W. 7. a.

Memorandum Date: June 27, 2007

Order Date: July 11, 2007

TO: Board of County Commissioners

**DEPARTMENT:** Public Works

PRESENTED BY: Tom Stinchfield, Transportation Planning Engineer

AGENDA ITEM TITLE: ORDER/IN THE MATTER OF APPROVING A PROJECT DESIGN

CONCEPT FOR BOLTON HILL ROAD MP 0.000 TO MP 0.653

BASED ON THE DESIGN CONCEPT IN EXHIBIT A; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

#### I. MOTION

MOVE APPROVAL OF THE ORDER.

#### II. AGENDA ITEM SUMMARY

This action will approve a Design Concept for the improvement of Bolton Hill Road in Veneta. The Board has previously adopted the 08-12 Capital Improvement Program (CIP) with funding included for this project, contingent upon federal action on "county payments" legislation. Based on the one year extension of "county payments" legislation, staff is recommending continuing work on this project, subject to a further review of Road Fund finances in September, 2007.

#### III. BACKGROUND/IMPLICATIONS OF ACTION

#### A. Board Action and Other History

The Bolton Hill Road project is included in the City of Veneta Transportation System Plan (TSP) adopted by City Council Order # 464. The project is also listed in the County TSP adopted in June 2004.

The Bolton Hill project was included last year in the 07-11 CIP as a General Construction project in FY 08/09 at \$1,645,000 with a local match from the City of Veneta of \$360,000. During this year's update of the 08-12 CIP, the project was again included in the program. It has been moved to FY 07/08 and funded at \$1,750,000 with a footnote that the project funding is contingent upon federal legislation on county payments to the Road Fund. The 08-12 CIP was adopted by BO #07-5-16-7. The city match amount remains at \$360,000. The City of Veneta has also committed to taking

jurisdiction of the improved roadway after construction. The CIP footnote for the project also states that the projects limits may be extended approximately 400 feet to the south to connect with Bolton Hill Road improvements planned for a pending city subdivision to the south (see discussion of city options in Analysis).

Lane County staff conducted two public meetings, consisting of an open house on December 12, 2006, and a Roads Advisory Committee (RAC) public hearing on January 31, 2007. A three-lane urban street design with curb and gutter, sidewalks, and bike lanes on both sides was presented. (See Exhibit A for public meeting records) Concerns were expressed by residents about speeding and the amount of right-of-way needed for the three-lane design.

On February 26, 2007, Lane County staff met with City staff to discuss the results of the public hearing and review a two-lane urban design. The meeting led to the development of a two-lane design with isolated left turn lanes on Bolton Hill Road at Territorial Highway and 8<sup>th</sup> Street. The staff group also decided to recommend against a realignment of 8<sup>th</sup> Street on the north side of Bolton Hill Road. This proposal was discussed by the RAC at their February 28, 2007 meeting and they directed staff to bring back a Design Concept based on this proposal for their approval.

On March 21, 2007 the Roads Advisory Committee again reviewed the public meeting record and approved the revised Design Concept prepared by County staff. This Design Concept was mailed to property owners and interested parties for a 30-day comment period according to our normal procedures. One letter of comment was received during the comment period. The letter is included in Exhibit A as Attachment 4. It is supportive of the two-lane Design Concept while discussing speeding and several other issues.

#### B. Policy Issues

The Board has expressed support for cooperative efforts with cities to address mutual needs. In this case, the City of Veneta has committed to provide \$360,000 toward the construction of the improvements and to take jurisdiction of this section of Bolton Hill Road after completion of the project.

This project will utilize the Special Assessment Policy in Lane Code 15.600-15.645 to recover some of the construction costs. Current County policy is to charge adjacent property owners the actual cost for the curb, gutter, sidewalk and driveway approach improvements adjacent to their frontage. The assessment will include an engineering fee of up to 25% of the total assessment costs.

#### C. Board Goals

The Public Works Capital Improvement Program is supported by, and consistent with, the following overall goals as presented in Lane County's Strategic Plan:

 Provide opportunities for citizen participation in decision-making, voting, volunteerism and civic and community involvement.

- Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management, and land development.
- Protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure.

#### D. Financial and/or Resource Considerations

The project is included in the recently adopted 08/12 CIP under BO #07-5-16-7 as a General Construction project. The project includes a footnote which states, in part: "The Bolton Hill Road project has been identified as a high priority for funding in the event that federal funds are restored in the Road Fund for FY 07/08. It is listed in this draft CIP based on the expectation that Congress will act before the CIP is adopted by the Board of Commissioners. If not, the project will likely be removed from the program by the Board...." At the Board meeting on May 16, 2007, the Board discussed the situation with the Road Fund and decided to retain Bolton Hill Road project funding in the CIP and to keep working on the project. It was agreed that the Board would discuss the Road Fund situation in September 2007 and revisit the funding for Bolton Hill Road and Harvey Road at that time. Since that time, federal payments to the Road Fund have been extended for FY 07/08.

This action to approve the Design Concept is consistent with the direction to continue work on the project. The Board Order adopting this Design Concept contains language stating the Board's intention to revisit Bolton Hill Road funding in September.

#### E. Analysis

#### **Summary of Design Decisions**

Bolton Hill Road is a 3.25 mile long road beginning at Territorial Hwy and ending at Vaughn Road. The first 1.19 miles is within the Veneta Urban Growth Boundary (UGB), its functional classification is an Urban Major Collector road. The remaining 2.06 miles of the road has a classification of Rural Major Collector. This project will improve the first 0.65 miles from Territorial to approximately Dogwood Street.

The most important design decision on this project has been the proposed elimination of the continuous center turn lane in favor of isolated turn lanes on Bolton Hill Road at Territorial Highway at 8<sup>th</sup> Street. An additional decision to reduce impacts was the elimination of the proposal to realign 8<sup>th</sup> Street at its northerly approach to Bolton Hill Road. The RAC and the staff support this reduced scope. We have estimated that these changes will reduce the cost of the project by about \$170,000-\$200,000.

The proposed design will provide sidewalks, curbs, improved drainage, bicycle lanes, turn lanes at major intersections, and adequate capacity for the roadway.

#### **City Options**

Staff is working with the City of Veneta on an intergovernmental agreement (IGA) for the Bolton Hill Road project. The CIP adoption authorizes the County Administrator to sign agreements on projects, consistent with the adopted CIP. The draft IGA contains a

termination clause that allows the County to terminate the agreement if we determine sufficient funds are not available to build the project.

City options in the draft IGA include: extension of the project approximately 400 feet to the south to mp 0.75 at city expense; coordination with the county to include sanitary sewer and waterline construction work at city expense (not road fund eligible); and installation of conduits for future city traffic signals. Extension of the project to the south was not discussed at the public meetings for the project. Contact with affected property owners and authorization from the city council to assess these properties will be required if the city wishes to extend the project.

#### F. Alternatives/Options

- 1. Adopt Board Order approving the Design Concept for an urban 2-lane street design as described in Exhibit 'A'.
- 2. Redirect staff to design a three-lane urban roadway (with a continuous center left turn lane) as previously proposed or make other changes to the Design Concept.
- 3. Decline to adopt the Design Concept.

#### V. TIMING/IMPLEMENTATION

If the Board approves the Design Concept for Bolton Hill staff would begin all necessary planning, real estate and engineering actions to prepare plans and specifications for a bid opening in 2008.

#### VI. RECOMMENDATION

Option 1. Adopt the Design Concept and continue work on the project.

#### VII. FOLLOW-UP

Upon approval of the Board, Public Works staff will prepare a right-of-way plan to accommodate the alignment, road width, and other requirements of the road consistent with the approved design concept. They will also pursue all necessary planning actions, intergovernmental agreements, acquire right-of-way, and prepare plans and specifications. This activity is contingent upon further review of the Road Fund in September 2007 which may lead to reconsideration of this project.

#### VII. ATTACHMENTS

Order

Exhibit 'A' – Design Concept with findings (with Attachments 1-4)

Exhibit 'B' - Right-of-Way Acquisition List

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

	) ORDER/IN THE MATTER OF APPROVING A PROJECT
ORDER NO.	DESIGN CONCEPT FOR BOLTON HILL ROAD MP 0.000
	TO MP 0.653 BASED ON THE DESIGN CONCEPT IN
	EXHIBIT A; AND AUTHORIZING STAFF TO PREPARE A
	RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT
	THE ROAD, PURSUE ALL NECESSARY PLANNING
	ACTIONS AND PREPARE PLANS AND SPECIFICATIONS
	) FOR IMPROVEMENT OF SAID ROAD.

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

WHEREAS, a public hearing was held by the Roads Advisory Committee on January 31, 2007 to consider improvement of this portion of Bolton Hill Road; and

WHEREAS, on March 21, 2007 the Roads Advisory Committee reviewed the public meeting record and the report prepared by County staff, and adopted recommendations and findings specifying a design concept for Bolton Hill Road, MP 0.000 TO MP 0.653; and

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

**WHEREAS,** the Board of Commissioners considered the Roads Advisory Committee's recommendation on July 11, 2007; and

**WHEREAS**, the Board adopted the Bolton Hill Road project in the five-year Capital Improvement Program FY 07/08 – FY 11/12 on May 16, 2007 by Board Order 07-5-16-7; and

WHEREAS, the Board discussed the Bolton Hill Road project on May 16, 2007 following the Capital Improvement Program public hearing and declared their intention to discuss Road Fund finances in September 2007 and to discuss the continuation of funding for several projects, including the Bolton Hill Road project; and

**WHEREAS**, special assessments shall be levied for urban improvements as outlined in Lane Code 15.600 through 15.645; and

WHEREAS, the Board has determined it is necessary and in the public's interest to acquire fee or other interests in certain properties, as listed in Exhibit 'B', attached hereto and made a part here of, from owners and others as their interests may appear of record to serve the needs of Lane County, and that the public welfare will be benefited by the improvement of said public improvement and the Board being fully advised; and

WHEREAS, the Board has concurred in the necessity of the improvement and believes that the proposed project is most compatible with the greatest public good and the least private injury; NOW THEREFORE, BE IT

**ORDERED**, that the Board approve the project design concept presented in Exhibit 'A' for the improvement of Bolton Hill Road, MP 0.000 TO MP 0.653, based on the findings in Exhibit 'A'; **AND, BE IT** 

**ORDERED**, that the Design Concept and development of said Design Concept be approved with the understanding that the Board will discuss Road Fund finances in September 2007 and may revisit the decision to fund the Bolton Hill Road Project; **AND**, **BE IT** 

**ORDERED**, that the Board delegate's authority for determination of all other project design standards not identified in the design concept, and exceptions to design standards, to the County Engineer consistent with this Order; **AND, BE IT** 

**ORDERED**, that staff prepare a right-of-way plan necessary to construct the road; pursue all necessary planning actions; acquire right-of-way and prepare plans and specifications for improvement of Bolton Hill Road, pursuant to this order, **AND**, **BE IT** 

**RESOLVED**, that under authority granted in ORS Chapter 35 and consistent with ORS Chapter 281, that there exists a necessity to acquire and immediately occupy real property in order to improve Bolton Hill Road to serve the needs of Lane County for the general use and benefit of Lane County; **AND**, **BE IT** 

**RESOLVED**, that the cost of the improvements be assessed to the benefiting properties in accordance with the Lane County Special Assessment Policy as outlined in Lane Code Chapter 15 and ORS 371.625 and 371.640, which states that the cost of assessable items be assessed to the abutting properties on a cost per front foot basis which is determined in the following manner: curbs and gutters by the linear foot; sidewalks by the square yard, excluding driveway sections and driveways by the square yard; plus engineering and administrative costs; **AND**, **BE IT** 

**ORDERED**, that the Director of Public Works Department investigate the proposed improvements and present a report to the Board of County Commissioners as specified in ORS 371.625; **AND, BE IT** 

**RESOLVED AND ORDERED**, 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 _		2007.
		Fav. Stawart C	Dh.a.i.r
		Fay Stewart, C Lane County E	chair Board of Commissioners

APPROVED AS TO FORM

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OFFICE OF LEGAL COUNSEL

ORDER/IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR BOLTON HILL ROAD MP 0.000 TO MP 0.653 BASED ON THE DESIGN CONCEPT IN EXHIBIT A; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

Design Concept and Findings

# LANE COUNTY ROADS ADVISORY COMMITTEE Recommended Design Concept and Findings March 21, 2007

#### **Bolton Hill Road Project**

Territorial Hwy (MP 0.00) to Dogwood Lane (MP 0.65)

#### **BACKGROUND AND SUMMARY**

Bolton Hill Road is a 3.25 mile long road beginning at Territorial Hwy and ending at Vaughn Rd. The first 1.19 miles is within the Veneta Urban Growth Boundary (UGB) and is functionally classified as an Urban Major Collector road and the remaining 2.06 miles is classified as a Rural Major Collector. The Lane County Public Works Capital Improvement Program (CIP) adopted by the Board of Commissioners on May 17, 2006, identified the first 0.65 mile (Territorial to Dogwood) of the urban section of Bolton Hill Road as a General Construction CIP project in FY 08/09. The new draft CIP recently released proposes to move this project to FY 07/08 for 2008 construction. The City of Veneta requested this project in the CIP process last year and agreed to contribute a portion of project cost as city matching funds. An Intergovernmental Agreement will be signed between the City and County to formalize these arrangements.

Lane County staff conducted two public meetings, consisting of an open house on December 12, 2006, and a public hearing on January 31, 2007. The proposed design concept offered was a three-lane urban street design with curb and gutter, sidewalks, and bike lanes on both sides. The proposed three-lane road would have been continuous from Territorial Highway to Dogwood Lane (project limits). The residents along Bolton Hill Road expressed concerns about speed and right of way acquisition. In order to properly evaluate the findings from the public hearing, the Roads Advisory Committee (RAC) suggested that staff consider the findings, meet again with the City of Veneta staff, and look at another design option.

On February 26, 2007 Lane County staff met with City staff to discuss the results of the public hearing and review a two-lane urban design. The meeting led to development of a revised design concept: a two-lane road with a left-turn lane at Territorial Highway and left-turn lanes at Eighth Street. In addition, the major realignment of 8<sup>th</sup> Street at Bolton Hill Road to provide a right-angle intersection would be eliminated. The estimated project cost reduction changing from a three-lane road to the two-lane road is approximately \$70,000 to \$100,000, while the cost reduction of not realigning 8<sup>th</sup> Street would be around \$100,000.

In summary, on February 28, 2007 the RAC recommended that staff develop this design concept for a two-lane urban design with left-turn lanes at Territorial Highway and Eighth Street. The RAC reviewed this design concept at their March 21, 2007 meeting and released it for the required 30-day comment period. After completion of this comment period, the design concept will be considered by the Board of County Commissioners.

#### RECOMMENDED DESIGN CONCEPT

The major features of the proposed Bolton Hill Road design are as follows:

Construction of a two-lane urban roadway with curbs, gutters, bike lanes, and sidewalks.
 (See Figure 1)

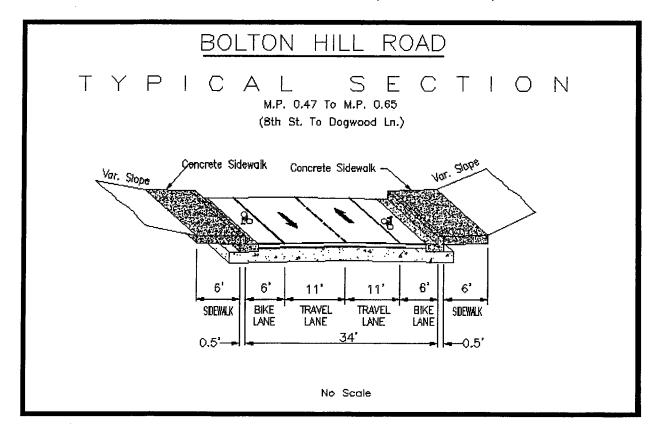
- Addition of a left-turn lane at Territorial Highway (eastbound) and left-turn lanes (both eastbound and westbound) at 8<sup>th</sup> Street. (See Figure 2)
- Sidewalks will generally be six feet wide and adjacent to the curb to minimize right-of-way width. The City of Veneta has decided to setback the sidewalk on the south side of the road adjacent to the ball fields in order to provide a "vegetated street swale" for stormwater treatment and to provide additional separation from the street in this area. (See Figure 3)
- Within the 2-lane portions of the project, the road can be constructed within the existing 60-foot wide right-of-way. Small amounts of right-of-way will be needed at some intersections to accommodate sidewalk areas and wheelchair ramps. And, up to around 5 feet of right-of-way or slope easement on each side of the street may be needed at the locations where turn lanes and tapers are to be constructed, as discussed above. The final width of right-of-way or easement will be determined during the design process, and will also need to take into account space for utility relocations.
- The roadway will generally follow the existing alignment of the roadway, and will not include substantial horizontal or vertical realignment.

#### Discussion of the Design Concept

Most of the project will be a two-lane design as shown in Figure 1 below. This design includes bicycle and pedestrian facilities as required in the urban design standards for Lane County and the City of Veneta.

#### FIGURE 1 2-Lane Urban Design

- Two 11-foot wide travel lanes (one in each direction)
- Two 6-foot wide bike lanes (one in each direction)
- Two 6-foot wide sidewalks (one on each side)



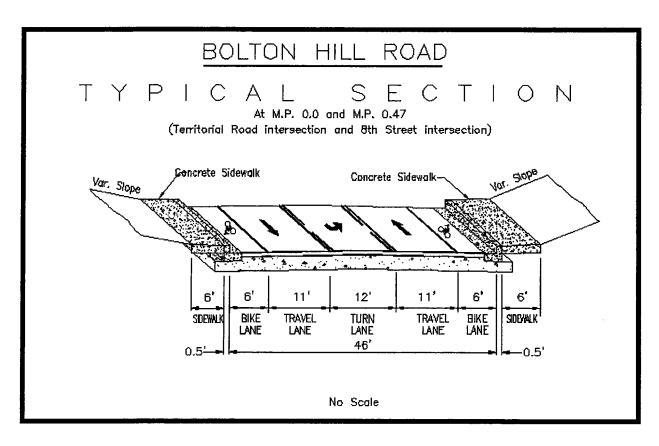
Left-turn lanes will be constructed on the eastbound approach to Territorial Highway and on both the eastbound and westbound approaches to 8<sup>th</sup> Street. A final determination of the exact lengths of these turn lanes will be decided during the design process, but these turn lanes will have adequate storage areas and will taper back to the two-lane design. The road design in the turn lane areas is shown below in Figure 2.

#### FIGURE 2

#### 2-Lane Urban Design with Left-Turn Lane

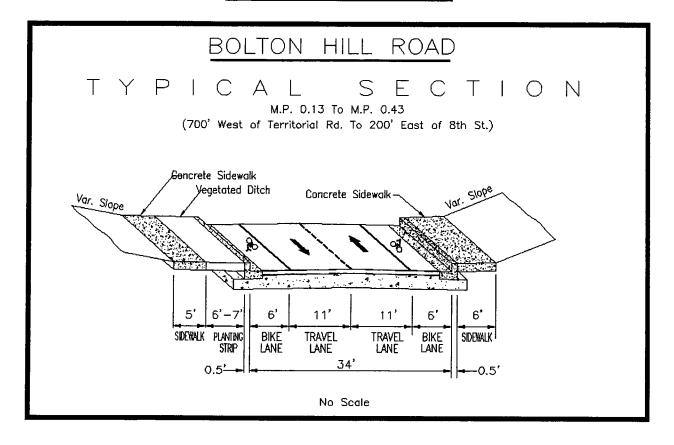
Located at Territorial Highway and 8th Street

- Two 11-foot wide travel lanes (one in each direction)
- One 12-foot wide left-turn lane
- Two 6-foot wide bike lanes (one in each direction)
- Two 6-foot wide sidewalks (one on each side)

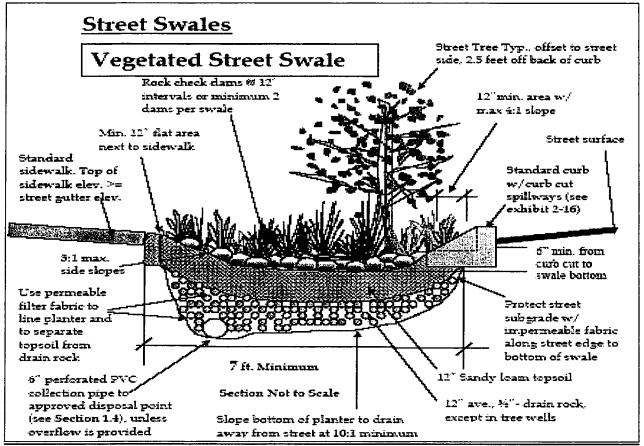


The City of Veneta has included a "vegetated street swale" in the design to provide water quality treatment and to provide a setback sidewalk in the area adjacent to the ball fields. The resulting typical section is shown below in Figure 3 and a detail of the swale is shown in Figure 4.

## FIGURE 3 <u>Separated Sidewalk on South Side</u>



#### FIGURE 4



#### Findings in Support of the Design Concept

- 1. Most of the existing development in the project area is within the first 0.5 mile of Bolton Hill Road. The remaining 0.15 mile section of the project area is expected to be fully developed in the near future.
- 2. The recommended typical section is adequate to accommodate the anticipated traffic volumes and alternative modes within this section of Veneta. About 1600 vehicles are using the road every day, of which 165 (about 10%) are heavy vehicles.
- 3. A two-lane typical section will have less impact on abutting property owners than a three-lane design. The two-lane design (with selected left-turn lanes) will cost about \$70-100,000 less than the continuous three-lane design previously proposed.
- 4. Sidewalks will provide pedestrians a safe walking environment. Significant pedestrian activity occurs during events at the athletic fields. The City is planning to further develop the property on the south side of Bolton Hill Road for these purposes.
- 5. The alignment of the proposed Bolton Hill Road project will generally follow the existing centerline.
- 6. The alignment of the existing side streets with Bolton Hill Road at intersections will not change. A realignment of 8<sup>th</sup> Street was originally proposed to make it perpendicular with Bolton Hill Road. However, the intersection improvement work was estimated to add an

additional \$100,000 without a significant benefit to the road user. For this project, side streets will be improved with curbs, gutters, and sidewalks up to 100 feet, where appropriate.

- 7. The current right-of-way width on Bolton Hill Road is 60 feet. Additional right-of-way may be required for sidewalk areas at intersections, and for the vegetated swale and setback sidewalk areas. Up to around 5 feet of right-of-way or slope easement on each side of the street may be needed at the locations where turn lanes and tapers are to be constructed. The final width of right-of-way or easement will be determined during the design process, and will also need to take into account space for utility relocations.
- 8. Environmental Impact Consideration The project is a reconstruction of the existing roadway with no significant change in the alignments. Possible impacts may be on the roadside ditch due to reconstruction of the road. However, the impact would be minimized with the provision of the vegetated swale. The storm water will be channeled to a closed storm water system designed to current standards. The Engineering Division's environmental specialists will ensure that all required permits are obtained and complied with.
- 9. The project shall be designed in accordance with the 2004 American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy on Geometric Design of Highways and Streets*. Traffic controls, signings, and signal devices shall comply with the *Manual on Uniform Traffic Control Devices*, 2003 Edition and Oregon Supplements.
- 10. The design speed for the Bolton Hill Road project is 40 mph. Design speed is used to determine the horizontal and vertical alignments, as well as spacing for the final signing, striping, and transitions. The posted speed is 35 mph. A spot speed study at milepost 0.30 found that the 85<sup>th</sup> percentile speed is about 41 mph. The 85<sup>th</sup> percentile speed (85% of traffic travels at or below this speed) is often used for speed zoning analysis. This speed usually indicates a speed at which most motorists feel comfortable and is the basis for selecting a speed zone for engineering practices [NCHRP report 504, table 42]. Generally, ODOT approves speed zones that are within 10 mph of the 85<sup>th</sup> percentile speed.
- 11. This segment of Bolton Hill Road will be surrendered to the City of Veneta after construction of the project and will become a city street.
- 12. The County Engineer is authorized to approve design standard variations and exceptions to design standards for features not specifically addressed in this document.
- 13. The existing Bolton Hill Road is characterized as a rural two-lane roadway with two 12-foot wide travel lanes with little or no shoulder and roadside ditches on both sides. Bicyclists have to ride in the travel lane and pedestrians typically use the gravel area just off of the pavement edge for travel. The growing bicyclist and pedestrian demand and the existing conditions justify the reconstruction project.
- 14. Bolton Hill Road is inside the Veneta Urban Growth Boundary (UGB) from MP 0.00 to approximately MP 1.60. Pursuant to Lane Code 15.700, road improvements within a city UGB require applying urban design standards that include curbs, gutters, and sidewalk improvements and provision of marked bike lanes. Curbs and gutters will serve as drainage control, roadway edge delineation, right-of-way reduction, aesthetics, delineation of pedestrian walkways, reduction of maintenance operations, and assistance in orderly roadside development.
- 15. Provision of bike lanes and sidewalks on Bolton Hill Road in the project area is consistent with the adopted goals and policies of the County Transportation System Plan (TSP),

Transportation System Plan of the City of Veneta and Lane County Road Design Standards. The proposal is also in conformance with the Transportation Planning Rule (TPR) of the Oregon Administrative Rules (OAR 660-12). The TPR requires the County to plan for alternative modes in order to avoid principal reliance on any one mode of transportation. The proposed bike lanes and sidewalks will promote use of alternate modes of transportation in the project area.

#### MAJOR ISSUES - PUBLIC TESTIMONY

Staff held a public open house on December 12, 2006 at the Veneta City Hall and provided project information to the citizens using aerial photos and preliminary design concepts. Staff received a few written comments on the proposed project. On January 31, 2007 the Roads Advisory Committee (RAC) held a public hearing at the Lane County Public Works building in Eugene where RAC members heard public testimony on the proposed project and preliminary design concept. A few citizens attended the meeting and gave their oral testimony. The public record was left open until February 16, 2007, for additional written comments. The following were the key issues raised.

A total of 5 written comments were received or e-mailed to staff as of February 16<sup>th</sup>. The following is the summary tally: Support -1 Support with Condition -3 Do not Support -1

#### Two-lane versus Three-lane Design

One of the key issues heard in the January 31, 2007 Roads Advisory Committee (RAC) hearing was whether a three-lane road section was necessary or appropriate.

The three-lane concept was originally proposed to: Improve safety on Bolton Hill Road by improving driveway access spacing; address congestion at the athletic fields; and facilitate turning movements at the intersection of 8<sup>th</sup> Street. Lane County and City staff reviewed the concerns about right-of-way impacts and speeding and concluded that, given the relatively low traffic volumes for a collector roadway, a two-lane design with turn lanes at major intersections was reasonable and appropriate.

#### **Speeding Issues**

Speed is one of the main concerns for residents. Four written comments were received about speed and about the same number orally testified during the RAC hearing that they are concerned with speeds increasing after completion of the project.

Currently, Bolton Hill has a posted speed limit of 35 mph. The residents are experiencing higher speed traffic than the posted speed because the current road condition is perceived as safe for higher speed by drivers. A spot speed study, measured at milepost 0.30, found that the 85<sup>th</sup> percentile speed is about 41 mph. The addition of curbs, gutters, and sidewalks may provide visual clues to drivers that they are entering an urban environment where pedestrians will be present and may help control speeds. Previous studies on County projects have found that speeds do not typically increase because of urban standards improvements. Also, by matching the existing horizontal alignment of the road, the roadway will not be "designed faster" by softening the curves, as originally proposed.

#### Traffic Signal at Territorial Hwy

One of the residents was concerned that a traffic signal was needed at Territorial Highway and that it was not part of the project.

Territorial Highway is a state highway. The Oregon Department of Transportation (ODOT) is responsible for maintaining the intersection, including approving any installation of traffic signals. In general, traffic signals cannot be provided without a thorough traffic analysis. County staff did a preliminary traffic study based on the 2005 traffic volume records from ODOT. Territorial Highway has a daily traffic volume of 6000 vpd (vehicles per day) north of this intersection and 4800 vpd south of the intersection. The current traffic volume on Territorial and the existing Bolton Hill traffic volume of 1600 vpd do not come close to meeting the ODOT traffic signal warrant test. Even if funding were made available, it is unlikely ODOT would approve the installation of a traffic signal at this location. A traffic signal would probably add a minimum of \$200,000 to the project cost. Staff also did a preliminary estimate of storage requirement for left-turn traffic on Bolton Hill Road at the Territorial Hwy intersection. A conservative estimate of 200 feet of storage should meet the existing traffic volume demand.

#### **Land Acquisition Issue**

About 47 abutting properties would have been impacted by a 70-foot right-of-way proposal. Only two properties currently have 70 feet of dedicated right-of-way. A majority of the 13 comments received have raised issues with right-of-way acquisition. A question was raised whether the county pays for re-erecting fences. Others asked when and how their properties will be assessed. The modified design concept will greatly reduce the impact to the adjacent property owners by not requiring a full dedication of 70 feet of right-of-way. Instead, additional right-of-way will only be needed at intersections, at the turn lane locations, and in some instances, slope easements may be sufficient.

#### Storm Drainage Design

Concerns related to drainage were also raised in the public hearing. There are existing ditches running along the road. One resident was concerned about whether the proposed vegetated swale will turn into a mud slough due to flooding.

The road improvement project will eliminate the existing ditches and replace them with a new piped system that will provide drainage conveyance. The City of Veneta proposes a vegetated swale only where the setback sidewalk is proposed. This system has not been designed yet, but will be designed to handle the anticipated flows. Overall, the design of the entire storm water system for the Bolton Hill Road project will meet City and County guidelines. It will be designed to handle a 10-year storm event while taking into account existing drainage patterns and hydrology as it relates to the road project.

#### Attachment:

Attachment 1 - December 2006 Public Comment

Attachment 2 - RAC Minutes on 1/31/07, 2/28/07, and 3/21/07

Attachment 3 - Advertisements, Memorandums sent to RAC and notices to interested parties.

Attachment 4 - Letter of Comment, 30-day Comment Period

## Attachment 1

December 2006 - Public Comments

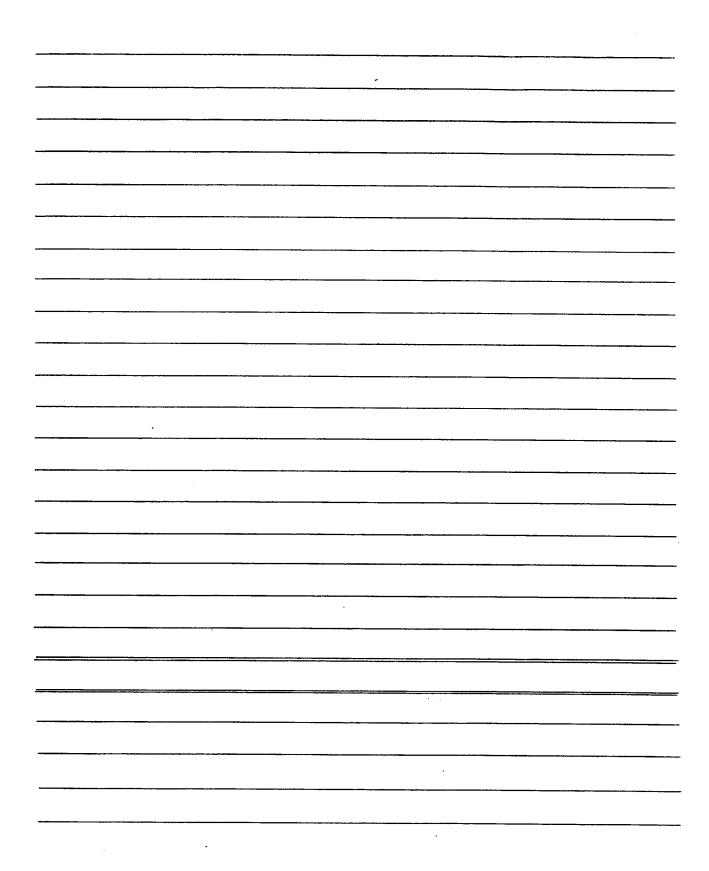
Instructions:

PRINT legibly, the information requested below. Read and answer all questions appropriately. Return this comment sheet during today's public meeting or no later than Monday March 3, 2007 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.



(continue on back)

PROJECT:	Bolton Hill Road	Improve	ement	
Name	MARK SHE	QuiN		
Address	24361 BOUTC	N Him h	<u> </u>	
Mailing Address	VENETA , OF	2 9748	37	
	•			
Phone	935-0149	)		
(Marking "Do Not Supp design atternative)  3. Is there and	you support the of Bolton Hill Road!? out indicates support for "No-Build" other option you feel we Please explain below.	Support	Support with conditions (Please explain in Comments section)	Do Not Support (Please explain in Comments section)
Comments:	GREAT PRE	SENTA	Non	
			4FORMAT	ion
	NAS EXCEL	ENTI		



Instructions:

PRINT legibly, the information requested below. Read and answer all questions appropriately. Return this comment sheet during today's public meeting or no later than Monday March 3, 2007 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.



## PROJECT: Bolton Hill Road Improvement

Name Robert 3R/Loretta Fletcher  Address 24792 Bolton Hill Rd.  Mailing Address 24792 Bolton Hill Rd.
Veneta, OR., 97487
Phone <u>541-935-7040</u>
Support with conditions (Please explain in Comments section)  1. In general, do you support the improvement of Bolton Hill Road!? (Marking "Do Not Support" indicates support for "No-Build"
3. Is there another option you feel we should consider? Please explain below.
Comments: Veneta only has a two lane road to Eugene And I-5. To put a three Lane Road through a Residential neighborhood is asking or at Least offering speeders a place to go at it (continue on back)

IN AN AREA that already seems to be uncontrollable. Bicyche, LANCS AND UNDERGROUND DOANNAGE WOULD be AN improvement. To move the street or to install sidewalk any closer to the six houses on the southeast side of Bolton Hill Rd Above 8th St. would take almost all of our parking area and a large portion of our front yards. If the Botton Hill Rd. between 8th and 10th must be widewed, please consider doing so on the NW side of the ROAD. PedestriAN traffic ON BOLLON HILL Rd is At AN Absolute minimum due to the LACK of Residents Above 10 TH and the uphill walk.

Instructions:

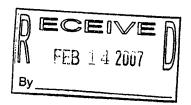
PRINT legibly, the information requested below. Read and answer all questions appropriately. Return this comment sheet during today's public meeting or no later than Monday March 3, 2007 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.



## PROJECT: Bolton Hill Road Improvement

Name Robert H	FLE	TCHER	
Address 24792 Bolt	on HiLL	Rd.	
Mailing Address Veneta,	ORO	97487	
Phone <u>541-935-</u>	7040	)	
1. In general, do you support the improvement of Bolton Hill Road!? (Marking "Do Not Support" indicates support for "No-Build" design alternative)	Support	Support with conditions (Please explain in Comments section)	Do Not Support (Please explain in Comments section)
3. Is there another option you feel we should consider? Please explain below.			
Comments:/	4	_	

TERRITORIAL to sixth, the widering factor should be taken from the south side of Bolton HILL to keep the traffic (continue on back)



as the amos from their was 110
AS FAR AWAY FROM the homes As possible.
From 6th to 8th widening should be taken
equally from both sides with a four way
stop At 8TH AND BOLLOW HILL to slow
us and down to the Children
up and down hill traffic. Eight to Dogwood, almost straightened out or at
Dogwood, Almost straightened out or At
worst a gente worde curve as indicated
worst a gente worde curve as indicated on the Attached. Please consider the
Above safety factors as we the residents
will have to live with them for A Long
time.
·



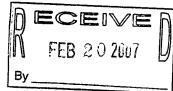
Instructions:

PRINT legibly, the information requested below. Read and answer all questions appropriately. Return this comment sheet during today's public meeting or no later than Monday March 3, 2007 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.



## PROJECT: Bolton Hill Road Improvement

Name Chris + Jennife	r Yohre	nberg	
Address 87979 5th 5	sł,	d	
Mailing Address			
Ueneta OR	97487		
Phone 541-935-68	17		
1. In general, do you support the improvement of Bolton Hill Road!? (Marking "Do Not Support" indicates support for "No-Build" design alternative)	Support	Support with conditions (Please explain in Comments section)	Do Not Support (Please explain in Comments section)
3. Is there another option you feel we should consider? Please explain below.			
Comments:			,
			,



We cause people to ap faster. The speed
limit should also be lowered. People
go way to fast down that road. Another
idea & pulling speed burnes in near
the ball feiles to Slow people down.
What about peting in some kind of
crosswalk for all the tick that use the
fields? We also feel that we should
not have to pay for sidewalks as &
we do not have direct access to
Botton hill. The sidewalks will not help
us at in ad out of our property
In any way. Also we need to know what
is going to happen to an property our
we apring to get componented for the
have to move or fence of who page
have to whose or fence od who page
for that,
·

Instructions:

PRINT legibly, the information requested below. Read and answer all questions appropriately. Return this comment sheet during today's public meeting or no later than Monday March 3, 2007 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.



## PROJECT: Bolton Hill Road Improvement

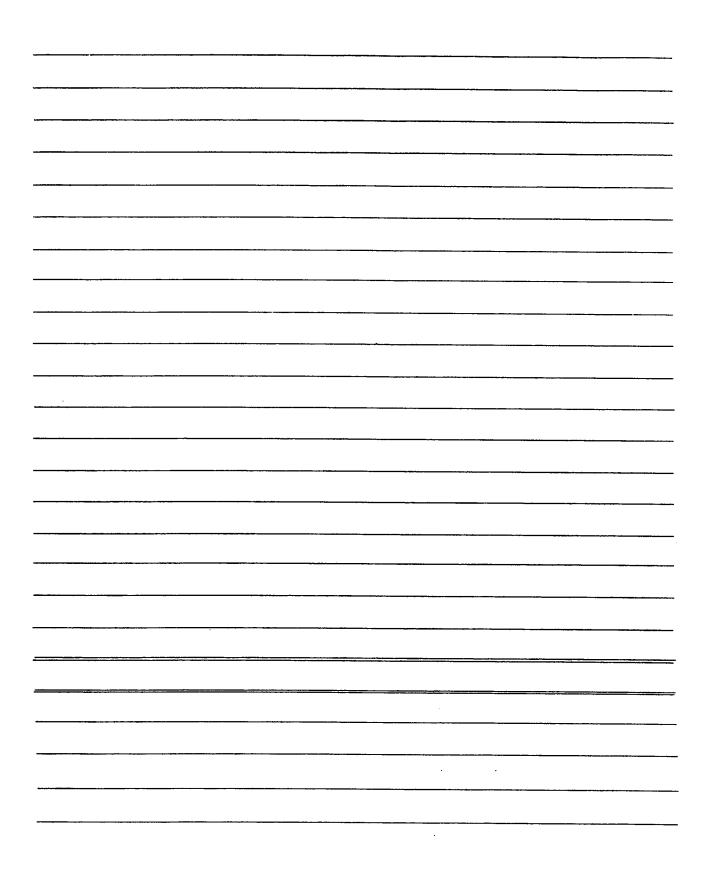
Name	JEFF Y	1051			
Address	25005	BOLTON HILL	ROMO	VENETA, OR	97487
Mailing Address					
	·		·		
Phone	935	- 6552			
improvement of Marking "Do Not Supp	of Bolton Hil	II Road!?	Support	Support with conditions (Please explain in Comments section)	Do Not Support (Please explain in Comments section)
3. Is there and	other option	n you feel we			
1. In general, do you support the improvement of Bolton Hill Road!? (Marking "Do Not Support" indicates support for "No-Build" design alternative)  3. Is there another option you feel we should consider? Please explain below.		Support	(Please explain in Comments	(Please explain in	

Comments: I AM CONCERNED WITH THE DRAINAGE STARMWATER
THAT WILL IMPACT MY PROPERTY. THE DITCH IN FRONT

OF MY HOUSE FILLS WITH STORM WATER RUNOGE FROM THE

EXISTING ROAD AND CAUSES PROBLEMS WITH MY (continue on back)

DRAIN FIELD AND CAUSES WATER UNDER MY HOUSE



#### **PATTLE Mike A**

From: MCGILLIVRAY Kelly R [kelly.r.mcgillivray@ci.eugene.or.us]

Sent: Friday, December 08, 2006 7:45 PM

To: PATTLE Mike A

Subject: Bolton Hill rd. Veneta project

As a 15 year resident of Veneta at 24927 Bolton Hill Rd and a City of Eugene public works employee as well. I understand and will accept that the City and County (no offense) will probably do pretty much what they want with this arterial section of road in Veneta. No, I'm not too crazy about losing 15 feet of my driveway when the road is widened for three lanes, and the thought of having to pay for a sidewalk in front of my property doesn't thrill me in the least. However as I said, I can accept this change.

What <u>does</u> concern me is the lack of safety the children of Veneta and the surrounding communities experience when visiting the Territorial Sports Program ball fields across the street from my home at 24927 Bolton Hill Rd. In the last 15 years I have personally witnessed 4 pedestrian, and 7 vehicular accidents. None were fatal thank God. During the sports season these ball fields are used by more than 9 schools in the area, most weekends there may be well over 200 people attending games with limited parking forcing the spectators and players to park on adjacent street and walk across this busy street that has a posted speed of 35 mph.

My <u>other</u> concern is that this road is used by many "oversize " posted class eight trucks hauling laminated beams from the mill in Vaughn and Noti to avoid having to be weight checked at the scales on Hwy 126 just east of Noti. These trucks turn left on Territorial road and then pass through a school zone before the continue there journey as well.

I would like to recommend that whatever is done to this street, that we <u>at least</u> reduce the speed limit to <u>25 mph</u> and if possible <u>restrict truck traffic</u> by posting and enforcing a <u>weight limit</u>. I understand that the county landfill trucks would need accessibility of the road but perhaps an ordinance could fix that loophole as well. Also if <u>truck traffic was restricted</u> on Bolton Hill and rerouted by

The scales on Hwy 126 it would increase the revenue as well.

I hope this memo hits home with you and if you would please share it with your constituents I would appreciate it. Due to my work schedule I will be unable to attend the meeting on Dec 12th

Thanks
Kelly McGillivray
Fleet Parts Specialist
Lead Worker
Fleet & Radio Shop
Parts Dept.
541-682-4860 office
541-689-4869 fax
kelly.r.mcgillivray@ci.eugene.or.us.com

### Attachment 2

Roads Advisory Minutes – January 31, 2007 February 28, 2007 March 21, 2007

## RAC minutes 1/31/07

after we know the status of SRS. Staff recommendation to RAC is to follow normal procedure for now, release the document to be published, and schedule a public hearing for their February meeting. Staff will have recommendations in March based on testimony and the results with SRS.

<u>Motion</u>: Radabaugh moved that the Roads Advisory Committee approve the process, including scheduling a public hearing, for moving the CIP forward for publication. Poage seconded. All present voted in favor, and motion carried.

#### VIII. BELTLINE/DELTA INTERCHANGE

Radabaugh stated he was troubled by material he had read that this project wouldn't be dealt with until 10 years in the future. He said this is a major traffic problem area and it shouldn't wait that long to be implemented, especially with the current plans for the new hospital location.

Chastain explained the big bottleneck is the Willaprette Bridge which creates quite a few rear-end collisions. He noted, that in the interim, staff is looking at implementing some type of early warning device that could sense a queue building up on Delta that would turn on some type of flasher to alert drivers to congestion ahead. Metered access was discussed. Radabaugh said his hope is to see someone provide leaders up to help coordinate the four main groups (City, County, State, & Federal) that put up money for and build these projects. Commissioner Stewart noted that Commissioner Green has taken this on personally as a top priority project so he will be working on trying to find ways to get some action started.

#### IX. METRO PLANNING ORGANIZATION CITIZEN AQVISORY COMMITTEE REPORT

Anderson reported the Citizen Advisory Committee had recommended to the MPO that they move forward with adopting the draft of the Public Participation Plan as amended. They will be having a special preeting to look at coming up with a recommendation to the MPO to do a study to deal with the impending oil crisis.

- X. <u>NEXT MEETING</u> February 28, 2007; will include Public Hearing on the Public Works' Capital Improvement Program (CIP).
- XI. OTHER BUSINESS None.

Meeting adjourned at 7:30 p.m.

#### 7:30 PUBLIC HEARING - BOLTON HILL IMPROVEMENT PROJECT

Anderson opened the Public Hearing on the Bolton Hill Road Improvement Project at 7:30 p.m. and turned the presentation over to Mike Pattle. Pattle explained the city of Veneta had asked the County to put this project on their CIP list and that it would be a cooperative project with matched money from the city of Veneta. He added that the County is moving forward with the normal process for a CIP request and this public hearing is just the beginning, however, due to the County's current budget concerns, the project may not be implemented. Pattle introduced design staff, Bill Anderson and Bill Morgan, and then introduced Shashi Bajracharya who continued the presentation. Bajracharya used a PowerPoint presentation to give an overview of the preliminary design.

#### Bajracharya explained:

- The project area is from Territorial Highway to Dogwood Lane, a total of 0.65 miles.
- This section of Bolton Hill Road falls within the city of Veneta's Urban Growth Boundary.
- The design calls for adding sidewalks, curbs, gutters, & bike lanes on both sides of the road.
- Two turns would be re-aligned/flattened, one at MP 0.6 and another at MP 0.28.
- The intersection at 8<sup>th</sup> and Bolton Hill would be improved.
- A center, left turn lane would be added on the section between Territorial Highway to 8<sup>th</sup>.

## RAC minutes 1/21/07

- At MP 0.13, a vegetative street swale is proposed on the field side; this was proposed by the city
  of Veneta as an alternative to a storm water system.
- Design standards are based on the city of Veneta's standards; and if the project moves forward, the city of Veneta would take over jurisdiction upon completion of the project.

Pattle explained the project development process and said the tentative date for presenting this project to the Board of Commissioners would be in June. Citizens began asking questions and Morgan explained that the public hearing was an opportunity for each person to get up and present their concerns to the Roads Advisory Committee (RAC) and also that anyone is welcome to turn in written comments or concerns at any time during the next 30 days; that RAC and staff will listen and consider all the public input, create findings, and then revise the design as appropriate. He reiterated that the design being presented tonight is preliminary and that RAC and staff will consider all the public comments received tonight and over the next 30 days.

Anderson opened the public hearing up for public comment at 8:01 p.m.

Chuck Fike, 87976 6<sup>th</sup> Street, Veneta, stated his property is at the corner of 6<sup>th</sup> and Bolton Hill Road. He noted his property frontage and driveway are on 6<sup>th</sup> Street and asked if he would be assessed for the sidewalk/curb/gutters added along the side of his property. Morgan said his understanding is each adjoining property owner would be assessed regardless of whether the sidewalk was along the front or side of their property. Morgan stated he would check with staff on this and respond to Mr. Fike by mail. Morgan clarified there will be left turn lanes for both directions of traffic at the intersection of Bolton Hill and 8<sup>th</sup> Street. Fike closed his comments by stating his main concern is that the project would open up and widen the road to a higher speed of traffic.

Ray and Jan Jones, 87958 7<sup>th</sup> Street, Veneta. Jan Jones stated they are also concerned that the project would increase the speed people would drive on Bolton Hill Road and she said sidewalks would not stop cars that go out of control from hitting people or coming into yards. She added that their property is also located on a corner with their frontage on 7<sup>th</sup> Street. There is currently a ditch between their property and Bolton Hill. She noted they have already had problems with theft and vandalism and they feel that taking out the ditch and having a sidewalk would make access to their property even easier. She noted when they purchased the property they had not anticipated an impact from having a sidewalk come up to their property line and she asked if there had been any consideration given to providing for, or compensating for, fences along Bolton Hill.

Morgan explained, when the appraisers do appraisals for acquisition of property for right-of-way, that proximity damage is considered in the appraisal, however, he was not aware of any situations where the County had built fences for people. He said if the structure is close enough to create proximity damage, that the additional compensation given could be used by the property owner to build a fence.

Jones asked how soon the surveys would be done so property owners know where the lines are and how they will be impacted. Morgan responded that Right-of-Way Management needs to define the legal center line first, so it will probably be April or May before property owners will see actual survey markings for the proposed right-of-way. Morgan explained what was being presented tonight is just the design concept; that the purpose of a public hearing is to find out if the project is even viable or favorable to the community before the County begins expending staff time and money on surveys, etc.

Poage explained the next public hearing would be before the Board of Commissioners, and by that time adjacent property owners would know the exact impact on their property and they would have the opportunity to give public comment at that hearing also.

Robert Fletcher, 24792 Bolton Hill Road, Veneta, stated he is concerned because the houses in his section don't have much front yard to start with, so they don't want to lose any more. He is also concerned about the speed of traffic increasing. He added the mill currently feels the danger is enough that they have their trucks escorted down the hill to Territorial.

## RAC minutes 1/31/07

Margaret Boutell, 88184 8<sup>th</sup> Street, Veneta stated she works for the city of Veneta. She noted one of the main considerations by the City was to provide safety; that there are already sports fields along that route and they would like to see the kids off the street and on sidewalks. They also have a potential development along the South portion of Bolton Hill Road that would probably require that section to be improved. She added, that at the end of this project, the City would take over maintenance/jurisdiction of Bolton Hill Road.

Miles Hart, 25035 Bolton Hill Road, Veneta, stated he didn't see how the proposed design would solve any of the current traffic problems; that 98% of the travelers turn north on Territorial, so without a signal you would still have traffic backed up in the left turn lane. He noted money had been spent to build an overpass at 8<sup>th</sup> Street to take some of that traffic and it would be good to utilize that route more. He also suggested a 25 mph speed limit; agreed there does need to be a sidewalk and the bike lane would be nice; asked if street lights have been considered; expressed concern the vegetative swales will just become a mud slough due to all the flooding; confirmed property owners will be responsible to maintain the sidewalks; asked if fire hydrants are being considered [would be up to city of Veneta]; and questioned if the County could be trusted to give a fair appraisal.

Poage explained that his understanding is, if property owners disagree with the County's appraisal, they have the right to hire their own appraiser and then have a court settle the issue. Poage also explained the purpose of the public hearing tonight was to hear citizen concerns and find out how the neighborhood feels about the proposed improvements, then take the information to see what we can do to revise the plan in response to concerns, and then come back with a final design. He reiterated that citizens have 30 days to send in written comments.

Shawn Miller, 24917 Bolton Hill Road, Veneta, stated he is also concerned over an increase in speed. He noted he has already had vehicles crash into the ditch; that the ditch is currently a safety feature for his property and a sidewalk would not stop vehicles that lose control on that corner. He also expressed concern over drainage issues as water currently collects in a major low spot on neighboring property.

Kim & David Davis, 24907 Bolton Hill Road, Veneta. Kim Davis stated speed is really an issue, that many vehicles "cut" the corner where they live, and the ditch is what has saved their property as it causes out-of-control vehicles to "plow" into the ditch rather than just crash straight across into people's houses. David Davis stated he didn't see any need for the center turn lane. He also said there is a drainage problem that needs to be taken care of, that water always builds up on the park side.

There were additional questions and some discussion regarding: how the vegetative swales would work; that the design will have to address where the water would drain; how/why the road maintenance would transfer from the County to the city of Veneta; that public comments do have impact on the final design; that Highway 126 is a State highway; that the utility conflicts have not been looked at yet; and that any new access for a proposed subdivision would be a city of Veneta decision.

Anderson closed the Public Hearing at 8:59 p.m. and asked for any staff comments.

Morgan noted staff will go back and start addressing the questions.

Ogle asked if, before the next RAC meeting, staff could confirm the posted speeds, locations of signs, and get information from the Sheriff's Office on jurisdiction there and enforcement of the speed limits.

Meeting adjourned at 9:05 p.m.

Caroline Manewal Transcribing Secretary Snowden stated that there is also a problem in the Parks Division. Parks has received \$900,000 in Car Rental Tax, which is 40% of their revenue. The County Management Team recommended that the CRT be redirected to the General Fund and Parks would get \$400,000 in Transient Room Tax. The recommendation is to close some of the parks and day use areas and eliminate half of the Parks FTE.

Goldstein asked if private contracts will be used to fill gaps. Snowden stated that there is no money to pay for contracts and can't contract out bargaining unit work without notifying the union.

Ogle asked if there is anything on other revenue sources for Parks. Snowden stated that not by June 30, but hope during the next fiscal year. Staff is discussing fee increases and other fee options with Finance & Audit Committee, i.e. storm drainage fee, utility fee, local option gas tax, timber harvest fee. Snowden added regarding the gas tax that staff will need to talk to the cities whether a new tax or would be on top of existing city tax. He indicated that there are some measures in the Legislature to increase the State Gas Tax. Finance & Audit has already approved some fee increases, i.e. Surveyors filing fees.

#### III. BOLTON HILL ROAD PROJECT STATUS REPORT

Pattle distributed a status report memo based on the public hearing held on the Bolton Hill Road project. Staff met with the City of Veneta and considered the concerns expressed. Veneta staff met with their City Council and agreed to reduce the project to two lanes and sign the intergovernmental agreement. Staff may consider holding another public meeting.

Goldstein stated he had some questions/concerns about the project but they may be premature at this point: 1) meeting AASHTO standards for egress/ingress for residents, 2) present drainage ditch – feels a hydrology study is needed, 3) expanding road – no storm drain system integrated into the road. He stated he was concerned about safety and hydrology. Poage stated that staff is just trying to get input from the public at this point. The storm system hasn't been designed yet so it's premature.

Anderson asked if this project is proposed for reduction. Snowden stated, yes, in Budget #2.

Poage suggested not holding another meeting; feels we've gotten enough input.

<u>Motion</u>: Poage moved to approve the design concept and not put the project off. Ogle seconded. VOTE: 6-0, Radabaugh abstained.

Ogle stated that she liked the changes in design based on comments.

<u>Motion</u>: Radabaugh moved to amend previous motion and put the project off. Motion failed for lack of a second.

#### IV. METRO PLANNING ORGANIZATION CITIZEN ADVISORY COMMITTEE REPORT

Anderson reported that Redmon is no longer on the committee as his term was recently up. The Committee had scheduled a special meeting on the "peak oil" issue for February, but it was canceled for lack of a quorum.

Meeting recessed until public hearing at 6:30 p.m.

RAC minutes 3/21/07

#### ROADS ADVISORY COMMITTEE

March 21, 2007 Training Room 3 5:45 p.m.

MEMBERS PRESENT:

John Anderson, George Goldstein, Pete Maury, Tom Poage. Rex Redmon.

MEMBERS ABSENT:

Jody Ogle, Jack Radabaugh

**B/CC PRESENT:** 

**Bobby Green** 

**STAFF PRESENT**:

Sonny Chickering, Bill Morgan, Mike Pattle, Vonnie Rainwater

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

I. PUBLIC COMMENT - None

#### II. APPROVAL OF MINUTES

<u>Motion</u>: Maury moved to approve the Minutes of February 28, 2007, as submitted. Poage seconded. All present voted in favor and motion carried.

#### III. FY 08-12 DRAFT CAPITAL IMPROVEMENT PROGRAM (CIP) UPDATE

Chickering gave an update from last week's Board meeting regarding the three assisted-housing projects and the Bob Straub Parkway. He also discussed the Road Fund Service Priorities, which the Board endorsed, but will be discussed further during the upcoming Budget meetings in April and May. The Board approved funding the Bob Straub Parkway and the 3 assisted-housing projects. The Board also added back in the Harvey Road and Bolton Hill Road projects, but they will be reconsidered during the budget process. The Committee will be asked to deliberate and make a recommendation on the draft CIP at their April meeting.

#### IV. BOLTON HILL ROAD IMPROVEMENT PROJECT

Pattle asked the Committee to release the draft design concept on the Bolton Hill Road improvement project to interested parties. The Board has approved leaving the Bolton Hill Road project in the CIP so staff is proceeding with the project.

Goldstein asked about the right-of-way width for the road. He also expressed concern for the basis for the speed limit and would like to see a lower speed limit. Chickering stated that speed limits are set by the State Speed Control Board.

Poage feels that we need to design the road based on the speed limit. He feels what is missing in the design is storm sewers and that there is no drainage and suggested adding storm sewers. Chickering suggested changing the heading Vegetation Swale to Storm Sewer Drainage.

Goldstein expressed concern with new culverts being installed that may not be low enough for hydrology. It was suggested to add, 'storm sewer will be forthcoming.'

Chickering suggested that the Committee approve releasing the draft design concept with the additions.

Redmon asked with the constraints will keep us from doing recess sidewalks.

RAC minutes 3/21/01

Goldstein expressed concern for some properties where there are narrow driveways.

Motion: Poage moved to release the draft design concept for the Bolton Hill Road project with the added statement regarding storm drainage and changing the heading to Storm Drainage System/Vegetated Swale. Maury seconded. All present voted in favor and motion carried.

Pattle referred to page 5, item 6 and commented that the realignment of 8<sup>th</sup> Street is not being recommended now.

Goldstein asked if the changes for the project will result in a reduction in costs and will that change the amount the City of Veneta contributes. Chickering stated that the City's contribution is a flat amount, and we are continuing discussions with the City to add about 400 feet to the project length in order to match developer's improvements.

#### V. METRO PLANNING ORGANIZATION CITIZEN ADVISORY COMMITTEE REPORT

Anderson stated that he wasn't able to attend the last meeting.

#### VI. HIGHWAY 99 (Junction City) CITIZEN ADVISORY COMMITTEE REPORT

Poage stated that he attended an organizational meeting and they're currently doing a technical review.

Morgan stated that a signal upgrade is planned at River Road/High Pass Road and Highway 99.

VII. NEXT MEETING - April 25

#### VIII. OTHER BUSINESS

a. System Development Charges – Anderson asked about an opportunity for cities to enact SDCs to fund costs for improvements. He feels we can't continue to fund road projects within cities without SDCs. Poage feels we need to look at SDCs in the cities. Commissioner Green commented on funding projects and indicated that ODOT and the Oregon Transportation Commission are looking at counties to provide matching funds and this might be something the County needs to explore. Poage suggested adding Revenue Generating Issues on the April agenda including SDCs within cities.

Vonnie Rainwater	
Recording Secretary	

Meeting adjourned at 6:40 p.m.

## Attachment 3

Public Information Notices RAC Materials



## Information Sheet Bolton Hill Road Improvement Project Torritorial to Degraced Lane

Territorial to Dogwood Lane

#### **Open House**

Lane County Public Works & City of Veneta Administrative Center – City Hall 88184 Eighth Street, Veneta, Oregon 97487 December 12, 2006 6:00 p.m. to 7:30 p.m.

#### • Open House Format

Sign in using the Comment Sheet.

6:00 – 7:30 p.m. This will be an informal Open House where you will have an opportunity to ask County and City Staff questions about the project. This meeting is also an opportunity for area residents to offer constructive ideas for project development.

- \* It is important to note that the project schedule could be directly affected by recent budget constraints Lane County is experiencing.
- \*Another Public Open House may be scheduled in the future; a formal Public Hearing is *tentatively* scheduled for January 31, 2007. This meeting date may likely change so be sure you are on the mailing list by filling out all the information on the yellow sign up sheet.

#### • Why is Lane County Public Works and City of Veneta Staff here?

The purpose of this Open House is to introduce Lane County's proposed improvement project to property owners, interested parties and agencies. This open house is in preparation for a separate public hearing that is *tentatively* scheduled for January 31, 2007. This is an opportunity for staff and the public to gather testimony regarding the proposed improvements. Tonight, you will have an opportunity to view the project concept and mark them up with comments and suggestions. You will also have an opportunity to address County and City Staff in an informal setting to discuss the project and let us know what you think. The Public Hearing will be your opportunity to give oral or written testimony that establishes a public record for the project.

#### • General Information

Bolton Hill Road is identified in the Veneta Transportation System Plan (TSP) and Lane County Transportation System Plan (TSP) as an urban standards improvement project. The TSP is a 20-yer planning document whose overall purpose is to facilitate orderly and efficient management of the transportation system.

The Veneta TSP is adopted by reference in the Lane County Comprehensive Plan and all the projects on county facilities are also listed in the Lane County TSP. Bolton Hill Road is a County Rural Major Collector Road that begins at Territorial Highway inside the City's urban growth boundary and terminates at the intersection of Vaughn Road. Bolton Hill Road from Territorial Highway to Dogwood Lane is identified in the Lane County Public Works Capital Improvement Program (CIP) adopted by the Board of Commissioners on May 17, 2006. Bolton Hill Road is classified as a general construction project in the CIP and scheduled for a bid award in fiscal year 2008. The City of Veneta has requested funding of this project and has agreed to request jurisdiction of this section of Bolton Hill Road as part of the project. Intergovernmental agreements will be signed between the City and County to formalize these arrangements.

#### **Traffic Counts** – Bolton Hill Road, West Bound at MP 0.30

Average Daily Traffic (no seasonal Factor Adjustment)

Bicycles 6 Passenger Vehicles 476 Trucks 275

Total 757

Bolton Hill Road, West Bound at MP 0.30

Average Daily Traffic (no seasonal Factor Adjustment)

Bicycles

Passenger Vehicles 527 Trucks 258

Total 794

Accidents - Bolton Hill Road MP 0.00 - MP 3.25

Traffic Accidents From 1977 to 2000

Property Damage 13 Non - Fatal 24 Fatal 2

Total 39

Major elements of the proposed construction project include:

- Sidewalks on east and west sides
- Curb and gutter on east and west sides
- Intersection improvements at Territorial Hwy and all connecting side streets
- Striped bike lanes on east and west sides
- Storm drain system
- A continuous center turn Lane for approximately 2400 feet

#### • Design Elements

#### Sidewalks

Typically, when the County improves a road inside a city urban growth boundary the construction of urban improvements is designed to meet city standards. This would include curbs, gutters, driveways, and sidewalks.

Current Lane County Code requires assessment of the costs associated with curb, gutter and sidewalk improvements to abutting property owners. The amount of the assessment would be based on actual construction costs of the improvement on a front footage basis. The exact numbers for assessment is yet to be determined based on which jurisdiction will be levying assessments. The County anticipates going to construction in the summer of 2008. Final assessments are levied against abutting properties after completion of the project. If you would like more information about assessments, please contact the Lane County Public Works Right-of-Way Management Section at 682-6982 or speak to Public Works Staff this evening.

#### Bike Lanes

Designing an urban improvement project involves allocating space for a variety of travel modes. The paved travel lanes are for vehicles, the sidewalks are for pedestrians, and bike lanes are established for bicycles. This separation of travel modes is primarily done for the safety of all road users.

#### Center Turn Lanes

A continuous 12-foot center turn lane is proposed from Territorial Highway to approximately 8<sup>th</sup> Street. This allows for vehicles turning into driveways or side streets to get out of the travel lane fully, thus reducing the chance of rear-end collisions. A Center turn lane can also help vehicles coming out of driveways by giving drivers a refuge area to pull into in order to safely merge with traffic. From 8<sup>th</sup> Street to Dogwood Lane the proposed road will be two 11-foot lanes with 6-foot bike lanes.

#### • Finance

Currently Lane County has programmed \$1,645,000 with reimbursement from local matching funds from the City of Veneta of \$360,000.

#### Process

Today's open house is your opportunity to become acquainted with the project and ask questions about the general scope of work. In the near future we will offer you an opportunity for formal testimony. After that hearing, comments received will be organized and presented to the Lane County Roads Advisory Committee (RAC) along with a staff recommendation on a design concept and findings. After the RAC adopts a recommendation for a project design concept, a packet of the recommended design concept and findings will be mailed to all interested parties and abutting property owners. This mailing starts a 30-day comment period for the public to respond to the design concept and findings. If more that 50% of the abutting property owners oppose the project in writing, the Board of County Commissioners will hold its own public hearing before

making a final decision. Ultimately, the Board of County Commissioners will be the deciding body on this project. If the Board of County Commissioners approves the project, right-of-way acquisition and final design drawings will begin.

#### How do I comment on the proposed project?

We are encouraging you to take advantage of the open house this evening to learn about our proposal. We would like you to develop specific comments and present them at the formal Road Advisory Committee hearing when it is scheduled.

Lane County Public Works CIP Coordinator 3040 N. Delta Highway Eugene OR 97408-1696

<u>E-mail</u>. You may send your comments or questions electronically to the following address:

#### mike.pattle@co.lane.or.us

#### Notification

If you comment or request to be on the mailing list, you will be notified of any actions or recommendations regarding the proposed project. Lane County takes care to notify all affected property owners. If you have received any project mailings (post card) then you are already on the mailing list.

#### FAQ's

The following are answers to frequently asked questions about CIP Projects:

#### Who provides funding for this project?

Funding for the project is currently approved in the County's Capital Improvement Program (CIP) with construction programmed in fiscal year 2008. Projects in the CIP are funded by the County's Road Fund. Revenue for the Road Fund comes primarily from Highway Fund Transfers and Federal Timber Receipts. These percentages may change considerably based on future congressional authorization of the Secure Rural Schools Act. The remainder comes from interest earnings from investments, Federal Aid, and other smaller sources. No Property taxes go to the Road Fund.

#### What about impacts to wetland?

We try to avoid wetlands if possible. The Bolton Hill project the road corridor is already established and it is inside the urban growth boundary. We anticipate minimal impact on natural drainage and or environmentally sensitive areas. Lane County will obtain any permits needed to comply with all regulatory rules.

#### What about acquiring private property?

If the County needs to acquire private property for the proposed improvements, the property owner will be compensated based on the fair market value of the land and improvements within the acquired area. The Right-of-Way Section of the Engineering Division handles this process and will contact you if your property will be affected. If you would like more information about the right-of-way acquisition process, please contact the Lane County Public Works Right-of-Way Management Section at 682-6980 or speak to Public Works Staff this evening.

#### How Long does construction last?

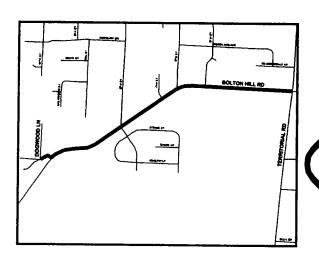
Utility relocation may start in the summer of 2007 in anticipation of the road improvements. Actual road construction may start in April of 2008 if the weather cooperates. Most of the major construction will be complete by November of 2008 or before. Project completion is currently scheduled for October 2008.

## **Bolton Hill Road**

(Territorial Highway to Dogwood Lane)

## General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP) with local matching funds from the City of Veneta.
- The project proposes upgrading the road to City standards with a three-lane urban design to 8th Street and two-lane urban design to Dogwood.
- The project is in the public input phase which is your opportunity to attend the public meetings and help shape it's development.
- Lane County and Veneta Staff will be present to answer questions about the project.
- If approved by the Board of Commissioners, construction will begin the summer of 2008.



### **Open House Format**

 An informal opportunity to review and discuss the proposal with County staff. A formal public hearing is tentatively scheduled for January 31, 2007. Open House

6:00-7:30 p.m. Veneta City Hall 88184 Eighth Street Veneta, OR 97478

Tue.

Dec. 12

For more information contact Mike Pattle, CIP Coordinator, 541-682-6949. Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, mike.pattle@co.lane.or.us. To comment on-line, visit our website at www.co.lane.or.us under Public Works Engineering Division. Meeting location is wheelchair accessible. Interpreter for the hearing impaired can be provided with 48 hours notice prior to meeting.



### **Lane County Public Works Department**

December 18, 2006

RE: Notice of intent to conduct a road survey

Dear Property Owner:

Lane County Department of Public Works engineering survey crews will be in your area to begin surveying Bolton Hill Road and adjacent government corners. Survey crews will begin gathering land survey information beginning in late December. If you are a landlord for this property, please notify your tenant.

The initial survey work will entail locating road right-of-way and property pins to determine the location of the existing road. Nearly all of the initial survey work should be within the public right-of-way. The survey crews will not damage trees, shrubs, or buildings while gathering survey information adjacent to County right-of-way.

If you have any questions regarding the survey work, feel free to contact me at (541) 682-6997.

Respectfully Yours,

D. Michael Jackson, P.L.S.

Chief of Surveys

cc: File

Real Estate CIP Coordinator



### **Lane County Public Works Department**

January 3, 2007

RE: Bolton Hill Road Improvements MP 0.00 to 0.653

To Whom It May Concern:

This is a follow-up to the Post Card that was sent to you last month. There will be a public hearing before the Roads Advisory Committee regarding the Bolton Hill Road improvements. The public hearing will take place at the following time and location:

Wednesday, January 31, 2007 – 7:30 PM Lane County Public Works Operations Building – Goodson Room 3040 N. Delta Highway, Eugene

The public hearing is an opportunity for the public and interested parties to provide testimony about the project. There will be a short presentation before the public hearing opens.

The Bolton Hill Road project is a general construction project that will be constructed to City of Veneta urban standards. The project is currently scheduled for construction in summer of 2008. The project limits begin at the State Highway (MP 0.00) and ends at approximately Dogwood Lane (MP 0.653). The project consists of approximately 2400 feet of continuous turn lane with curb, gutter and sidewalk from Territorial Highway to approximately the intersection of Eighth Street. The remainder of roadway will be a two lane urban design with curb, gutter and sidewalk.

Travelers may experience some delay during the construction period with flaggers regulating traffic; however, we anticipate that the road will remain open to through traffic. The cost of the project is estimated at \$1,750,000 with a local match of \$360,000 from the City of Veneta.

To date, we have received three public comments regarding the project. Written comments may be sent or emailed to Mike Pattle, Lane County Public Works, 3040 N.Delta Hwy., Eugene, OR 97408 or mike.pattle@co.lane.or.us. All comments need to be received in writing by February 16<sup>th</sup>, 2007. The approved design concept will then be sent to residents and interested parties for a 30-day review and comment period before the item is presented to the Board of County Commissioners. Adoption of the design concept by the Board of Commissioners authorizes Lane County Public Works staff to proceed with the project. If you need more information, please contact me at (541) 682-6949.

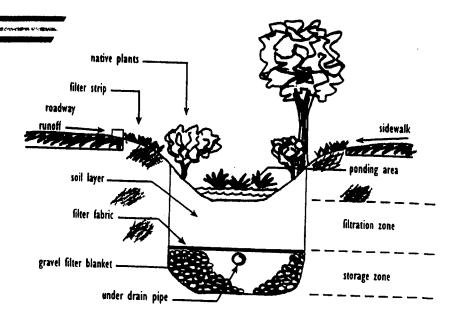
Sincerely

Capital Improvement Coordinator

## City of Veneta

January 17, 2007

Mr. Shashi Bajracharya Lane County Public Works 3040 N. Delta Highway Eugene, OR 97408



Dear Shashi:

I am sending you an example of a drawing of a biorention design that was proposed as part of the Southwest Area Plan, and some pages from a book titled "Green Streets." I'm hoping this will help convey what we would like to see along Bolton Hill Road to meet our stormwater detention policy.

The City's stormwater detention policy is: "peak discharge for a 10-year frequency storm of the fully developed site shall not exceed the peak storm discharge of the pre-developed site."

My assumption is that the landscaping strip, depicted in the maps that we have here in our conference room from the open house, that starts at the Forestry Department's property and extends to just east of 8<sup>th</sup> Street, would be used for this type of stormwater detention/retention. I expect other portions of the road will have piping to convey stormwater.

Let me know if this will work and what the City may need to do to make this happen.

Sincerely,

Margaret Boutell

Community Services Director

Margaret Bootel



#### Memorandum

Date:

28 February 2007

To:

Roads Advisory Committee

From:

Mike Pattle - Capital Improvement Coordinator

Subject:

BOLTON HILL CAPITAL IMPROVEMENT PROJECT - CITY OF VENETA

The purpose of this Memorandum is to inform the Roads Advisory Committee (RAC) on the current status of the Bolton Hill project. At the public hearing a number of residents gave public testimony for the record. It was recommended that Lane County Staff review the public testimony and see what could be done to address the concerns of those who testified.

On February 26<sup>th</sup> City of Veneta staff and Lane County Public Works staff conducted a meeting to discuss the public hearing and discuss design options needed to finish a design concept. The bullets below cover the discussion points of the meeting.

- Resident concerns about speeding motorists (see attachment 1).
- Assessments for sidewalks
- Right of Way acquisition
- Removing the ditch makes a couple of the residents feel vulnerable to cars crashing in their front yards.
- Drainage
- Designing for two lanes with turn lanes rather than three continuous lanes, this would also have a cost savings of about \$75,000 to \$100,000. (See attachment 2).
- Reducing the 70-foot right of way to a 60-foot right of way.
- City staff would present the two lane design to the City Council for consideration.

On February 27<sup>th</sup> I contacted the City Administrator to see how the City Council work shop went. He informed me that City Staff discussed the two lane design and signing of the IGA. City Council had no issues with either issue. At this time, Lane County staff will develop a Design Concept with two options for the RAC to consider, one with the three lane configuration and one option describing a two lane configuration with turn lanes. Staff is seeking RAC direction on whether staff should conduct another open house and explain Option 2 to the residents. The residents could then make comments on the findings. We feel the residents are generally ok with the project provided we address the concerns provided at the public hearing.

#### **Attachments**

#1 Discussion of speeds on Bolton Hill Rd

#2 Description of the two-lane alternative

#### Attachment #1

Ed Chastain – Traffic Engineer ( )

Bolton Hill Road from Territorial Highway to M.P. 0.78 is currently posted at 35 mph and 45 mph from M.P. 0.78 to 3.25. Vehicle classification and speeds were taken at M.P. 0.30 on Bolton Hill Road. The observed 85th-percentile speeds were 42 mph for westbound traffic and 43 mph for eastbound traffic. The observed speeds indicate that motorist feel safe negotiating the roadway at speeds higher than the posted speed.

The existing 35 mph and 45 mph speed zones was established in September 16, 1996 by ODOT rescinding a previous 40 mph speed zone. The ODOT investigation indicated an 85<sup>th</sup>-percentile speed of 44 mph prior to the 35 mph posting.

An October 28, 1976 speed study indicated an 85<sup>th</sup>-percentile speed of 44 mph prior to the establishment of a 40 mph speed zone from Territorial Highway to 100 feet west of 8<sup>th</sup> street (M.P. 0.48).

In conclusion, it appears that the 85<sup>th</sup>-percentile speed on Bolton Hill Road hasn't significantly changed from earlier speed studies even though the posted speeds have changed. So, lacking increased enforcement, increased traffic volumes due to development or congestion, it would be my expectation that the speeds after reconstruction would remain about the same on these segments of Bolton Hill Road.

#### Attachment #2

Bill Andersen – Design Section Leader ( )

#### Option 2

The Option 2 proposal is to construct two 11' travel lanes with 6' bike lanes on each side except for a left turn lane at Territorial and at 8th Street. The following paragraphs describe this option.

The existing alignment will generally remain the same. Except for two locations, at M.P. 0.3 and M.P. 0.6, the centerline of the road will shift away from the existing centerline. This will provide better access into existing driveways.

The existing centerline of all the side streets at Bolton Hill Road will remain the same except for 8th Street, located on the north side. Realigning this street will make it perpendicular to Bolton Hill Road and align with the existing 8th Street located on the south side of Bolton Hill Road. The estimated cost of realigning this intersection would be approximately \$85,000 to \$100,000.

As stated above, there will be two locations where a left turn lane will be constructed. Beginning at M.P. 0.00 a left turn lane would be constructed for vehicles to make a left turn onto Territorial Highway; and, at M.P. 0.47 (8th Street). Under this option, a traffic signal at Territorial Highway is not warranted. Between M.P. 0.10 to approximately M.P. 0.47 (8th Street), the roadway would be constructed with 11' travel lanes and a 6' bike lane on each side. On the north side of the roadway, a 6' curbside sidewalk would be constructed and on the south side, a 5' sidewalk, separated by a 6' planter strip would be constructed. This planter strip would be used as a vegetated swale area for storm drainage treatment before entering the existing storm sewer on Territorial Highway. Between M.P. 0.47 to M.P. 0.65 the typical section of the roadway would revert back to two 11' travel lanes with a 6' bike lane on each side with 6-foot curbside sidewalk on both sides.

With this option, the roadway will remain inside the current right-of-way with the exception of some additional right-of-way acquisitions at intersection radii and at the locations of the two existing curves described above.



### **Lane County Public Works Department**

#### **MEMORANDUM**

Date:

March 21, 2007

To:

**Roads Advisory Committee** 

From:

Mike Pattle, CIP Coordinator

Subject:

**Bolton Hill Design Concept** 

The purpose of this agenda item is to recommend a design concept for the Bolton Hill Road capital improvement project to the Board of Commissioners for consideration. After Roads Advisory Committee (RAC) action, the recommended design concept document will be mailed to property owners and interested parties for a 30-day comment period. After that period, the design concept will be presented to the Board of Commissioners for action according to the normal procedures.

The Recommended Design concept document is attached for your review and consideration. Staff presented two options at the RAC meeting on February 28<sup>th</sup>, 2007. The RAC recommended that staff proceed with developing a design concept for a two lane urban design with an opportunity to review during the March regular meeting.

All questions or comments can be directed to Mike Pattle, Capital Improvement Coordinator, (541) 682-6949.

# LAUSON ORLEGON

#### **Lane County Public Works Department**

## NOTIFICATION OF ROADS ADVISORY BOARD DECISION REGARDING THE DESIGN CONCEPT AND FINDINGS FOR

#### **Bolton Hill Road**

(Territorial Hwy to Dogwood Lane or MP 0.00 to MP 0.653)

March 27, 2007

Dear Property Owner or interested Party:

#### **Bolton Hill Road Recommended Design**

At their regular meeting on March 21, 2007, the Roads Advisory Committee (RAC) considered the recommendation of Lane County Public Works staff regarding the urban improvements of Bolton Hill Road. The Roads Advisory Committee unanimously approved the recommendation and has authorized staff to present the project before the Board of Commissioners for final approval. In accordance with Lane County procedures for public involvement, the RAC's "Recommended Design Concept and Findings" (attached) is mailed to abutting property owners and interested parties for review and comment.

The Roads Advisory Committee recommends a 2-lane design with curb, gutter and sidewalk with a left turn lane on the eastbound approach to Territorial Highway and on both the eastbound and westbound approaches to 8<sup>th</sup> Street. This is shown on pages 2, 3 and 4 in the typical section.

Please be aware that the attached Design Concept is different from what was presented at the open house and public hearing. The key features that are different from the earlier version are as follows:

- Scope is reduced from a three lane road to a two lane road with a turn lane at Territorial and at 8th Street.
- 8th Street on the north side will not be realigned; the Eighth Street road access will be modified to create less of a skew.
- The new alignment will generally follow the existing alignment.

The Design Concept also addresses your concerns about storm water and speed. The storm water system has not yet been designed, but the design will be engineered to manage peak flow. Speed is also talked about in the Design Concept. Remember, design speed is different than posted speed. The addition of curbs, gutters, and sidewalks may provide visual clues to drivers that they are entering an urban environment where pedestrians will be present and may help control speeds. Previous studies on County projects have found that speeds do not typically increase because of urban standards improvements. Also, by matching the existing horizontal alignment of the road, the roadway will not be "designed faster" by softening the curves, as originally proposed.

When the road is surrendered, the City of Veneta may choose to address speed issues and pursue a new speed zone designation through the Oregon Department of Transportation. Both topics are discussed on pages 7 and 8 in the proposed Design Concept.

#### **Comment Period and Appeal Process**

The recommended design concept is attached for your comment. A 30-day comment period begins from the date of this letter. Written comments are due to this office by 5 p.m. Friday, April 27, 2007.

If the "Recommended Design Concept and Findings" receives general approval from abutting property owners, the document will be presented to the Board of County Commissioners (BCC) for approval and adoption. However, if within this comment period, 50 percent of adjacent land owners of record along the proposed road improvement project object, in writing, to the RAC's "Recommended Design Concept and Findings", the BCC will hold a second public hearing before making a final decision on a concept for this project.

Finally, it is important to mention that the Board of Commissioner has not given final approval for this project. Much will depend on the current state of the County budget. We are processing this design concept approval with the hopes that the budget situation will allow this improvement project to proceed in 2008.

If you have any questions please call me at (541) 682-6949.

Sincerely Julies Michael Pattle

## **EXHIBIT A**

## Attachment 4

Public Comment on RAC Design Concept 3/21/07

Lawrence R. Perry

24°43 Bolton Hill Rd Veneta, OR 9°48° phone, 935-664° thisbuds4n a pacanto.com

April 2, 2007

Lane County Public Works Department 3040 N. Delta Highway Eugene, OR 97408-1696

Comment in regards to the "Bolton Hill Road" project.

I have read the design concept and findings as they now stand. I believe the design to be functional and feasible. I especially want to congratulate the people responsible for keeping the design simple and with as low of impact as possible to the adjoining property owners. The design has a more cost effective nature and keeps safety factors and issues within reasonable guidelines.

After reading some of the comments submitted by other property owners I would like to address them in my own thoughts and wisdom. The first pertaining to one property owner suggesting speed bumps. This suggestion is way off base for a road like Bolton Hill. Speed bumps are meant for less traveled roadways and high residential zones and areas, not for major streets. I know from years of experience in observing traffic in speed bump zones that it tends to motorists speeding up to go over the bumps rather than slow down for the majority of the traffic. The reason for this is that higher speeds tend to smooth out the bump, while slower speeds make the bump far more pronounced.

There was one suggestion from a property owner that thought a four way stop at 8<sup>th</sup> street would be good. That suggestion in my opinion has not been thought out well at all. It would be very hazardous to stick a stop sign at the bottom of Bolton Hill at 8<sup>th</sup> street to stop traffic flow from West to East. The momentum of trucks and cars coming down the hill, even at 35 miles per hour could create a very unsafe condition. Let's keep the traffic flow unobstructed to Territorial as it should be.

The other issue was speed on Bolton Hill. While there are vehicles that do exceed the existing speed limit, the majority of the traffic stays within close proximity to the posted speed. Speeders are people that would speed no

matter how the road conditions are. They don't care about speed signs or any safety issues as they only think of themselves. Nothing can change that type of attitude as the only thing those people understand is when it hits them in their pocketbook by a traffic citation and increased insurance costs. I have witnessed high speeds going up and down Bolton Road but only on a few occasions as it is not the normal driving habit of most who use the roadway.

Addressing the issue of a traffic light at Territorial intersection. I'm not convinced there is enough traffic throughout the day to warrant the cost of a traffic light. There are times in the day that traffic is heavy but mostly during the hours people are going to work or evenings when they are returning home from work. Most times during the day the traffic is medium to light. I do however understand that Veneta is a fast growing community with many proposed and existing building developments which will continue to increase the traffic on Territorial and Bolton Road. It will probably be necessary in the future to have a traffic light installed there.

I hope these comments are helpful in getting the design approved for funding.

Sincerely,

Lawrence R. Perry

## **EXHIBIT B**

Potential Assessment and /or Right-of-Way Acquisition List

### **Lane County Department of Public Works** Road Assessment System Property Listing - Sorted by Parcel Bolton Hill Road - MP 0.00 to MP 0.65

Parcel Number	Tax Lot Information	Account Number	Name and Address
1410-01	17-06-36-41 TL #1000	0522266	CENTRAL LITTLE SCHOOL INC PO BOX 1193 VENETA, OR 97487-
1410-02	17-06-36-41 TL #1100	0522282	BABB, KIP L. 1550 SE LAVA DR UNIT 10 PORTLAND, OR 97222-
1410-03	17-06-36-41 TL #1200	0522274	PETTY, ELLA J. 25043 BOLTON HILL RD VENETA, OR 97487-
1410-04	17-06-36-41 TL #1300	0522290	HART, SAMANTHA 25035 BOLTON HILL ROAD VENETA, OR 97487-
1410-05	17-06-36-41 TL #1400	0522365	McCARTHY, KEVIN 1844 WEST CULVER #3 ORANGE, CA 92868-
1410-06	17-06-36-41 TL #1500	0522399	EBERLY, PAT E. & MARTHA M. 25013 W BOLTON HILL RD VENETA, OR 97487-
1410-07	17-06-36-41 TL #1600	0522373	YOST, JEFFREY D. & MARIE R. 25005 BOLTON HILL ROAD VENETA, OR 97487-
1410-08	17-06-36-41 TL #1700	1055589	KELLEY, LEE R. PO BOX 364 VENETA, OR 97487-
1410-09	17-06-36-41 TL #1800	1027943	HATCH, JOE K. & KATHLYN S. 24977 BOLTON HILL RD VENETA, OR 97487-

## Lane County Department of Public Works Road Assessment System Property Listing - Sorted by Parcel Bolton Hill Road - MP 0.00 to MP 0.65

Parcel Number	Tax Lot Information	Account Number	Name and Address
1410-10	17-06-36-41 TL #1900	0522381	HATCH, JOE K. & KATHLYN S. 24977 BOLTON HILL RD VENETA, OR 97487-
1410-11	17-06-36-41 TL #8400	1688256	NOHRENBERG, CHRIS & JENNIFER 87979 5TH ST VENETA, OR 97487-
1410-12	17-06-36-41 TL #7300	1688140	BARTRAM, ROBIN W. & SARA A. 87980 5TH ST VENETA, OR 97487-
1410-13	17-06-36-44 TL #200	0522829	OREGON STATE BOARD OF FORESTRY 2600 STATE ST SALEM, OR 97310-
1410-14	17-06-36-44 TL #100	0522837	CITY OF VENETA 88184 8TH ST VENETA, OR 97487-
1410-15	17-06-36-42 TL #7600	1292372	MCGILLIVRAY, KELLY 24927 BOLTON HILL RD VENETA, OR 97487-
1410-16	17-06-36-42 TL #7500	0522407	MILLER, SHAWN L. & DAPHNE D. 24917 BOLTON HILL RD VENETA, OR 97487-
1410-17	17-06-36-42 TL #7400	1295169	DAVIS, DAVID L. & KIMBERLY S. PO BOX 173 VENETA, OR 97487-
1410-18	17-06-36-42 TL #7302	1736519	FIKE, CHARLES E. P.O. BOX 2001 EUGENE, OR 97402-

## Lane County Department of Public Works Road Assessment System Property Listing - Sorted by Parcel Bolton Hill Road - MP 0.00 to MP 0.65

Parcel Number	Tax Lot Information	Account Number	Name and Address
1410-19	17-06-36-43 TL #5800	1770765	CITY OF VENETA PO BOX 458 VENETA, OR 97487-
1410-20	17-06-36-43 TL #5600	1770740	LAWLER, DAVID R. PO BOX 2821 EUGENE, OR 97402-
1410-21	17-06-36-43 TL #4800	1770666	JONES, RAYMOND L. & JANICE D. 87958 7TH ST VENETA, OR 97487-
1410-22	17-06-36-43 TL #5900	1770773	CITY OF VENETA PO BOX 458 VENETA, OR 97487-
1410-23	17-06-36-43 TL #200	0522597	SCHOENING, JOACHIM R. HENRICH, TAMMY K. P.O. BOX 42004 EUGENE, OR 97401-
1410-24	17-06-36-43 TL #300	0522605	CHRISTENSEN, MARK W. 33132 COLEMAN RD HARRISBURG, OR 97446-
1410-25	17-06-36-43 TL #900	1295201	THILL, PAUL & CYNTHIA 87930 8TH ST VENETA, OR 97487-
1410-26	17-06-36-43 TL #1001	1683398	BROOME, DENNIS J. & PATRICE A. 87934 BOLTON HILL ROAD VENETA, OR 97487-
1410-27	17-06-36-43 TL #1100	1213311	KAESER, ROBERT SHAW 29821 JEANS RD VENETA, OR 97487-

#### Lane County Department of Public Works Road Assessment System Property Listing - Sorted by Parcel

Bolton Hill Road - MP 0.00 to MP 0.65

Parcel Number 1410-28	Tax Lot Information	Account Number 1590825	<b>Name and Address</b> SMART, WILLIAM DOYLE & NATALIE D.
1410-20	TL #1314	1570025	PO BOX 972 VENETA, OR 97487-
1410-29	17-06-36-43 TL #1313	1590817	KITTREDGE, GEORGE E. & MARIE J. 24853 STRIKE STREET VENETA, OR 97487-
1410-30	17-06-36-43 TL #1311	1503877	FISHER, BRANDON D. 4075 AERIAL WAY #208 EUGENE, OR 97402-
1410-31	17-06-36-43 TL #1301	1503778	HOFFMANN, LEIF & PATRICIA A. 24837 KINGPIN LOOP VENETA, OR 97487-
1410-32	17-06-36-43 TL #1211	1552916	JENKINS, DAVID E. & SHERRY L. 24839 KINGPIN LOOP VENETA, OR 97487-
1410-33	17-06-36-43 TL #1210	1552908	SWEENY, CHRISTOPHER ERICSON, RISA 24841 KINGPIN LOOP VENETA, OR 97487-
1410-34	17-06-36-43 TL #1212	1552924	CITY OF VENETA PO BOX 458 VENETA, OR 97487-
1410-35	17-06-36-34 TL #2200	1446762	PUSCH, SONYA. 24796 BOLTON HILL RD VENETA, OR 97487-
1410-36	17-06-36-34 TL #2100	1446754	FLETCHER, ROBERT H. SR & LORETTA E. 24792 BOLTON HILL RD VENETA, OR 97487-

## Lane County Department of Public Works Road Assessment System Property Listing - Sorted by Parcel

Bolton Hill Road - MP 0.00 to MP 0.65

Parcel Number	Tax Lot Information	Account Number	Name and Address
1410-37	17-06-36-34 TL #2000	1446747	HESS, LANNETTE R. 24790 BOLTON HILL RD VENETA, OR 97487-
1410-38	17-06-36-34 TL #1900	1427143	FAUNCE, JESSE L. LULAY, STEFANI M. 24786 BOLTON HILL ROAD VENETA, OR 97487-
1410-39	17-06-36-34 TL #1800	1427150	BURNS, THOMAS L. & PATRICIA H. 24770 BOLTON HILL ROAD VENETA, OR 97487-
1410-40	17-06-36-34 TL #1600	0985406	KELLOGG, VERNON EUGENE & SUSAN LEIGH 24756 BOLTON HILL ROAD VENETA, OR 97487-
1410-41	18-06-01-00 TL #1607	1717519	HAYDEN ENTERPRISES INC 2622 SW GLACIER PL #110 REDMOND, OR 97756-
1410-42	17-06-36-34 TL #100	0522142	HUNTER, RICK & DONYA M. 24797 BOLTON HILL RD VENETA, OR 97487-
1410-43	17-06-36-34 TL #200	0522134	BURKHART, DANIEL J. 24741 DOGWOOD LN VENETA, OR 97487-
1410-44	17-06-36-34 TL #300	1050689	MANCILLAS, GILBERT L. & DEBORAH A. 1688 OAK PATCH RD EUGENE, OR 97402-
1410-45	17-06-36-34 TL #400	1002607	PERRY, LAWRENCE R. 24743 BOLTON HILL RD VENETA, OR 97487-

## Lane County Department of Public Works Road Assessment System Property Listing - Sorted by Parcel

Bolton Hill Road - MP 0.00 to MP 0.65

Parcel Number	Tax Lot Information	Account Number	Name and Address
1410-46	17-06-36-34 TL #1500	0522175	CITY OF VENETA PO BOX 458 VENETA, OR 97487-
1410-47	17-06-36-34 TL #1400	0522167	LEELYNN INC PO BOX 518 CRESWELL, OR 97426-