division, Beaver and Hunsaker as an exceptionally beneficial project for the whole community. Please contact me if you could use more details on one person's many years of biking experience from Santa Clara, and along the rest of the River Bank trail system.

Sincerely,
Mark Reed

Mark H. Reed
719 E Beacon Drive
Eugene, OR 97404
541-688-4222
346-5587 (office)
mhreed@epud.net

Beaver/Hunsaker

PATTLE Mike A

From: Mary Lou Finigan (finiganm@comcast.net)
Sent: Friday, March 03, 2006 9:24 AM
To: PATTLE Mike A
Co: Russ Bevans; Chuck Moss; Ann Vaughn; Kate Perle; Robert Favre; Ellen Hyman
Subject: Beaver Street/Hunsaker Lane project

Mike,

The Santa Clara Community Organization became aware this week of some discussion to postpone or abbreviate the planned County CIP project of upgrading Hunsaker Lane and Beaver Street. At the Santa Clara Community Organization meeting last night (March 2nd) the group discussed with some alarm this possibility. Our group has worked with the City to facilitate the improvement of River Avenue and, jointly, the funds for extending the West Bank bikepath under Beltline to finally connect Santa Clara to this bikeway system.

In addition, those of us who live out here know that much of the homebound traffic headed West on Beltline uses the Division Street exit and then the Beaver Street/Hunsaker cutoff to avoid the traffic of the Santa Clara Square and its adjoining intersections. The upgrade of this route is essential for that reason as well as the connection of the bikepath system as designated in the Transplan to connect the bikepaths to River Road at the Hunsaker intersection.

The Santa Clara Community Organization asks the County Commissioners and the Public Works Department to recognize the importance of this project to all of Santa Clara, and to protect this as a priority project.

Thank you,

Jerry Finigan
Chair, Santa Clara community Organization

Beaver / Hunsaker

PATTLE Mike A

From: Rob Handy [handyrob@hotmail.com]
Sent: Friday, March 03, 2006 2:01 PM
To: PATTLE Mike A
Subject: County CIP: Prioritize Beaver Street/ Hunsaker project

Mike

I am writing to register my support for the Beaver Street/ Hunsaker project (Project #3320-2) to be of the highest priority in the County CIP.

Neither of the groups I work with (referenced below) have had the opportunity to weigh in on this project, so I speak only for myself here. Still, my work throughout River Road and Santa Clara has made it clear to me the significant impact this project will bring to the community.

Thank you,

Rob Handy
Chair, River Road Community Organization
Member, River Road/ Santa Clara Task Force

Beaver/Hunsaker

PATTLE Mike A

From: Full Circle Community Farm [fcf@efn.org]
Sent: Friday, March 03, 2006 3:12 PM
To: PATTLE Mike A
Co: SHOEMAKER Lee
Subject: hunsaker/beaver st project

Categories: NoHTML

March 3, 2006
project #3320-2 Hunsaker/Beaver St

Beaver/Hunsaker

Dear sirs,

I am a 16 year resident of River Rd. and Santa Clara. My preferred method of transportation is by bicycle. I have commuted to Eugene all these years both via River Rd. and Hunsaker/Division/riverfront bike path.

The planned connection of Santa Clara to River Rd. via the Beltline underpass to Division Ave. is long overdue and happily anticipated in our neck of the woods, however, leaves us somewhat short in safe connectivity to the rest of Santa Clara. Hunsaker/Beaver St. has no shoulder and is in rough shape. the rapid increase in home building on this major thoroughfare has dramatically increased the amount of traffic and the average speed of that traffic. I heartily encourage you to continue to support project #3320-2 which will safely convey the bicyclists that make it under the overpass and then have to fend off auto traffic in substandard streets.

As a member of both the Transition Team task force for Santa Clara and the Santa Clara Community Organization, I am acutely aware of the need for increased citizen participation in designing these kinds of projects and point to recent successes like Irvington Dr. and River Ave. where input from citizens was heavily weighted in decision making. Given our surface stormwater system, I would also like to put in a plug for bioremediation of water runoff, not the standard curb and gutter. There are lots of tremendous examples of these types of streets that are effective, efficient, and much cheaper to build and maintain over the long term.

The residents of Santa Clara are ready to be at the leading edge of integrating surface treatment of stormwater with necessary impervious surfaces, alternate modes of transportation, and citizen input. Please don't leave us at the bike path's end with no where to go.

Thank you for your consideration,

Kate Perle
4740 Wendover
Eugene, OR 97404

March 1, 2006

Lane County Roads Advisory Committee
C/O Mike Pattle
Lane County
3040 North Delta Highway
Eugene OR 97408

Beaver | Hunsaker

RE: Project #3320-2, Beaver Street/Hunsaker Lane

Dear Committee Members,

It has come to my attention that Lane County is considering postponing the Beaver St/Hunsaker Lane project until 2009/2010. I encourage you to reconsider the timing and priority of this project so that it once again coincides with the West Bank Trail.

Two years ago the City of Eugene applied for, and has since received, funding to complete the West Bank Trail Extension, a \$1.25M project that would finally provide a safe bicycle and pedestrian crossing of Beltline Highway in the River Road/Santa Clara area in 2007/08. The path was planned to end at the intersection of Division Avenue and Beaver Street. One of the highlights of the path proposal was that it would coincide with the 2007 completion of the Beaver Street/Hunsaker Lane project, providing a safe bicycling and walking environment into the Santa Clara neighborhood.

While the path project will continue to move forward, I am concerned that the good will of ODOT will be compromised when they learn our promise of completed facilities on Beaver and Hunsaker has been delayed by several years. As well, I am concerned the Santa Clara and Eugene area families and residents using the West Bank Trail Extension will find themselves suddenly on an unimproved roadway (with no shoulder or sidewalk to ride on) as they try to continue their commute north and west.

Please reconsider the timing of the Beaver Street/Hunsaker Lane project so that it once again coincides with the Transportation Enhancement project, the West Bank Trail Extension, to be constructed in 2007/08.

Thank you for your consideration.

Sincerely,

Diane Bishop
55 West 35th Avenue
Eugene OR 97405
dbtransportationsolutions@msnd.com
345-2846

PATTLE Mike A

From: notify@yahoogroups.com on behalf of Bill Fuller (tporter37@yahoo.com)
Sent: Thursday, March 02, 2006 10:56 AM
To: PATTLE Mike A
Subject: Lane County Bike Ways

Dear Mike,

Please consider the importance of making this connection to the ever growing North Eugene area. Making a safe and logical extension of Eugene's bike systems only makes sense to meet the growing population demand on the transportation system limited by the river and the ability to cross it.

Thank you for your time,

Bill Fuller

Beaver/Hunsaker

PATTLE Mike A

From: Bob Carlson [rjc@sigpro.com]
Sent: Thursday, March 02, 2006 10:43 AM
To: PATTLE Mike A
Subject: Project #3320-2

I understand there are people who are trying to take the money set aside for the extension of River Path and devote it to highway improvements instead. I can't think any more short sighted things that could be done. We moved to Eugene only a year and half ago and I would say that the River Path loop is the single best thing the city has invested money in. We bicycle and walk often. We just walked the entire 12 mile River Path loop last weekend.

The money for the bike path would probably buy about 10 feet of highway. It's ludicrous to take that money away and pour it down a rathole.

Bob Carlson
3351 Southview Dr.
Eugene, OR

Beaver/HumSAKER

PATTLE Mike A

From: Jack [jack@reynoldselectric.com]
Sent: Thursday, March 02, 2006 7:20 AM
To: PATTLE Mike A
Subject: bike path

Categories: NoHTML

Lane County's draft Capital Improvement Program—the blueprint for road projects planned to be built in the next four years—includes a plan for improvements to Beaver Street and Hunsaker Lane, including bike lanes and sidewalks on these streets. When combined with the coming extension of the Riverbank Trail under Belt Line to connect to Beaver Street (see description below), this project would provide a bike-friendly route from north Santa Clara to downtown, the University and into Springfield that does not require riding on River Road. However, the County is being urged to drop the Beaver/Hunsaker project in order to free up money for highway improvements. As a member of Eugene's bicycling community, I am strongly opposed to diverting the money earmarked for bikepath improvements. These paths are part of what make Eugene unique and a special place to live.

www.reynoldselectric.com
www.lapineelectric.com
www.omnicommlv.com

Beaver / Hunsaker

PATTLE Mike A

From: Dave Hallock (sparticus@willamette.net)
Sent: Thursday, March 02, 2006 6:49 AM
To: PATTLE Mike A
Cc: SHOEMAKER Lee
Subject: Beaver Street/Hunsaker Lane project (Project #3320-2)

Hello,

I am an avid cyclist who would really appreciate having the bike path extended out to north Santa Clara. As things currently stand, it is dangerous for me to ride my bike on River Road. An bike path alternative to the highway would be a big improvement. I work at The Register-Guard and like to ride out toward Alvadore/Franklin/Cheshire after work. Getting out there doesn't feel safe now. Please extend the bike path to north Santa Clara.

Thank you,
Dave Hallock

Beaver / Hunsaker

PATTLE Mike A

From: Kurt Jensen [kurtjens@comcast.net]
Sent: Wednesday, March 01, 2006 3:34 PM
To: SHOEMAKER Lee; PATTLE Mike A
Cc: Rex Redmon; Sue Wolling
Subject: Beaver Street/Hunsaker Lane project (Project #3320-2)

Beaver / Hunsaker

Mr. Pattle

I support and encourage up-grades and improvements to Beaver Street and Hunsaker Lane that would allow cyclists an alternative route between the Willamette River Bike paths and River Road north of Beltline. I use both River Road and Beaver Street/Hunsaker Lane and would prefer to use an improved/enhanced Beaver/Hunsaker approach to the River paths. This improvements combined with the planned extension of the bike path under Beltline highway will provide both recreational and commuting cyclists a safer route onto the bike paths that border the Willamette River.

I look forward to these improvements.

Thank you.

Kurt Jensen
1672 Happy Lane
Eugene, OR 97401
541-485-6017

PATTLE Mike A

From: Robert Thompson [thompsonr@lanecoc.edu]
Sent: Wednesday, March 01, 2006 3:24 PM
To: PATTLE Mike A
Cc: Robert Thompson; Lyndell Wilken
Subject: Beaver/Hunsaker bike path project

Hello Mike:

It's come to my attention that the County is considering altering the Capital Improvement Program to remove the Beaver/Hunsaker bike path project (Project #3320-2) and use the funds for highway improvements. My family and I strongly oppose this alteration to the Program.

The earth has just passed peak oil production and it is anticipated that over the next few decades considerable changes will occur in how we commute, transport goods, and live our lives. Continuing to build an alternative transportation infrastructure at this time will put our society in a much better position to weather the changes.

The bike path network in the Eugene/Springfield area needs continued improvement. The relative small costs, compared with vehicle roadways, is a small price to pay for improved liveability in our community. I urge the county to maintain the Beaver/Hunsaker bike path plan in the county's Capital Improvement Program.

Sincerely,

An avid Eugene cycling family,

Robert Thompson
34428 Deerwood Dr.
Eugene, OR. 97405

Beaver/Hunsaker

PATTLE Mike A

From: Sue Wolling [bicycle@efn.org]
Sent: Wednesday, March 01, 2006 3:03 PM
To: PATTLE Mike A
Cc: Rex Redmon; SHOEMAKER Lee
Subject: Support Beaver/Hunsaker Project in CIP

Categories: NoHTML

Dear Lane County Transportation Planners,

I strongly support the inclusion of improvements to Beaver Street/Hunsaker Lane (Project #3320-2) in the Lane County Capital Improvement Program.

The Beaver Street/Hunsaker Lane Project has been proposed for construction for several years, and its importance has only grown along with the population of the Santa Clara area. The relatively heavy traffic volume both from the surrounding residential neighborhoods and from vehicles using the corridor to avoid heavy traffic at the Belt Line/River Road intersection make the street increasingly hazardous. With no sidewalks or bike lanes, the streets are nearly unusable for non-motorized travel. The project thus merits completion even as a stand-alone project.

But Beaver/Hunsaker is NOT a stand-alone project. The City of Eugene has recently received funding to extend the Riverbank Trail under Belt Line to connect to Beaver Street. Since River Road, and especially the area around Belt Line, is extremely intimidating to bicyclists, this trail extension that bypasses that area will suddenly make bicycling a realistic transportation choice for many Santa Clara residents. Improved bike/ped facilities on Beaver and Hunsaker, together with the Riverbank Trail extension would provide a safe and pleasant non-motorized route to destinations throughout central Eugene. Beaver/Hunsaker is the key to a major transportation and recreational improvement for the entire Santa Clara community.

Please move ahead with plans to construct the Beaver Street/Hunsaker Lane Project at the earliest opportunity. Thank you for your attention.

Sincerely,

Sue Wolling
85219 S. Willamette
Eugene, OR 97405

Beaver/Hunsaker

PATTLE Mike A

From: prelmerp [prelmerp@hotmail.com]
Sent: Wednesday, March 01, 2006 2:52 PM
To: PATTLE Mike A
Subject: Project #3320-2

Categories: NoHTML

I support of the Beaver Street/Hunsaker Lane project (Project #3320-2)

Fran and Paul Reimer
650 Goodpasture Isl Rd
Eugene, Or 97401

Beaver/Hunsaker

PATTLE Mike A

From: Richard Hughes [rjhheal@yahoo.com]
Sent: Wednesday, March 01, 2006 1:47 PM
To: PATTLE Mike A
Cc: Sue Wolling; SHOEMAKER Lee
Subject: Beaver Street/Hunsaker Lane---Project 3320-2

Categories: NoHTML

Beaver/Hunsaker

As you know River Road is a main arterial road connecting both city and county residents to various venues throughout Lane County. A reduction of bicycles on River Road would benefit all users while enhancing traffic safety

I fully support the Beaver Street and Hunsaker Lane Project 3320-2, including bike lanes and sidewalks on these streets. When combined with the coming extension of the Riverbank Trail under Belt Line to connect to Beaver Street this project would provide a bike-friendly route from north Santa Clara to downtown, the University and into Springfield that does not require riding on River Road.

Please let me know if you have any questions.

Richard Hughes
PO Box 5506
Eugene, OR 97405
541-683-1409

Brings words and photos together (easily) with
PhotoMail - it's free and works with Yahoo! Mail.

PATTLE MIKE A

From: Rex Redmon [rex@efn.org]
Sent: Wednesday, March 01, 2006 1:30 PM
To: SHOEMAKER Lee; Sue Wolling; Ellen Cantor; Oregon Cycling; Richard Hughes; Rhonda Smith; Center for Appropriate Transport; Milton Takei; REED Mark H (UO); Melissa Lobofsky; Karen Stingle; Jim Wilcox; John Rindo; Joel Wilson; John Hegg; Allen Hancock; HEINZKILL J Richard (UO); Greg Paul; Dana Corbin; Jerry Welsh; John Replinger; Sam Houston; Kat Smith; Eriel Althouse; Jeff Willensky; Diane Bishop; Phil Lynch; SUSSMAN Webb (SMTP); Tim McDonald; Alan Scholz; Alice Pueschner; Bill Cole; Cory Dawson; Dan Robinson; Hanz Scholz; Jean Murphy; Jef Stout; BELCHER Jon (SMTP); Kurt Jensen; Lynda Christiansen; Lyndell Wilken; Mel Huey; Moriah Demers; Paul Moore; NICHOLSON Paul (SMTP); Rick Bronson; Unknown8; Yuri Samer; CARLSON Jim R; PATTLE Mike A; HANDY Rob (SMTP); HENRY Chris C
Subject: Re: Support Bike Project--Action Needed by this Friday!
Categories: NoHTML

Beaver/Hunsaker

If those who may submit comments would cc me as well I would appreciate having an opportunity to see your comments prior to getting them in our committee packet. There were several other potentially vulnerable projects that received supportive comments at the CIP's Roads Advisory Committee public hearing.

Showing up at the commissioners meeting when they review the CIP would be prudent if possible because Triad will certainly be there trying to get money shuffled back to Delta / Beltline. It is never as easy to cut projects which have supporters sitting in front of you.

Squeaky wheels often get greased,

Rex

— Original Message —

From: SHOEMAKER Lee
To: Sue Wolling ; Ellen Cantor ; Oregon Cycling ; Richard Hughes ; Rhonda Smith ; Center for Appropriate Transport ; Milton Takei ; REED Mark H (UO) ; Melissa Lobofsky ; Karen Stingle ; Jim Wilcox ; John Rindo ; Joel Wilson ; John Hegg ; Allen Hancock ; HEINZKILL J Richard (UO) ; Greg Paul ; Dana Corbin ; Jerry Welsh ; John Replinger ; Sam Houston ; Kat Smith ; Eriel Althouse ; Jeff Willensky ; Diane Bishop ; Phil Lynch ; Webb Sussman ; Tim McDonald ; Alan Scholz ; Alice Pueschner ; Bill Cole ; Cory Dawson ; Dan Robinson ; Hanz Scholz ; Jean Murphy ; Jef Stout ; BELCHER Jon (SMTP) ; Kurt Jensen ; Lynda Christiansen ; Lyndell Wilken ; Mel Huey ; Moriah Demers ; Paul Moore ; NICHOLSON Paul (SMTP) ; Rex Redmon ; Rick Bronson ; Unknown8 ; Yuri Samer ; CARLSON Jim R ; PATTLE Mike A ; HANDY Rob (SMTP) ; HENRY Chris C
Sent: Wednesday, March 01, 2006 12:46 PM
Subject: RE: Support Bike Project--Action Needed by this Friday!

I've attached a letter from our Public Works Director, Kurt Corey, to the Lane County Roads Advisory Committee regarding the Lane County Draft Capital Improvement Program for 2007-2011 and their project on Beaver Street/Hunsaker Lane. You will need Adobe Acrobat Reader to read the letter and you can download their software for free at this site. <http://www.download-it-free.com/acrobat/>. I can also arrange for you to get a hard copy of the letter.

Because this is a Lane County project and they will be making decisions on which projects to fund, you should send your comments to Mike Pattle quickly as noted by Sue Wolling in her message below. If you want to share your thoughts with me as well, please copy me in your message. If you want more information about the City's project to extend the West Bank Trail under Beltline Highway and along Division Avenue to Beaver Street, please send me an e-mail or call me at 682-5471.

Lee

PATTLE Mike A

From: Jim Wilcox [jimwilcox@comcast.net]
Sent: Wednesday, March 01, 2006 9:57 PM
To: PATTLE Mike A
Co: SHOEMAKER Lee
Subject: Beaver Street/Hunsaker Lane project # 3320-2

Dear Sir:

I am writing in support of the Beaver Street/Hunsaker Lane project (#3320-2) that will help route cyclists off River Road and onto the River Bank Trail. It is my understanding that there is an effort to cut this project to free up money for highway improvement. This would not be a cost effective decision.

Eugene's bikeways provide an important option for commuters who wish to use the bicycle as a means of transportation. As extensions have been built over the years, the strength of the system has increased. Each additional extension provides an artery that channels more riders through the bikeway. Cutting the Beaver Street/Hunsaker Lane project would mean fewer trips by bike along the River Bank Trail and more bikes on River Road. Mixing bikes with cars on River Road will slow traffic and add to the dangers cyclists already face.

Additionally, more cities are realizing that growth depends on attracting a workforce that appreciates natural resources. Livability is becoming a central theme in decisions to relocate corporate operations. Enhancing our bikeways through intelligent planning adds to livability and thus, our ability to attract businesses and workers. The Beaver Street/Hunsaker Lane project with its bike lanes enhances Eugene's status as a person friendly place to live, and thus a great place to settle.

Finally, Eugene is also known as a great place to visit in part because of the natural beauty in our area. Our bikeway system supports the natural beauty of Eugene/Springfield, attracting more tourists and tourism dollars. Keeping the Beaver Street/Hunsaker Lane project is good for the bikeway, and thus good for tourism and the tourism industry.

A recent issue of Bicycling Magazine placed Eugene second in the nation in terms of being bike friendly. Keeping the Beaver Street/Hunsaker Lane project can help us maintain this national status.

Sincerely,

Jim Wilcox
Eugene, Or.

Beaver/Hunsaker

PATTLE Mike A

From: Lana Lindstrom [lana_lindstrom@hotmail.com]
Sent: Wednesday, March 01, 2006 5:24 PM
To: PATTLE Mike A
Subject: Beaver/Hunsaker Bike Project

I'm really excited about the idea of extending the bike path north of Beltline. The East side extension is wonderful. I live in S. Eugene and I absolutely love the idea of easily biking to Costco or Home Depot or other areas north of us. The idea of having even more bike paths would make it even more accessible for people in North Eugene/Santa Clara area to easily bike to downtown. A friend of mine lives in this area and because he doesn't want to bike on River Road, he brings his bike to Alton Baker and bikes places from there - better than driving everywhere, but still using petrol.

Eugene used to be one of the most prominent biking cities in the US. Let's re-affirm our commitment to pedal power and support this project.....and lessen our reliance on the Middle East oil.

Thank you.

Lana Lindstrom
683-1409

Beaver/Hunsaker

PATTLE Mike A

From: John Rindo [Jrindo@ups.edu]
Sent: Wednesday, March 01, 2006 11:01 AM
To: PATTLE Mike A
Subject: Beaver Street Project

Categories: NoHTML

As a long time resident of Eugene, I am keenly aware of how urgent it is to connect growing Santa Clara with the rest of developed Eugene.

In order to stimulate alternative transportation and prevent road gridlock, the various approval agencies should go ahead with the proposed bike path link.

My Eugene address is 230 E. Rosewood Ave, Eugene, 97404

John Rindo

Acting and Directing

Theatre Arts, Univ. of Puget Sound

jrindo@ups.edu

253-879-3602

Beaver / Hunsaker

PATTLE Mike A

From: PHILIP LINDA LYNCH [PEJLynch@msn.com]
Sent: Wednesday, March 01, 2006 8:18 AM
To: PATTLE Mike A
Subject: Project #3320

Categories: NoHTML

Mr. Pattle,

I am writing in support of the Beaver Street/Hunsaker bike lane improvement project. It is my understanding that the money for this project could be diverted to other high way projects. This would be unfortunate given the importance of completing a safe route from Santa Clara to Eugene/Springfield. I hope you will work to keep project on track to its completion.

Sincerely,
Phil Lynch
Gears Bike Club

Beaver/Hunsaker

PATTLE Mike A

From: Jean Margit Murphy [murphy@uoregon.edu]
Sent: Wednesday, March 01, 2006 12:12 AM
To: PATTLE Mike A
Subject: River Road bike project

PLEASE do extend the bike path under Beltline Road to Santa Clara. I live in South Eugene, but I use that path often and would love to be able to continue North of Beltline, to Santa Clara. Right now, the only options we riders have are to ride to River Road and cross at that very busy intersection, or to risk our lives taking that little underpass along the river!

Jean Murphy
585 West 26th
Eugene0

Beaver / Hunter

-----Original Message-----

From: Sue Wolling [mailto:bicycle@efn.org]
Sent: Tuesday, February 28, 2006 10:24 PM
To: Ellen Cantor; Oregon Cycling; Sue Wolling; Richard Hughes; Rhonda Smith; Center for Appropriate Transport; Milton Takel; REED Mark H (UO); Melissa Lobofsky; Karen Stingle; Jim Wilcox; John Rindo; Joel Wilson; John Hegg; Allen Hancock; HEINZKILL J Richard (UO); Greg Paul; Dana Corbin; Jerry Welsh; John Replinger; Sam Houston; Kat Smith; Eriel Althouse; Jeff Willensky; Diane Bishop; SHOEMAKER Lee; Phil Lynch; Webb Sussman; Tim McDonald; Alan Scholz; Alice Poeschner; Bill Cole; Cory Dawson; Dan Robinson; Hanz Scholz; Jean Murphy; Jef Stout; BELCHER Jon (SMTP); Kurt Jensen; Lynda Christiansen; Lyndell Wilken; Mel Huey; Moriah Demers; Paul Moore; NICHOLSON Paul (SMTP); Rex Redmon; Rick Bronson; Unknown8; Yuri Samer
Subject: Support Bike Project--Action Needed by this Friday!

Beaver/Hunsaker

Dear Bicyclists,

We need your voice to help build better bikeway links to Santa Clara!

Lane County's draft Capital Improvement Program--the blueprint for road projects planned to be built in the next four years--includes a plan for improvements to Beaver Street and Hunsaker Lane, including bike lanes and sidewalks on these streets. When combined with the coming extension of the Riverbank Trail under Belt Line to connect to Beaver Street (see description below), this project would provide a bike-friendly route from north Santa Clara to downtown, the University and into Springfield that does not require riding on River Road. However, the County is being urged to drop the Beaver/Hunsaker project in order to free up money for highway improvements. Your input can help preserve this important addition to Eugene's bikeway system.

Please express your support of the Beaver Street/Hunsaker Lane project (Project #3320-2) by writing to mike.pattle@co.lane.or.us ASAP. COMMENTS MUST BE RECEIVED BY FRIDAY, MARCH 3--SO PLEASE ACT QUICKLY!

For more information, contact Mike Pattle at the above address, or Lee Shoemaker (Eugene Bike/Alt Mode Coordinator) at lee.shoemaker@ci.eugene.or.us.

Sue

-----Original Message-----

From: Sue Wolling [mailto:bicycle@efn.org]
Sent: Tuesday, February 28, 2006 5:57 AM
To: SHOEMAKER Lee
Subject: Question re Beaver/Hunsaker

Lee,

As I started to send out a message urging people to write in support of the Beaver/Hunsaker project, I realized that I really don't know how to accurately describe the City's extension of the West Bank Trail that it would connect with. Could you please provide me with a snapshot (sentence or two) description of what the City's project is, when it will be built, and whether it would connect directly with the project the County is considering? Also, anything I need to refer to about the Delta Highway/Belt Line project might be helpful--but I'm thinking we should simply support the Beaver/Hunsaker project, rather than opposing any other projects.



CITY OF JUNCTION CITY

**680 Greenwood
P.O. Box 250
Junction City, OR 97448
Phone: 541-998-2153
Fax: 541-998-3140**

MEMORANDUM

TO: Lane County Roads Advisory Committee

**FROM: Sandra W. Belson, City Planner
on behalf of the Water/Sewer Streets Committee**

DATE: February 22, 2006

RE: Draft 07-11 Capital Improvement Plan

I am submitting comments on behalf of the City of Junction City, per direction of the city's Water/Sewer/Streets Committee. This Committee is made up of three members of the City Council.

We understand that our sources of revenue for road improvements, particularly at the county level, are diminishing. Junction City is willing to step to the plate in partnership with the county to address facilities of regional importance and to deal with urban transition. Each of the projects mentioned below is one of the pieces identified toward achieving the vision embodied in both the city's and county's adopted long-range planning documents. This memo focuses on some ways that we would like to work together with you to maximize the limited resources available by using each of our assets to the best advantage. Thus, our comments are provided in the context of cooperation. We are not asking for handouts. We just want to work together toward implementation.

High Pass Road / River Road

General Overview

First of all, the continued inclusion of High Pass Road in the County's Draft CIP is the city's highest priority. As explained in the memorandum from Mike Pattle, this project is listed in Lane County's TSP. Modernization of High Pass Road is also listed in Junction City's TSP as a project with Lane County as the lead agency. Modernization includes curbs, gutters, sidewalks, bicycle lanes, and potential turn lanes to convert it from a rural road to an urban street. We would like you to consider expanding the project to include the River Road portion (0.7 miles) as well. It is included in Lane County's TSP as project #27 and was programmed in the adopted 2003-2007 CIP. This project is also included in Junction City's TSP with Lane County as the lead.

**HIGH PASS
RD**

High Pass Road/1st Avenue/River Road is a regional facility connecting Eugene with Junction City, intersecting with State Highway 99, and then continuing west to intersect with State Highway 36 at Blachly. In 2001, there was an ADT count of 4500 just east of Highway 99 and 3700 just west of Highway 99. The segment just west of Prairie Road has an ADT count of 3550. Classified as a major collector per county standards, it is an arterial per city standards. Improvements to this section of High Pass Road would not only help Junction City residents, but regional travelers as well.

There are two other reasons why we think this project should be given priority. The addition of bicycle lanes and sidewalks would go a long ways toward encouraging the use of alternative modes, thus mitigating projected future traffic congestion. It would also encourage the use of bus service with the ability to safely walk to existing Lane Transit District bus stops along River Road and High Pass Road. Secondly, High Pass Road is a critical transportation link, along with Oaklea Drive, to the 85 acres we have designated for professional/technical development. Adequate transportation facilities are a critical component in the effort to attract jobs, as envisioned by this portion of our economic development strategy.

City Cooperation

As a condition of approval for subdivisions and other development adjacent to High Pass Road/River Road, the city has required that the property owners sign non-remonstrance agreements waiving the right to protest assessments and scheduled improvements to High Pass Road and River Road. In this way, the city has already been taking steps toward leveraging resources to contribute toward urban street improvements for the portion of High Pass Road/River Road that runs through town.

The City has submitted a Wastewater System Facilities Plan to the Department of Environmental Quality for approval. One of the components in this wastewater facilities plan is the construction of a new forcemain from our sewer treatment facility to the Willamette River. This forcemain is planned to be constructed within the High Pass Road/River Road right-of-way, through town. If done in conjunction with the county's road project, there is some potential for cost sharing within the overall construction as we contribute a portion of our sewer funds. The county's proposed timeline of FY 2009-10 corresponds well with the city's likely construction schedule.

Prairie Road

In another sort of governmental cooperation, we would like to propose a different model for Prairie Road improvements. Prairie Road is a county-maintained major collector. Modernization of the road is included in Junction City's TSP and the County's TSP, project #19. Prairie Road had an ADT of 1250 in 1997. It provides an alternative route to State Highway 99 from Junction City to Eugene. The city does not have any engineers on staff, and our contract engineering firm focuses on water systems, drainage, and sanitary sewer. We would like to use the county's expertise and the staffing that you currently have available to design the street improvements needed for Prairie Road from High Pass Road to Bailey

High Pass Rd

Lane. This project would not include the whole of project #19, but would be limited to the portion most needed at this time. The city is willing to contribute with developer's cash contributions and the system development charges that we collect from each house that is built. We are not asking the county for any cash on this project, only your staffing services. About half of the abutting property owners are within the city and the other half have not yet chosen annexation. As such, there may be opportunities to partnership in creating a local improvement district if we need additional contributions from adjacent property owners - although that option will be pursued only if there is general support from the property owners for those improvements.

This project can be placed within the County's CIP for whenever your staff would have the time to begin design work. We realize they are currently slated for other projects, and we are willing to wait our turn in this process. We just ask to be included. Modernization would include curbs, gutters, sidewalks, bicycle lanes, and possible turn lanes at intersections. Again, providing bicycle lanes and sidewalks will encourage use of alternative modes of transportation and all the personal and public benefits that correspond with that shift.

Jurisdictional Transfer

As part of our intergovernmental agreement, the city is looking at assuming jurisdiction for recently annexed streets. These include:

- Rose Street
- W. 18th (portion within the city limits)
- Prairie Road (High Pass Road to Bailey Lane)
- Bailey Lane (portion within the city limits)

As discussed previously, we think that River Road/High Pass Road should stay under county jurisdiction as a regional facility.

Properties west of Oaklea Drive are subject to a covenant relating to transportation improvements that was agreed to by the property owners in support of a Comprehensive Plan Amendment co-adopted by the Lane County Board of Commissioners. Lane County transportation planning staff had an important role in the drafting of that covenant language that lays out the triggers for transportation studies and the nature and timing of capacity improvements. For this reason and the fact that much of Oaklea Drive is still outside the city limits, we expect the county to continue to maintain jurisdictional responsibility.

Conclusion

As you continue to refine your prioritization matrix and make the difficult decisions about where best to allocate your resources, please keep in mind your on-going partnership with the cities, especially the small cities. We have a history of working together and find the current level of cooperation very encouraging. Although the two projects we have listed here are relatively small, they are important to us and the benefiting people in the region. As a city, we are making an effort to reduce our reliance on the county road fund allocation and to be creative in our contribution of resources. Thank you for your consideration.

High Pass Rd

Linda L. VanOrden
94073 River Road
Junction City, OR 97448-9414
Phone (541) 998-8554
E-mail: LinLouVan@aol.com

February 27, 2006

Mike Pattle – 07-11 CIP
3040 N. Delta Hwy
Eugene, OR 97408

Mr. Pattle and
Members of the Roads Advisory Committee:

As a Lane County Citizen for more than 58 years, a 1954 graduate of Junction City High School, a former school board member and Executive Director of the Junction City-Harrisburg Chamber of Commerce, I believe that my community involvement allows me to add clarification to some of the testimony regarding the "Upgrade to Urban Standards" of High Pass Road. I am also a long-time member of the Junction City Historical Society, as well as a past and current member of the Board of Directors. Most of the past 58 years my family and I have lived in the Junction City vicinity, with the exception of seven years when we lived near Blachly.

I am vitally interested in the preservation of the Milliorn Cemetery which lies on the north side of High Pass Road about ¼ mile west of Highway 99. I have a copy of Master Road File No. 313 from the Lane County Surveyor's office. This file includes a petition dated September 4, 1875 from house holders residing in the area. Thirty-three signers asked for "a survey of a County Road as follows, to wit: Commencing at the NW cor. Of Sec. 5 T16S R4W in Lane County, Oregon, thence running west on said Township line (passing South of the Grave Yard) to intersect the County road East of Long Tom where said Tp. Line intersects the same." This section is approximately between what is now Prairie Road and Oaklea Drive. You will note that the grave yard was already established and recognized at that time and that the neighbors had no intention of disturbing it.

The grave yard (now called Milliorn Cemetery) is located on what was the south east corner of the John E. Milliorn Donation Land Claim in Sec. 31 T15S R4W containing just over 245 acres. (Certificate No. 682) That is on the north side of High Pass Road along the area in the survey request. Among the 33 positively identified burials, at least six of the present headstones in the cemetery were placed for deaths occurring prior to 1875 We have reason to believe that there are others which were marked by wooden markers which have not survived. Milliorn Cemetery is registered as a Pioneer Cemetery with the State of Oregon Commission on Historic Cemeteries and, as such is protected under ORS 166.076.

I am including as attachments to this letter, photocopies of both of the above mentioned Sections from a 1941 Metsker's Lane County Atlas. You will note the eastern line of the Milliorn DLC and that the cemetery (not indicated on this map) is located just to the west of the Jas. Washburne property.

Also part of the documentation in Master Road File No. 313 is a page showing Statutory County Road Widths – which can be anywhere between 30' and 80'. It states that "law prescribes 60 ft. as

High Pass RD

February 27, 2006

To: Mike Pattle and Roads Advisory Committee

From: Linda VanOrden

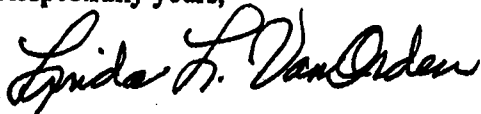
Page No. Two

standard width when no width is stated". Somehow I find it hard to believe that the road was laid out at 60 ft. in 1875. However, I also have a copy of a document from the County Surveyor's Office, C.S. File No. 26311, dated Aug. 4, 1983 showing a survey of the private property on which the cemetery lies. The surveyor's narrative includes this statement: "The south 17' more or less of the existing cemetery is in the county road right of way. There are some graves in this area." I am wondering, because of the date, if that shouldn't say instead that the north 17' of the county road right of way is in the cemetery.

Before any final decisions are made on the widening of High Pass Road, I would question whether it is even a candidate to be "classified as a major collector per county standards". I would ask that the Roads Advisory Committee make a field trip to see the section of road proposed to be widened. Besides the cemetery, there are a number of residences which would be severely impacted, not the least of which is the Dale Mode residence directly across the road from the cemetery which was allowed to be built with minimal setback. There just simply isn't room to make a 60' right of way with curbs, gutters, sidewalks, bike lanes and possible turn lanes. And I believe that even destroying property to widen the road to that extent would not have the intended consequences of providing alternate modes, i.e., pedestrians and bicyclists. There is very little to walk or bicycle to in that area. Many of the residents in the proposed new housing units would be reaching Highway 99 via Sixth or Tenth Avenues or north along Oaklea Dr. to Eighteenth Avenue or Hwy. 99W. Also southbound travelers would have the option of using Pitney and Bailey Lanes to reach Hwy. 99S. The whole traffic flow pattern from the planned developments on the west side of Junction City to Highway 99 and points beyond needs to be reconsidered. I strongly believe that it is very poor public policy to destroy what now exists for the convenience of what is planned and that planners and developers should take into account what exists before making their proposals.

One statement in the testimony presented by the City of Junction City must be refuted. It says, "High Pass Road/1st Avenue/River Road is a regional facility connecting Eugene with Junction City, intersecting with State Highway 99, and then continuing west to intersect with State Highway 36 at Blachly." That simply is no longer true as anyone living in the area and trying to travel High Pass Rd. to Hwy 36 can tell you. High Pass Road is a very poorly maintained (mostly logging and fire road), portions of which are not passible in the winter time. And, it ends at the community of Horton. Then one must take Horton Rd. to Highway 36. When the Low Pass was built, High Pass was no longer considered the route to the coast. The 1941 Metsker's Atlas clearly identifies High Pass Rd. as far as Territorial Rd. as "Siuslaw Highway". Then "Siuslaw Highway" goes south along Territorial Rd. and then west at Cheshire along Highway 36. Just looking at a line on a map, often does not give the true picture of a roadway and High Pass Rd. in its entirety certainly can not be considered a tourist route to the coast.

Respectfully yours,



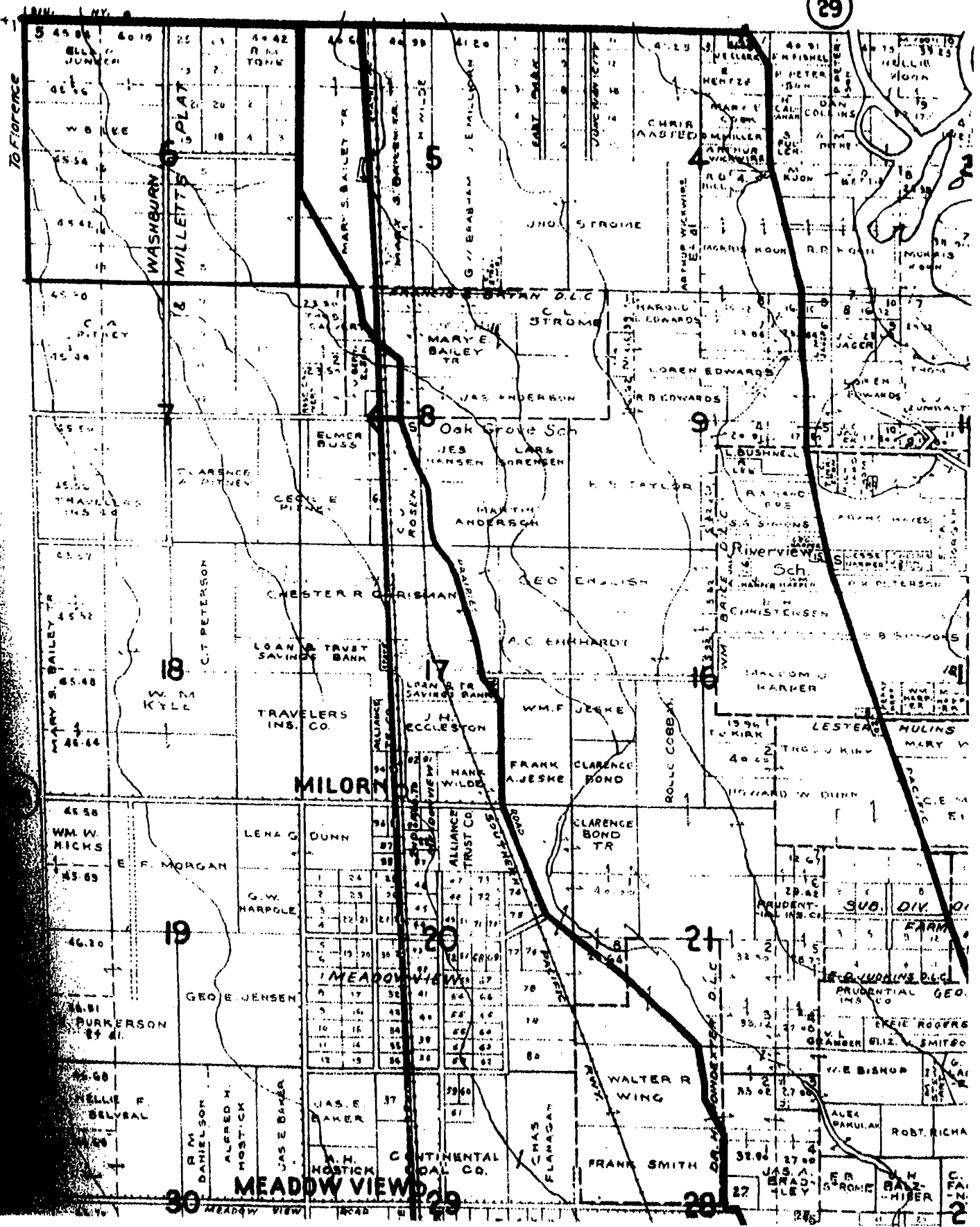
Linda L. Vanorden

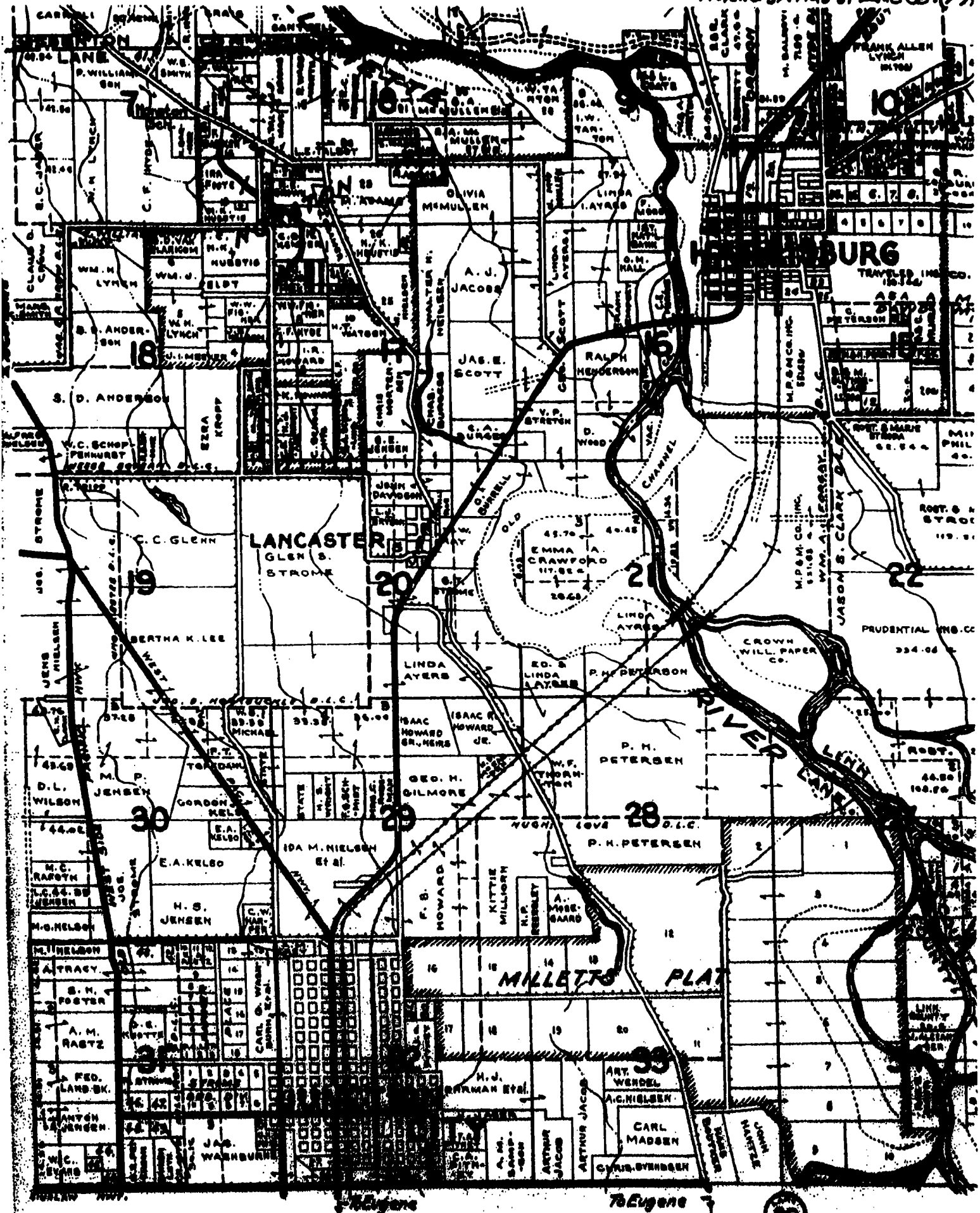
Enc: maps and photographs

High Pass Rd

SCALE 2 IN = 1 MILE.

29

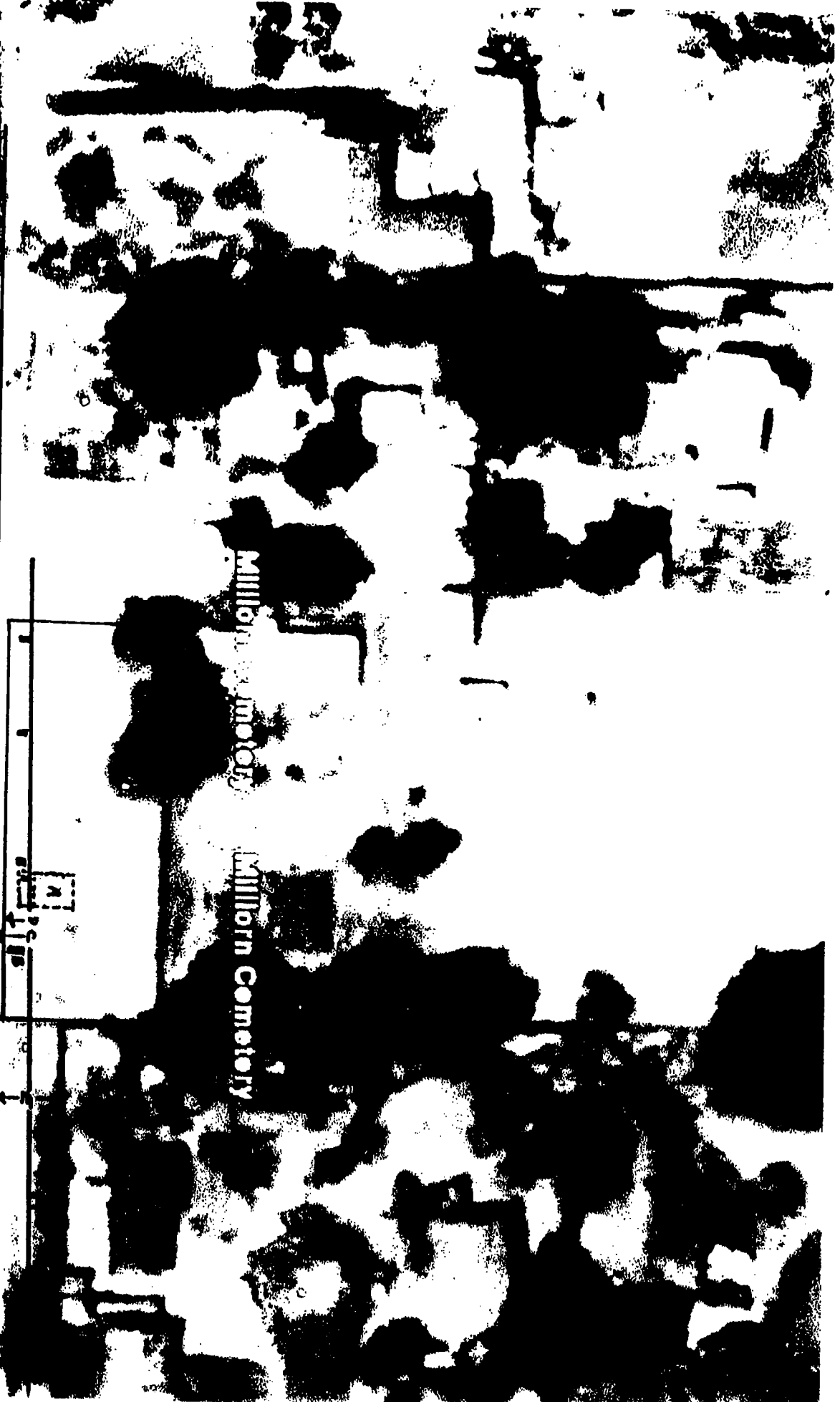




Eugene

Eugene





Millburn Cemetery

Millburn Cemetery



Millburn Cemetery site

At its Fog had 11

E - Fog line to cemetery fence 7'

F - Fog line to Millburn Cemetery



: Millhorn Cemetery from west looking east - Feb. 22, 2006





CITY OF SPRINGFIELD, OREGON

OFFICE OF THE MAYOR / CITY COUNCIL

SPRINGFIELD



225 FIFTH STREET
SPRINGFIELD, OR 97477
(541) 726-3700
FAX (541) 726-2363

February 17, 2006

Leo Stapleton
Chair, Roads Advisory Committee
Lane County Public Works
3040 N. Delta Highway
Eugene, OR

Dear Chair Stapleton:

Thank you for the opportunity to comment on the proposed Lane County Capital Improvements Program for Fiscal Years 2007 through 2011.

In particular, the City of Springfield is pleased to see the recommendation to continue the funding of Phase II of the Jasper Road Extension. The City thanks County staff for the hard work and significant progress they have made in getting JRE Phase II closer to construction. This important project is necessary to facilitate development in the Jasper/Natron area of Springfield, one of the last remaining major areas suitable for industrial development. We thank the Committee and the Commissioners for including funding for this project.

The Jasper Road Extension is the latest in a long line of projects in Springfield which the County has supported. These projects go back as far as the improvements constructed in the Gateway area to make the Sony site ready for development, and continue today with the County's support of the construction of Martin Luther King, Jr. Parkway.

Over the past few years, the financial constraints which have beset us all have persuaded the Board of County Commissioners to call for greater cooperation and collaboration between the cities and the County, to optimize the use of scarce resources. We are pleased that Springfield has enthusiastically taken up this mission, and are happy to report that not only do we continue to use County staff and equipment for such things as lane striping, but also that we have increasingly relied on County staff for right of way acquisition on transportation projects, including South 42nd Street, 21st Street, the Gateway/Beltline intersection, and the Martin Luther King, Jr. Parkway. Beyond that, we have also turned to the County to provide design and construction management for both the Parkway and the S. 42nd Street project. We will continue to explore opportunities where we can effectively and efficiently use County staff. City staff also want to continue the discussion with the County about improvements to Laura Street and recognize that only through a partnership can we find the resources to improve this County road to City standards.

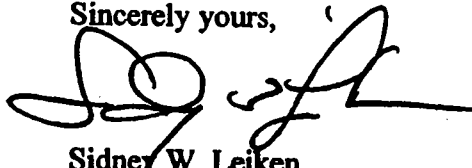
BOB STRAUB
PKWY (JRE)

Given this history of cooperation, we remain troubled at the decision to terminate the County/City Road Partnership at the end of the next fiscal year. We all still remember that the cities took on significant responsibilities for operations and maintenance of those County roads located within City limits in conjunction with the development of this program. Those responsibilities will continue, even if the funding provided by the County disappears.

We recognize that the County faces significant fiscal concerns, given the uncertainty surrounding the issue of reauthorization of the Secure Rural Schools and Community Self Determination Act. Springfield was quick to join the County in supporting full reauthorization and has renewed that support at every opportunity. We realize that if the Act is not reauthorized, all of us may need to tighten our belts. We think, however, that given the support of the President to continue the program, it is premature to assume that payments to the cities must be completely eliminated in FY 2007. We would urge the Committee and the Board to revisit this issue and consider program funds for at least the next few years, pending final action by the Congress.

Thank you, again for the opportunity to comment on the Proposed Capital Improvement Program. We look forward to continuing our long and productive relationship with Lane County to assure safe and convenient transportation for all our citizens.

Sincerely yours,



Sidney W. Leiken,
Mayor

Bob Straub Parkway (JRE)

SLW/ljg

You're going to have ice issues, you'll need to do upkeep and maintenance, striping, there are fishermen who come up there and park in the roadway. We've been living with that for a long time. It's going to require quite a bit of re-engineering to widen it and pave it. It needs guardrails. We have year-round logging traffic from two Weyerhaeuser spurs. We haven't been pushing it because we thought it was going to be done in good time and it hasn't been. If and when it is paved, and you do implement an improvement, it's really important that it be done right and there are some real needs when that happens. One of them is adequate signage because it is residential as well as a logging road. It has changed radically in the last 5 years because nearly all of the lots have been built on and the population has probably about doubled if not more in the last 5 years. You need parking for fishermen and sightseers. It needs to be kept up and de-load. We have no enforcement presence whatsoever; that's a whole other issue. It does need designated speed limits when it's paved because one of our fears is that if it is paved, it will increase the traffic and the speed. You need to recognize the heavy logging traffic. It's also heavily used by pedestrians from Bridge Street, who walk as well as bicycles in the summer. It does have some significant hazards that have been ignored. We wrestle with log trucks in narrow spots. The Weyerhaeuser drivers are usually pretty careful and good to work with but it's still hazardous. It's the people who don't know the conditions that have problems. Rural Lane County pays a little over one-third of property taxes in the county of the collected property taxes. Just as in public safety, we aren't getting our fair share back. In public safety, rural Lane County gets 20% or less of the services when we pay in over a third. At the very least, we're not getting our fair share back in road funds either. We see millions being spent on what are essentially city streets, i.e. Jasper Extension, and in the meantime we're on a one-lane dirt road with turnouts since 1977.

3. Paul Allgule, 43103 Deerhorn Rd., Springfield. I'm here to speak on the paving of 1.2 miles of Deerhorn. I was here at the Roads Advisory Committee a couple of months ago. I have a signed petition along with the 1977 document that indicates it is a Lane County road. To emphasize what was previously said about the traffic and the danger, the dust is unbelievable. If you have a logging truck in front of you, you can't see even if you're going 15 mph. When it's raining, there's obviously mud and it becomes a slip and slide. Going into the curves, it's very dangerous. Potholes were a big issue with the maintenance, but they have been excellent about coming out after the fact to fix them. Of the 26 homes out there, during the walking season that has started now, there are more than 800 log trucks per month coming out on Deerhorn. There are about 3,000 vehicles per month travelling on Deerhorn. This becomes a real hazard. There is only a small stretch that doesn't meet County road standards now. Their narrowest spot is 17'6". The road base right now is excellent. It could be chip sealed in preparation for paving at a later date and that would help out immensely. He got a phone call about 3 weeks ago from Road Maintenance and they were thinking about chip sealing it next year. He asked for some documentation to prove that but hasn't received anything. He feels the 26 homeowners, plus the truck drivers, fisherman, and people walking and on bikes would really like to see this road paved. It has become a necessity now.

4. Ron Petitti, Mayor of Creswell, 460 Magnolia Dr., Creswell. He supports the improvements to Harvey Road in Creswell. Harvey Road is a main arterial road access to the high school. Creswell has experienced quite a bit of growth over the last few years and is continuing to the north, which will put more pedestrians and bicycles on Harvey Road. Currently, Harvey Road has nothing outside of the fog line. You can't walk along the road. It's the main access to the high school and we have kids walking down the fog line to the school. It's a critical improvement for Creswell.

5. Ken Raymen, 2150 Laura St., #25, Springfield. He supports the Laura Street project. He has been at this for over a year and has spoken to Springfield and County employees and they have been very considerate and patient. It's a very confusing thing going on knowing who owns what. He thanked Commissioner Dwyer, Mike Pattie and Ed Chastain for their help in guiding him in the right direction. Last May he made a presentation at the Commissioner's meeting about this. He submitted his drawing of Laura Street. For a little street it has a lot on it. His main concern is the amount of traffic using the street especially in the afternoon when school gets out. There is no shoulder; it's 22 feet wide. There's only gravel on one side and grass and mailboxes on the

other. Kids have to go on the street to get where they want to go. There are about 1500 people living along this street. The women who live in the apartment complexes or mobile home park have to function somehow on Laura Street. The nearest grocery store is Safeway on Q Street. The women push strollers walking to the store. They have to walk on the street because the gravel is too hard. People in motorized wheelchairs have to do the same thing. He would like to see something put on the east side of Laura Street that is paved so people can access up and down Laura Street. Although there is only one speed limit sign on the street, Laura Street is 40 mph. Going south there is no speed limit sign.

6. Bob Biswell, 1750 W. 1st Ave., Junction City, representing the Junction City Historical Society. He supports the Milliron Pioneer Cemetery and is registered with the State Historical Cemetery Commission and has State protection. His concern is that the cemetery was placed before the road and now the road abuts right up against the cemetery. His concern is that the assumptions that are made for traffic flow, the cemetery got overlooked. He wants to work with someone to seek solutions not to stop the show. Junction City has a lot of development going on now. The Junction City Planner wrote in a memo today that High Pass is a critical transportation link. The project is scheduled in 2009 but he doesn't want to wait until 2009 to be sure it will work, and wants to find a resolution soon to be sure that it will all work.

Chickering stated that if the project is programmed in 2009, preliminary design work would probably begin in 2007 and at that time there will be a round of public input and comment.

7. Linda VanOrden, 94073 River Rd., Junction City. Mr. Biswell covered everything that I wanted to say.
8. Sandra Belson, City of Junction City Planner. She submitted written comments on behalf of the Water Treatment (?) Committee. We met to discuss what the City's priorities would be and the County's CIP. They decided that High Pass Road is their #1 priority to be included in the CIP. Also asked to consider including the River Road portion as well. River Road goes north from Eugene and turns and becomes High Pass Road at Junction City. The City recognizes the revenue difficulties that you're facing and would like to explore options that they could partner with the County on that project and on another project. The City has been working with the developers as they do subdivisions or other types of developments that abut High Pass Road or River Road to get them to sign a remonstrance agreement. As such, they will be required to contribute to that project when it is designed and ready to be built. The City has been working to secure contributions for the cost of those improvements in that way. There's another way that the City would like to share the contribution as well and that is that part of our wastewater facilities treatment plan is requiring us to look at discharge to the Willamette River. The City is going to be constructing a force main from our system down High Pass Road and River Road down to the Willamette assuming DEQ approves our plan that has been submitted to them. This seems like a great opportunity to combine some construction efforts to do the sewer project and street improvements at the same time and leverage some of our sewer funds to contribute towards the street improvements. The timeline seems to coincide well with the High Pass project in the FY 09/10. The other project that I'd like to bring to your attention that is not in your CIP and all we are asking for is staff time. We would like to use the expertise of your transportation planners and engineers to work with us on the design for Prairie Road, which extends from High Pass Road to Hwy. 99 but we're only looking at the portion that goes to Bailey Lane. If the County would be willing to help the City design that, then the City would put up the funds through developer contributions and system development charges collected along the way to pay for the improvement. Currently Prairie Road is a County maintained road, and the City would then be willing to accept jurisdiction of the road. Those are the two ways the City is looking at providing partnership with the County to stretch the revenues.
9. John Brown, 1824 Happy Ln., Eugene, President Cal Young Neighborhood Association. He learned about the funding reduction for the Delta/Beltline Interchange in the newspaper. He indicated that the Mayor has tried to involve neighborhood groups and community group participation in the processes that affect the neighborhoods and their livability. Somehow something failed this process because to read about it in the newspaper that you're going to

Laura St

MLK BLVD

OIL CAN HOUSE
DARI MART

GAME FARM ROAD (2 LANES)

HARLOW ROAD (5 LANES)

HAYDEN BRIDGE ROAD (5 LANES)

TURN-AROUND

RESTAURANT
MINI IN MARKET (GROCERIES)

LAURA STREET (2 LANES)

SMITH FAMILY BOOKSTORE AND OTHER RETAIL ESTABLISHMENTS

DOCTOR'S OFFICE

PIONEER TR.

PHEASANT WAY

SEQUOIA APARTMENTS' COMPLEX (124 UNITS) APPROXIMATELY 400 RESIDENTS

PRIVATE HOME

(NOTE: "COUNTRYSIDE" APARTMENTS WITH 100 UNITS & 300 RESIDENTS)

LINDALE STREET

BAYBERRY COMMONS (ASSISTED LIVING COMPLEX)

PHEASANT PARK APARTMENTS' COMPLEX (160 UNITS) APPROXIMATELY 400 RESIDENTS

LINDALE APARTMENTS' COMPLEX (64 UNITS) APPROXIMATELY 200 RESIDENTS

3 MILE

DUPLEXES

PRASAD ET.

DUPLEXES

ONLY OUTLET HOME

LAURA SARK

MOBILE HOMES

STATE STREET

PATTLE Mike A

From: Ric Ingham [ringham@ci.veneta.or.us]
Sent: Friday, March 10, 2006 12:46 PM
To: PATTLE Mike A
Co: MORRISON Anna M; STINCHFIELD Tom A; BOUTELL Margaret M (SMTP)
Subject: City of Veneta Comments for 2007-11 CIP

Categories: NoHTML



03-09-06
Ltr.doc

Mike,

Please accept the attached letter as Veneta's comments and concerns regarding the 2007-11 DRAFT CIP. I spoke with Bill Morgan last Friday regarding the deadline for submitting comments. He encouraged the City to still submit, especially if we were serious about bringing resources to a project. I will follow up next week with the items identified in the draft letter. If you would like to discuss any item in the letter please contact me at your convenience.

Respectfully,

Ric Ingham, City Administrator
City of Veneta
PO Box 458
Veneta, OR 97487
(541) 935-2191
ringham@ci.veneta.or.us

BOLTON HILL
RD

City of Veneta

March 28, 2006

Mike Pattle, Capital Improvement Coordinator
Lane County Public Work Department
3040 Delta Highway
Eugene, OR 97408

RE: City of Veneta Comments for DRAFT 2007-11 CIP

Dear Mike,

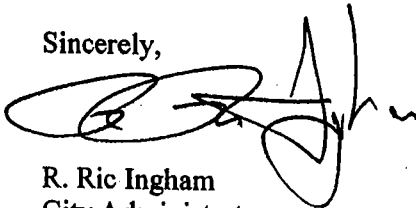
Please accept the following comments for Lane County's DRAFT 2007-11 Capital Improvement Program (CIP). In reviewing this year's document the City of Veneta has the following comments regarding the Bolton Hill Road project that is currently listed in the "unfunded, but prioritized" section of the draft CIP.

In the adopted 2006-10 CIP the Bolton Hill Road project received six (6) prioritization factors. This year's CIP also has the project receiving six (6) factors/points, but either within different categories or by a reduction in a category. For example the 2006-10 had two points within the Bike/Pedestrian category. This year's CIP had only one point in that category. There was a point granted to economic development which we feel is appropriate if Bolton Hill Road is to support the residential development in Veneta along with the ongoing freight movement from the forest products plant in Vaughn.

The City would like to put several options on the table to encourage additional prioritization factors/points. First, several developers are interested in investing in the western portion of Veneta if our transportation system can be improved. Any future residential development within the Bolton Hill area is dependent upon new investment in Bolton Hill Road. Because of that we would like to see an additional point given to the Degree of User Benefit category. Secondly, the City would consider contributing up to \$360,000 towards the overall project cost if the project could be completed in the next four years. And lastly, depending on the level of project contribution by the City we would consider taking jurisdictional ownership of that section of Bolton Hill Road that would meet City street standards once the project is completed. I am hoping that with the options listed above and the reprioritization of the Bike/pedestrian categories, the Bolton Hill Road project would move higher on the County's prioritization.

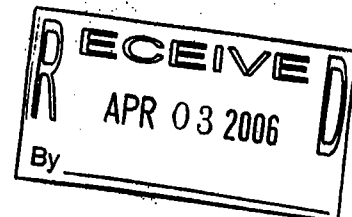
I am hoping this letter can be included in the discussion scheduled for the April 4th Roads Advisory Committee. The City does plan to attend and provide comments during the Committee meeting.

Sincerely,



R. Ric Ingham
City Administrator

cc: Commissioner Morrison



Bolton Hill

March 9, 2006

Mike Pattle, Capital Improvement Coordinator
Lane County Public Work Department
3040 Delta Highway
Eugene, OR 97408

RE: City of Veneta Comments for DRAFT 2007-11 CIP

Dear Mike,

Please accept the following comments for Lane County's DRAFT 2007-11 Capital Improvement Program (CIP). In reviewing this year's document the City of Veneta has the following comments regarding the Bolton Hill Road project that is currently listed in the "unfunded, but prioritized" section of the draft CIP.

In the adopted 2006-10 CIP the Bolton Hill Road project received six (6) prioritization factors. This year's CIP also has the project receiving six (6) factors/points, but either within different categories or by a reduction in a category. For example the 2006-10 had two points within the Bike/Pedestrian category. It also had a point within the Economic Development category. With the rapid residential development in Veneta along with the ongoing freight movement from the forest products plant in Vaughn, both of those categories are equally important, if not more important than they were last year.

Bolton Hill

The City would like to put several options on the table to encourage additional prioritization factors/points. First, several developers are interested in investing in the western portion of Veneta if our transportation system can be improved. Any future residential development within the Bolton Hill area is dependent upon new investment in Bolton Hill Road. Because of that we would like to see an additional point given to the Degree of User Benefit category. Secondly, the City would consider contributing up to \$360,000 towards the overall project cost if the project could be completed in the next four years. And lastly, depending on the level of project contribution by the City we would consider taking jurisdictional ownership of that section of Bolton Hill Road that would meet City street standards once the project is completed. I am hoping that with the options listed above and the reprioritization of the Bike/pedestrian and Economic Development categories, the Bolton Hill Road project would move higher on the County's prioritization.

I will be following up next week with greater detail on the identified issues. If the County would like to discuss any of the identified issues, either myself or the City's Community Services Director would be happy to meet with your team at your earliest convenience.

Sincerely,

R. Ric Ingham
City Administrator

cc: Commissioner Morrison

PATTLE Mike A

From: Jan Ophus [jophus@lane.k12.or.us]
Sent: Wednesday, February 22, 2006 10:47 AM
To: STUBER Rick (SMTP); SHRIVES Mark (SMTP); PATTLE Mike A
Cc: 'Susan Ogawa'; BURRUS Shirley (LESD); 'Richard Stout'; HULL Monty (LESD); CRUZAN Marilyn (LESD); 'Leslie Higdon'; 'Joel Higdon'; HEISS Jennifer (LESD); ROBERTSON Jacque (LESD); ADLER Ellen (LESD); BALL Amy (LESD); BICHSEL Theresa (LESD); 'Mike Arnold'; 'Lee Kounovsky'; 'Ken Leatherman'; 'Kathy Thompson'; 'John Sells'; 'Gary Clark'; 'Anne Freske'
Subject: RE: Creswell School District Letterhead
Categories: NoHTML

Thank you Dr. Stuber. Well said.

From: Rick Stuber [mailto:rstuber@lane.k12.or.us]
Sent: Wednesday, February 22, 2006 10:31 AM
To: Mark Shrives; mike.pattle@co.lane.or.us
Cc: Susan Ogawa; Shirley Burrus; Richard Stout; Monte Hull; Marilyn Cruzan; Leslie Higdon; Joel Higdon; Jennifer Heiss; Jan Ophus; Jacque Robertson; Ellen Adler; Amy Ball; Theresa Bichsel; Mike Arnold; Lee Kounovsky; Ken Leatherman; Kathy Thompson; John Sells; Gary Clark; Anne Freske
Subject: Creswell School District Letterhead

Creswell School District #40
 Caring...Sharing...Daring
 998 West A Street
 Creswell, Oregon 97426
 Dr. Rick Stuber
 Telephone: (541-895-6006
 Superintendent e-mail rstuber@lane.k12.or.us
 Fax : (541) 895-6019
 February 22, 2006

TO: Mr. Mike Pattle, Capital Improvement Coordinator Lane County Public Works



image002.gif

RE: Draft 07-11 Capital Improvement Program

Dear Mr. Prattle:

I am writing on behalf of the Creswell School District with respect to the Roads Advisory Committee public hearing on Draft 07-11 this evening.

The Creswell School District is on record to support safety improvements to both Harvey Road and Nieblock Lane West. These roadways are presently common transit arteries for school pedestrians. I have met with Lane County staff on two occasions to express our concerns. Mr. Chickering was instrumental in establishing a crosswalk on Harvey but more needs to be done.

The Harvey Road Project will eliminate a number of significant safety hazards. Harvey Road from Scott Avenue north to Nieblock Lane currently has residences built on both sides of the roadway with over 200

HARVEY RD

new homes recently erected on the east side of Harvey. In addition, the roadway north of Nieblock to Irish Lane will soon have 100 new homes east of, and adjacent to Harvey; and 40 more homes are planned on the west end of Nieblock Lane.

These new homes have placed numerous students within walking distance of the schools. These same students must walk/bike along both Nieblock and Harvey, which are deficient of bike lanes and sidewalks. Many areas of Harvey have scant room to paint a fog line (Nieblock has no room). While your matrix awards the Harvey Project one star, my sense of safety and security is much relieved by the project and would place a greater safety emphasis.

My understanding is that the improved portion of Harvey Road may be transferred from county maintenance and control to the City of Creswell at some point. Creswell District is in support of this concept so that the current 45mph speed limit can be reduced consistent with land use in the area. I doubt many committeemen would want to live on Harvey with people driving 55 mph all the way to Scott Avenue. Water-filled ditches running along the sides of Harvey would swallow up a small child who had to get out of the way of a vehicle.

On behalf of the students in our School District, I encourage the Roads Advisory Committee to fund and complete the Harvey Road Project.

Rick Stuber, Superintendent

Harvey Road