

W. J. A.

BOARD COVER MEMO

DATE: July 25, 2007

TO: Lane County Roads Advisory Committee

DEPT.: Public Works

PRESENTED BY: Todd Winter, Parks Manager

ITEM TITLE: IN THE MATTER OF RECOGNIZING AND DESIGNATING TIDE WAYSIDE, LINSLAW, HENDRICKS BRIDGE WAYSIDE, LOWELL COVERED BRIDGE, JENNIE B. HARRIS, DORENA COVERED BRIDGE, TRIANGLE LAKE LANDING, SCHINDLER LANDING, FARNHAM LANDING, FOREST GLEN, BEN & KAY DORRIS, OLD MCKENZIE FISH HATCHERY, LEABURG BOAT LANDING, AND HECETA BEACH COUNTY PARKS AS ROADSIDE SAFETY REST AREAS ELIGIBLE FOR EXPENDITURE OF ROAD FUNDS

I. MOTION

SUPPORT RECOGNIZING AND DESIGNATING TIDE WAYSIDE, LINSLAW, HENDRICKS BRIDGE WAYSIDE, LOWELL COVERED BRIDGE, JENNIE B. HARRIS, DORENA COVERED BRIDGE, TRIANGLE LAKE LANDING, SCHINDLER LANDING, FARNHAM LANDING, FOREST GLEN, BEN & KAY DORRIS, OLD MCKENZIE FISH HATCHERY, LEABURG BOAT LANDING, AND HECETA BEACH COUNTY PARKS AS ROADSIDE SAFETY REST AREAS ELIGIBLE FOR EXPENDITURE OF ROAD FUNDS.

II. AGENDA ITEM SUMMARY

The Lane County Parks Division maintains numerous facilities which function entirely or in part as roadside safety rest areas, commonly referred to as waysides. The costs to the Parks Division exceed revenues received from the Road Fund for maintaining the safety rest areas. By designating those facilities that serve motorists as safety rest areas and authorizing Road Fund expenditure for those costs specific to rest area usage the facilities can continue to provide an adequate service level for users.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

In Board Order # 94-2-2-1, the BCC designated seven parks as roadside safety rest areas. These parks were: Triangle Lake, Tide Wayside, Forest Glen, Linslaw, Dexter, Schindler, and Farnham. Of these parks, six continue to serve as safety rest areas and Dexter became a State Park after a swap with the State which also added Armitage and Ben and Kay Dorris parks to the County inventory.

B. Policy Issues

Road Fund expenditures are restricted by the Oregon Constitution to supporting the road system. Park facilities are specifically prohibited from using Road Funds unless the facility serves the road system. Based on prior Board of County Commissioner actions and the presence of numerous roadside safety rest areas maintained by the State of Oregon, it is a commonly accepted practice to designate parks or portions of parks to be eligible for Road Fund support. Article IX, Section 3a of the Oregon Constitution specifically states that the use of revenue from taxes on motor vehicle use and fuel shall be used exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and roadside rest areas.

C. Board Goals

The adopted Strategic Plan identifies guiding principles and goals to support the continued provision of adequate roadside safety rest areas. Specifically, it is staff's desire to maintain accessibility and customer focus in providing these rest areas and to be a responsible steward of this infrastructure. Local economies along the McKenzie, Coast and Middle Forks of the Willamette, Long Tom, and Siuslaw watersheds often depend on recreation and motorist activity. The roadside safety rest areas have traditionally been an integral part of the transportation and economic systems in these areas.

The Parks Division ability to maintain the infrastructure for these facilities has declined continually while the usage of the facilities has increased. Effective and efficient management of facilities with decaying infrastructure is extremely challenging when available resources only support restroom cleaning and trash removal at the facilities.

D. Financial and/or Resource Considerations

Currently, the Lane County Parks Division receives \$4009.83 each, annually from the Road Fund for six waysides previously designated as road waysides. Additionally, the Road Fund has contributed to major repair expenses on an item by item basis. Because these facilities provide significant functionality as rest areas and provide public restrooms for motorists, the BCC has supported their eligibility for Road Funds as allowed by law.

Cost accounting reports indicate that Parks received \$24,087.31 from the Road Fund in FY 2006 for maintaining Road Waysides. Total costs for maintaining the facilities that functioned as roadside safety rest areas were reported as \$38,603.48, a net cost to Parks of \$14,515.70, for the same period of time. Actual costs to Parks were underreported in that drive time between sites was not treated as a distributed cost.

As long as the six parks designated as roadside safety rest areas and the eight additional parks that function significantly as roadside safety rest areas are available for public use for those purposes, Parks will continue to incur costs and fall further behind in meeting maintenance needs.

The following cost and Road Fund reimbursement history is based on FY 05/06 cost accounting records:

Site/Location	Cost/Expense	RF Reimbursement	Net to Parks
Ben & Kay Dorris	422.21	0	(\$422.21)
Dorena Covered Bridge	615.73	0	(\$615.73)
Farnham Landing	2,680.96	4,009.83	\$1,328.87
Forest Glen	5,018.57	4,009.83	(\$1,008.74)
Heceta Beach	804.29	0	(\$804.29)
Hendricks Bridge	548.68	0	(\$548.68)
Jennie B Harris	1,221.47	0	(\$1,221.47)
Leaburg Landing	1,272.18	0	(\$1,272.18)
Linslaw	18,232.72	4,009.83	(\$14,222.89)
Lowell Covered Bridge	28.33	28.33	\$0.00
McKenzie Fish Hatchery	708.00	0	(\$708.00)
Schindler Landing	3,154.00	4,009.83	\$855.83
Tide Wayside	1,094.47	4,009.83	\$2,915.36
Triangle Lake	2,801.40	4,009.83	\$1,208.43
Total	38,603.01	24,087.31	(\$14,515.70)

All costs associated with maintaining wayside facilities such as restrooms, parking for rest rooms, and trash collection and removal. Net costs to Parks have been understated, e.g., drive time between sites was not treated as a distributed cost for FY05/06 cost accounting, which it could have been and which would have increased actual costs.

E. Analysis

Numerous park facilities commonly function entirely or in part as roadside safety rest areas for motorists. Traditionally, the Road Fund has provided some financial support for these facilities. Current cost accounting data indicate that Parks received a flat rate of \$4009.83 each in FY 05/06 for six roadside safety rest areas: Linslaw, Tide Wayside, Triangle Lake, Farnham Landing, Forest Glen, and Schindler Landing. This formula was based on average annual costs for maintaining those facilities designated as roadside safety rest areas. Additionally, the Dorena Covered Bridge costs for maintenance of the bridge and road are covered by the Road Fund, but ongoing maintenance and use costs for the restroom have been covered by the Parks Special Revenue Fund. The Lowell Bridge Wayside has been added to the list of facilities eligible for Road Fund support, but there is currently no documented funding history to incorporate into this analysis. The funding formula will be reassessed and analyzed regularly.

Hendricks Bridge Wayside and Jennie B. Harris were historically treated as roadside safety rest areas by ODOT and State Parks when these facilities were State Park facilities. There are four additional Park facilities that fill the function of roadside safety rest areas to varying degrees. These are: Leaburg Boat Landing, Ben & Kay Dorris, McKenzie Fish Hatchery, and Heceta Beach.

With an increase in tourism as an essential element in Lane County's economy, these wayside facilities become more than a convenience for users. Clean, accessible, and functioning safety rest area facilities become an expectation of the using public and provide safe rest areas for drivers. It is common, for example, for motorists driving from eastern Oregon to Eugene or the coast to stop at these waysides for needed rest stops. Over time, the public will expect an increasing level of service and functionality. Capital improvement of restroom facilities will become a growing need and ADA capability is required when upgrading facilities and carries greater costs.

The Roads Advisory Committee reviewed this proposal on June 27, 2007 and voted to support it. The RAC recommended the addition of appropriate public signage to alert the driving public to the availability of roadside rest area services. This recommendation has been incorporated into alternative/option 1, below.

F. Alternatives/Options

1. Support revision of the list of designated roadside safety rest areas to include: Tide Wayside, Linslaw, Hendricks Bridge Wayside, Lowell Covered Bridge, Jennie B. Harris, Dorena Covered Bridge, Triangle Lake Landing, Schindler Landing, Farnham Landing, Forest Glen, Ben & Kay Dorris, McKenzie Fish Hatchery, Leaburg Boat Landing, and Heceta Beach. Parks that are designated as roadside safety rest areas will be signed as such, visible from the affected roads to the greatest degree possible, and time limited no-fee parking spaces will be provided and clearly marked immediately adjacent to rest rooms.

2. Support a different revised list of designated roadside safety rest areas.

3. Do not support any changes to the current list of roadside safety rest areas.

IV. RECOMMENDATION

Staff recommends support of option 1, the revised list of designated roadside safety rest areas and authorization for Road Fund expenditures to maintain the waysides.

V. TIMING/IMPLEMENTATION

If the Board of County Commissioners supports option 1, staff will implement cost accounting procedures to preclude co-mingling Road Funds and Parks Special Revenue Funds. Parks will schedule sign and parking space marking and plan for completion as resources allow within six months.

VI. FOLLOW-UP

None required.

VIII. ATTACHMENTS

Exhibit A: Board Order No. 94-2-2-1

Exhibit B: Map of proposed roadside safety rest areas.

Exhibit C: Manual for Uniform Traffic Control Devices, Signage Requirements

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON

ORDER NO. 94-2-2-1

-) IN THE MATTER OF RECOGNIZING AND DESIGNATING
-) TRIANGLE LAKE, TIDE WAYSIDE, FOREST GLEN,
-) LINSLAW, DEXTER, SCHINDLER, AND FARNHAM
-) COUNTY PARKS AS ROADSIDE SAFETY REST AREAS
-) ELIGIBLE FOR EXPENDITURE OF ROAD FUNDS

WHEREAS, roadside safety rest areas provide a benefit to the motoring public and maintenance, operation, and development of those safety rest areas is an appropriate expenditure of road funds; and

WHEREAS, Triangle Lake, Tide Wayside, Forest Glen, and Linslaw County Parks have served jointly as parks and roadside safety rest areas since 1983; and

WHEREAS, the Roads Advisory Committee and the Public Works Director have recommended that Dexter, Schindler, and Farnham County Parks be added to the list of county parks that serve jointly as parks and roadside safety rest areas; and

WHEREAS, all seven roadside safety rest areas are located on a major highway and have year round toilet facilities; now therefore it is hereby

ORDERED, that Triangle Lake, Tide Wayside, Forest Glen, Linslaw, Dexter, Schindler, and Farnham County Parks, as identified on Exhibit "A", "Vicinity and Park Site Maps" attached and incorporated hereby this reference, be recognized and designated as roadside safety rest areas eligible for expenditure of road funds.

Dated, this 2nd day of February, 1994.

Jerry Runt

 Chair, Lane County Board of Commissioners

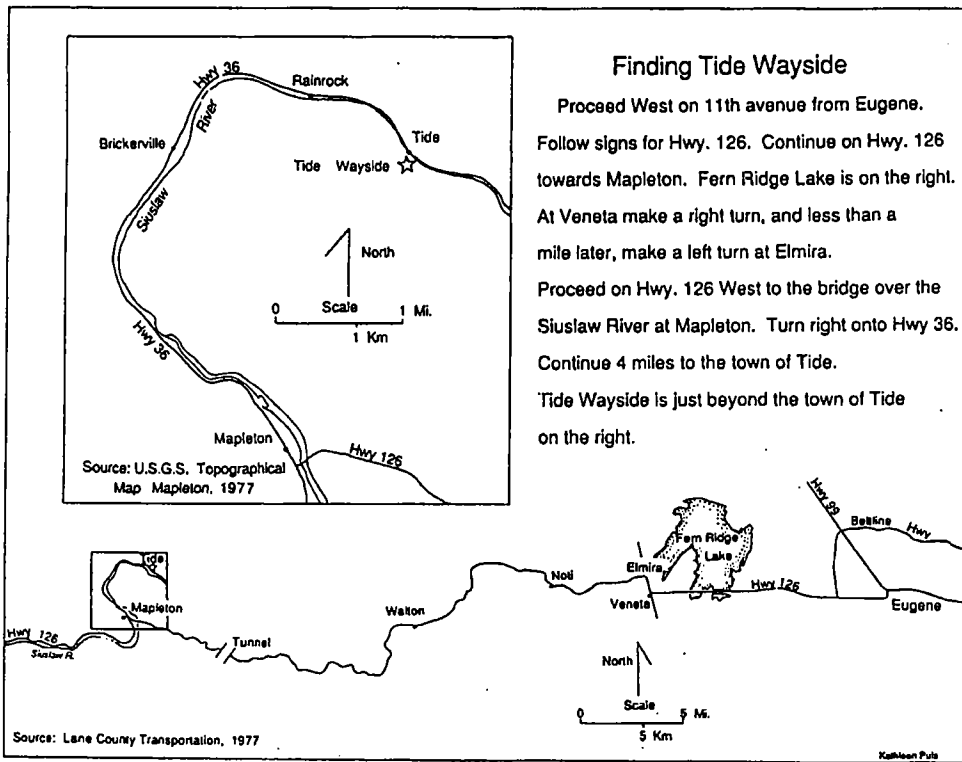
APPROVED AS TO FORM
 Date 1-24-94 Lane County
Stephen J. Weber
 OFFICE OF LEGAL COUNSEL

FILED
 FEB 08 1994
 COUNTY CLERK
 BY *Sharon R. Bess*

EXHIBIT 'A'

LANE COUNTY PARKS THAT ALSO SERVE AS
ROADSIDE SAFETY REST AREAS - 2/1/94

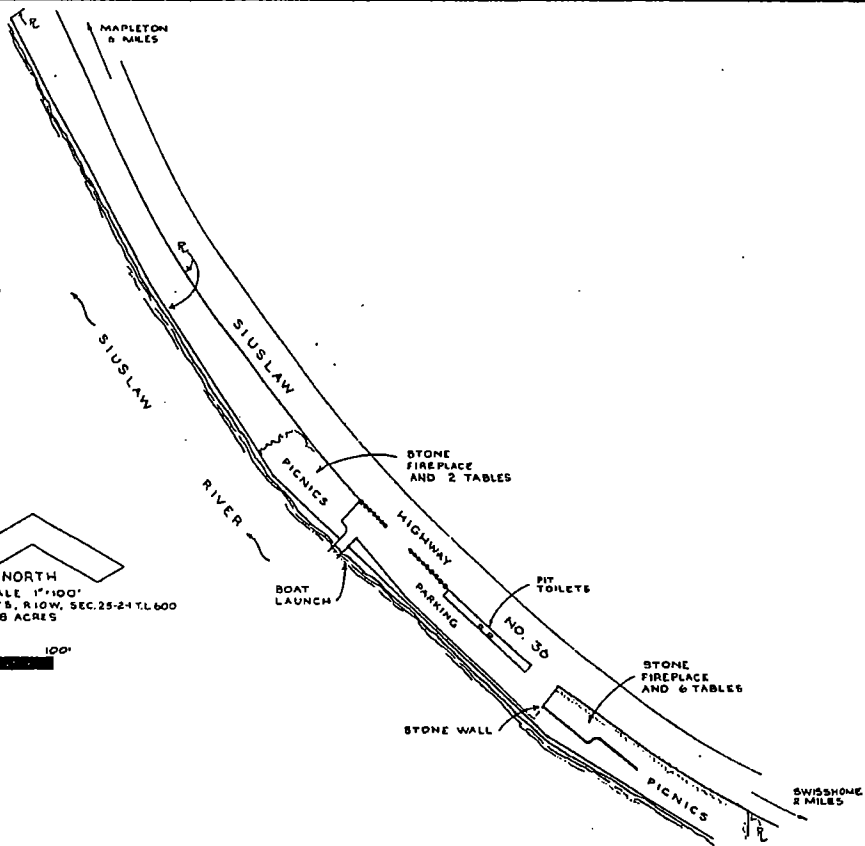
"VICINITY & PARK SITE MAPS"



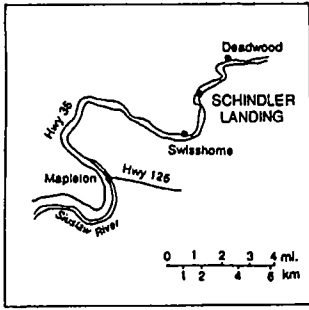
- FACILITIES**
- 8 PICNIC TABLES
 - 2 STONE FIREPLACES
 - BOAT LAUNCH
 - 2 PIT TOILETS
 - PARKING - 20 CARS

NORTH
 SCALE 1"=100'
 T.17S, R.10W, SEC.25-24 TL.600
 2.08 ACRES

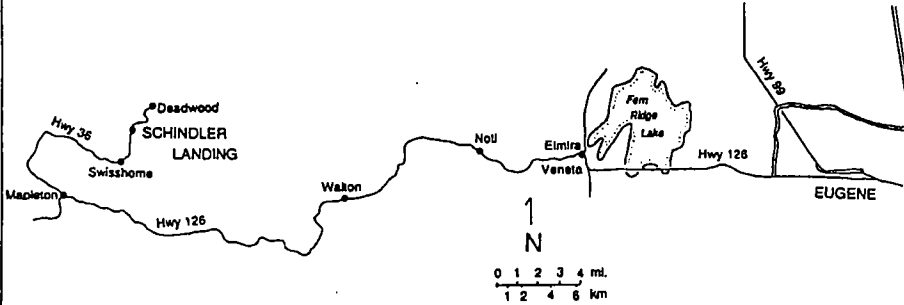
0' 100'



FINDING SCHINDLER LANDING



Leave Eugene on Hwy. 126 going west. Stay on 126 through Veneta, Elmira, Noli, Walton, and Mapleton, (Mapleton is 47 miles from Eugene). Upon reaching Mapleton cross the Siuslaw River and then you will reach a "T" in the road; Hwy. 126 will branch off to the south (your left), and Hwy. 36 will go north (your right). Take Hwy. 36. You will travel along the Siuslaw River and the road will take you past Swisshome. Soon you will reach Schindler Landing, approx. 10 miles from Mapleton.

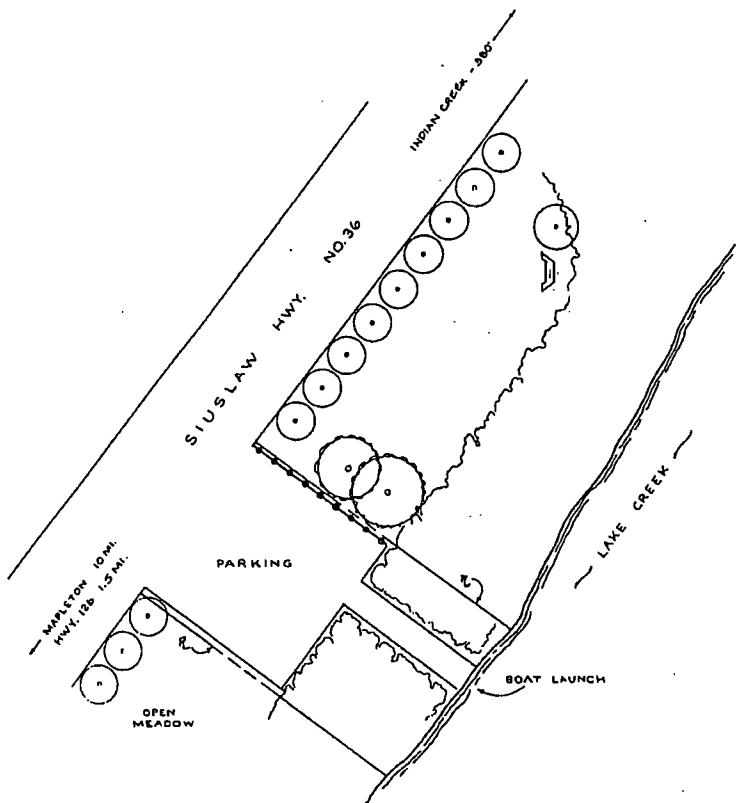


Source: U.S.G.S. Topographical Map Mapleton, 1978

E. Allen-Miller

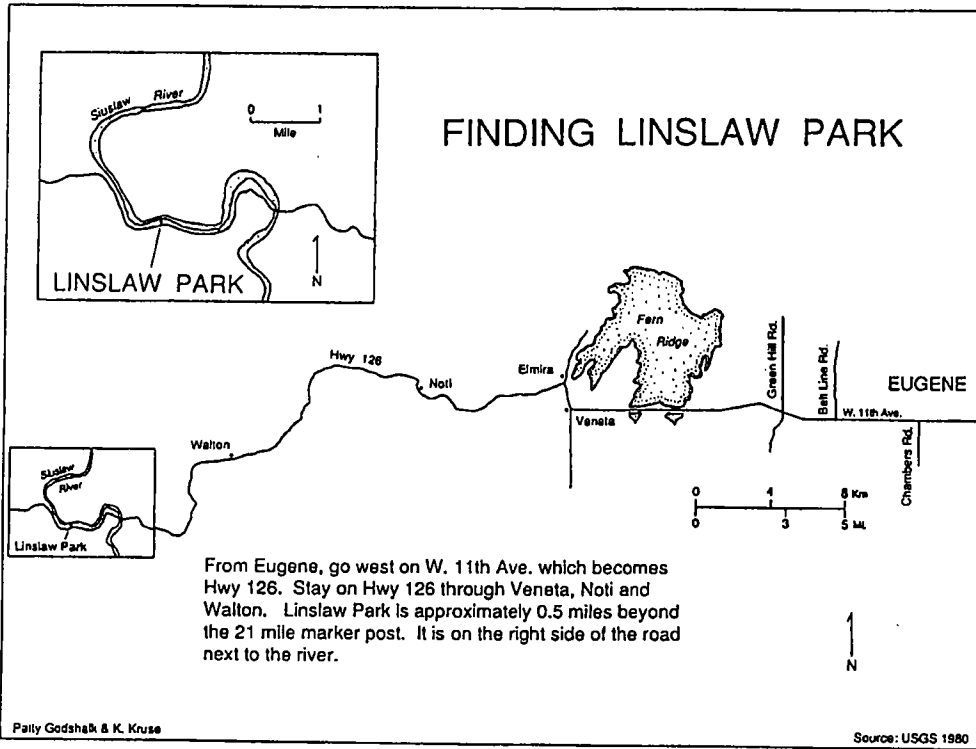
FACILITIES
 3 PICNIC TABLES
 BOAT LAUNCH - CONC.
 PARKING - 8 CARS W/
 BOAT TRAILERS

NORTH
 SCALE 1"=40'
 T17S, R9W, SEC. 20 T1100
 .46 ACRES
 THIS SITE OWNED BY
 ORE. STATE GAME COMM.
 0' 40'

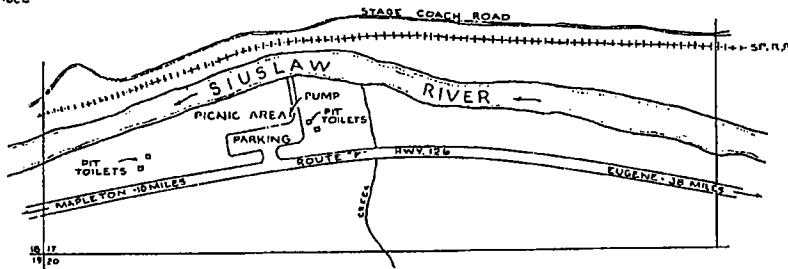


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SCHINDLER LANDING PARKS
 LANE COUNTY PARKS



FACILITIES
 8 PICNIC TABLES
 4 PIT TOILETS
 PARKING - 28 CARS
 BOAT RAMP - NOT USABLE



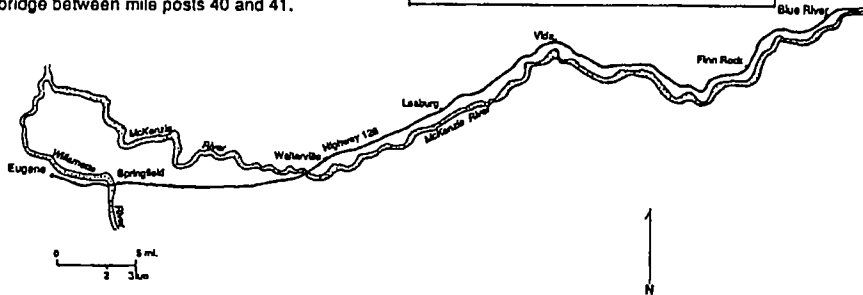
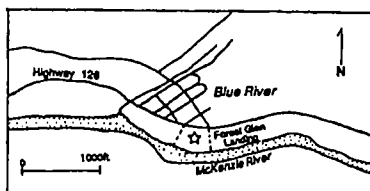
NORTH
 SCALE 1" = 200'
 TIBS, ROW, SEC. 17 T1. 600
 41.53 ACRES

0' 200'

LINSLAW PARK
 LANE COUNTY PARKS

FINDING FOREST GLEN LANDING

Travel east on Franklin Blvd. out of Eugene, through Glenwood and Springfield. When leaving Springfield you will be on Highway 126. Follow Highway 126 approximately 38 miles to the Blue River junction. Proceed past the Blue River junction 1.2 miles to the Blue River bridge. Forest Glen Landing is on the right hand side, .2 miles past the Blue River bridge between mile posts 40 and 41.



Source: U.S.G.S Topographic Series.
Eugene Emst, 1975 Springfield, 1967
Leaburg, 1975 Blue River, 1965.

RYAN J. BROSEY

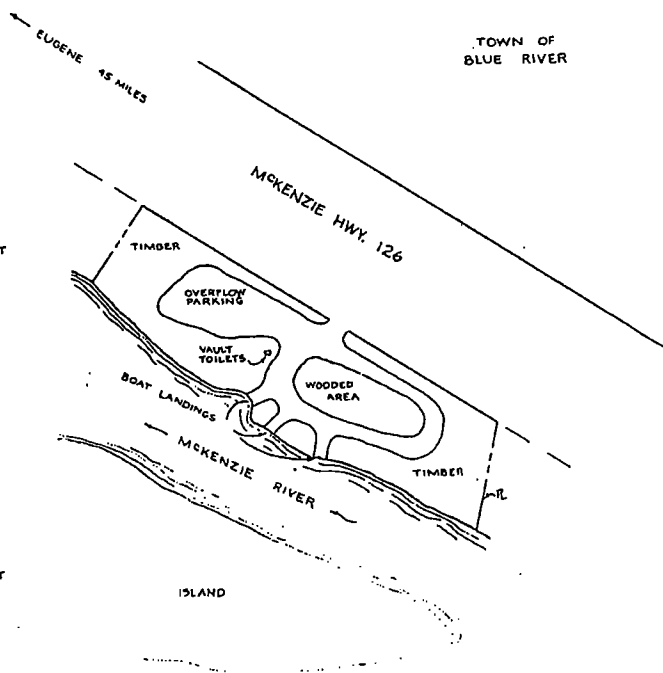
38

FACILITIES

3 BOAT LANDINGS
PARKING - 10 CARS WITH BOAT TRAILERS
VAULT TOILET - 2 STALLS

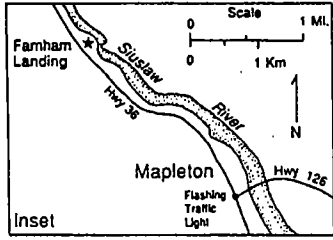


NORTH
SCALE 1" = 100'
T16S, R4E, SEC. 2B
.7 ACRES
GAME COMM. AGREEMENT

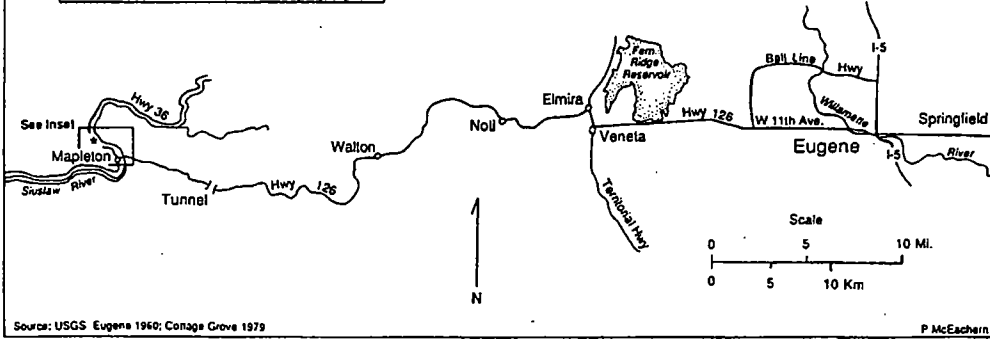


FOREST GLEN LANDING
LANE COUNTY PARKS

FINDING FARNHAM LANDING



Farnham Landing is about 49 miles from Eugene. From downtown Eugene, take West 11th Ave., which becomes Hwy 126. At Veneta, Hwy 126 jogs right for 0.9 miles before turning back west at Elmira. Continue west on Hwy 126 to Mapleton. At Mapleton cross the Siuslaw River. Turn right at the flashing yellow light onto Hwy 36 East. Drive two miles to Farnham Landing, which is on the right and marked with a green sign that reads, "Public Boat Landing."



Source: USGS Eugene 1960; Conage Grove 1979

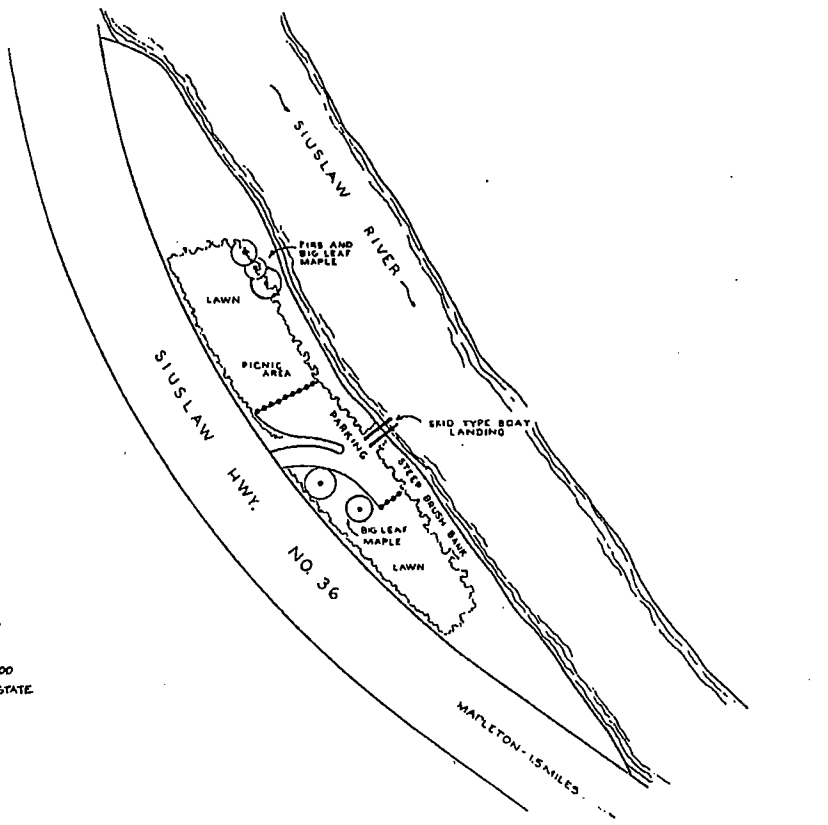
P McEachern

FACILITIES

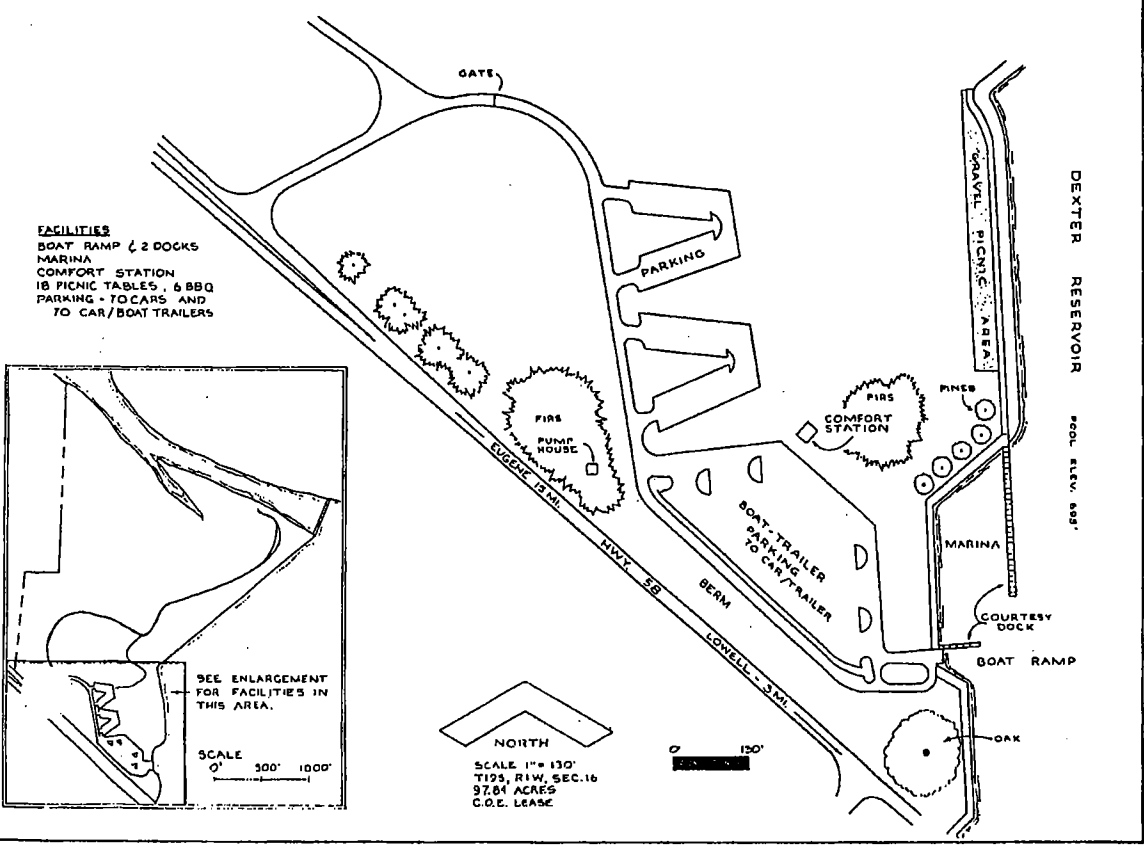
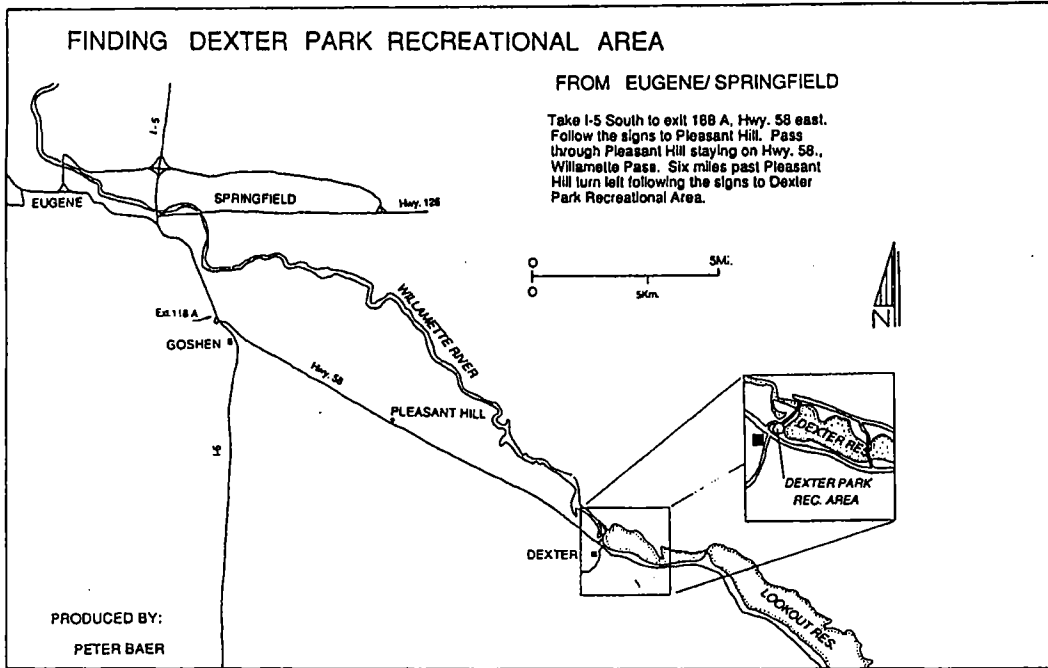
- 2 PICNIC TABLES
- 1 FIRE PIT
- BOAT LAUNCH - SKID TYPE
- PARKING - GRAVEL
- 50 CARS



SCALE 1" = 100'
T12S, R10W, SEC. 34 TL. 1000
2.5 ACRES
LEASED FROM OREGON STATE
GAME COMM.



FARNHAM LANDING
LANE COUNTY PARKS



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**DEXTER PARK
LANE COUNTY PARKS**

Exhibit C

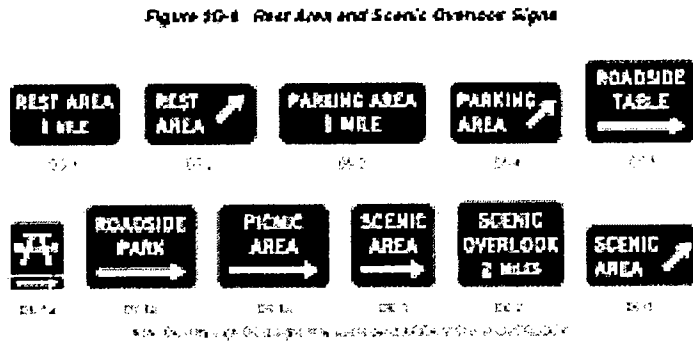
Manual for Uniform Traffic Control Devices

Section 2D.42 Rest Area Signs (D5 Series)

Standard:

Rest Area signs (see Figure 2D-9) shall be used only where parking and restroom facilities are available. Signs for this purpose shall have retroreflective white letters, symbols, and border on a blue background.

Figure 2D-9 Rest Area and Scenic Overlook Signs



Guidance:

If used, Rest Area signs should be installed in advance of roadside parks or rest areas to permit the driver to reduce speed and leave the highway reasonably safely.

Option:

Messages such as REST AREA X km (X MILE) (D5-1), REST AREA (D5-2), PARKING AREA X km (X MILE) (D5-3), PARKING AREA (D5-4), ROADSIDE TABLE X km (X MILE), ROADSIDE PARK X km (X MILE), and PICNIC AREA X km (X MILE) may be used, as well as other appropriate messages.

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY, OREGON

)IN THE MATTER OF RECOGNIZING AND
)DESIGNATING TIDE WAYSIDE, LINSLAW,
)HENDRICKS BRIDGE WAYSIDE, LOWELL
)COVERED BRIDGE, JENNIE B. HARRIS,
)DORENA COVERED BRIDGE, TRIANGLE
)LAKE LANDING, SCHINDLER LANDING,
)FARNHAM LANDING, FOREST GLEN, BEN &
)KAY DORRIS, OLD MCKENZIE FISH
)HATCHERY, LEABURG BOAT LANDING,
)AND HECETA BEACH COUNTY PARKS AS
)ROADSIDE SAFETY REST AREAS ELIGIBLE
)FOR EXPENDITURE OF ROAD FUNDS

ORDER NO.

WHEREAS, roadside safety rest areas provide a benefit to the motoring public and maintenance, operation, and development of those safety rest areas is an appropriate expenditure of Road Funds; and

WHEREAS, Tide Wayside, Linslaw, Triangle Lake Landing, Schindler Landing, Farnham Landing, Forest Glen, have served jointly as parks and roadside safety rest areas since 1994; and

WHEREAS, Hendricks Bridge Wayside, Lowell Covered Bridge, Jennie B. Harris, Dorena Covered Bridge, Ben & Kay Dorris, the Old Mckenzie Fish Hatchery, Leaburg Boat Landing, and Heceta Beach have provided the utility of roadside safety rest areas for many years without Road Fund support; and

WHEREAS, Article IX, Section 3a of the Oregon Constitution specifies that the use of revenue from taxes on motor vehicle use and fuel may be used for the construction, reconstruction, improvement, repair, maintenance, operation and use of public roadside rest areas; and

WHEREAS, all fourteen roadside safety rest areas are located on or near major highways or roads and have year round restroom facilities; now therefore it is hereby

ORDERED that Tide Wayside, Linslaw, Hendricks Bridge Wayside, Lowell Covered Bridge, Jennie B. Harris, Dorena Covered Bridge, Triangle Lake Landing, Schindler Landing, Farnham Landing, Forest Glen, Ben & Kay Dorris, Old McKenzie Fish Hatchery, Leaburg Boat Landing, and Heceta Beach County Parks, as identified on Exhibit "B", "Maps of proposed roadside safety rest areas" be recognized and designated as roadside safety rest areas eligible for expenditure of Road Funds as allowed for in the Oregon Constitution.

DATED this 25th day of July, 2007.

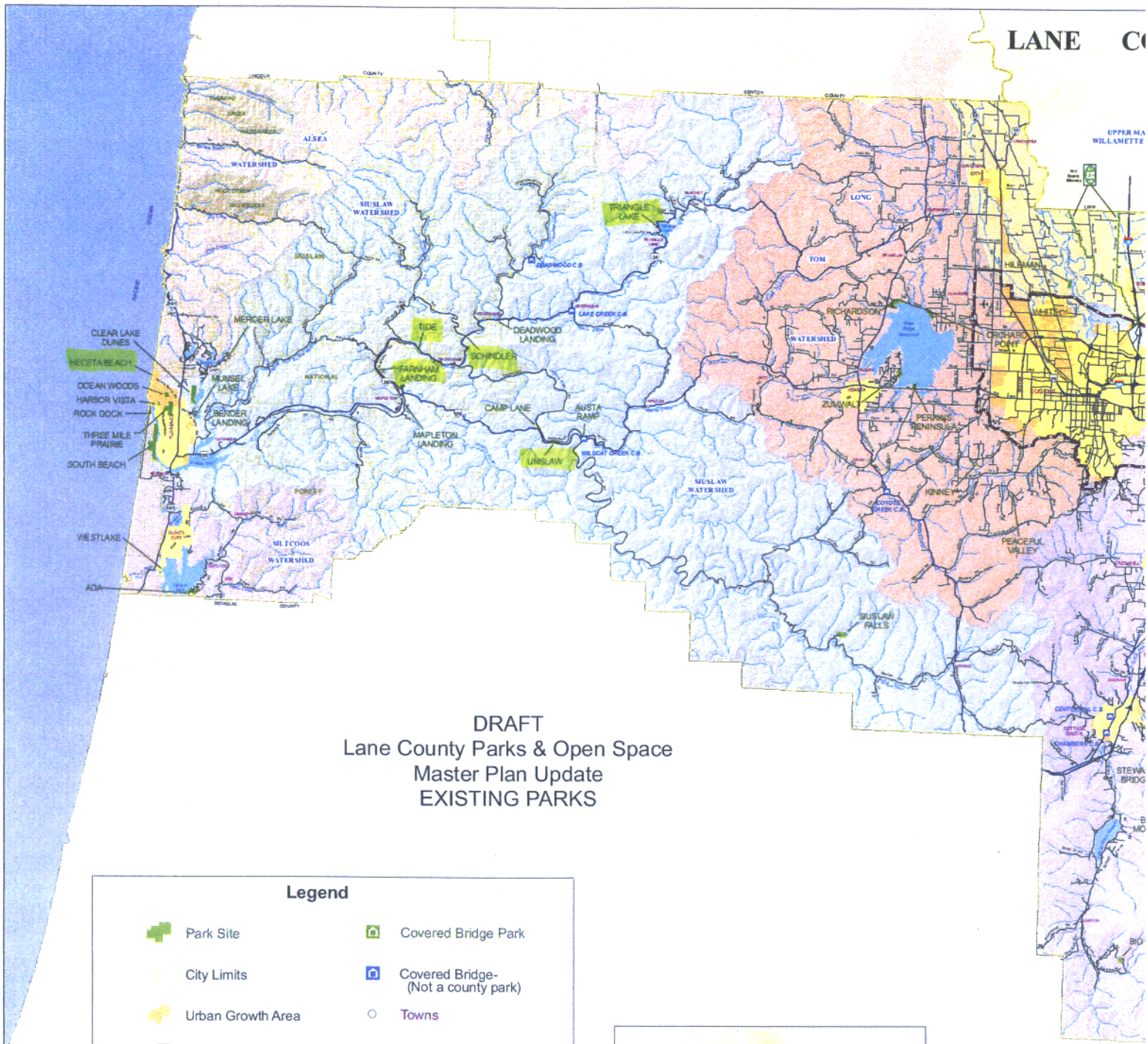
APPROVED AS TO FORM

Chair, Lane County Board of Commissioners

Date 7-13-07 lane county



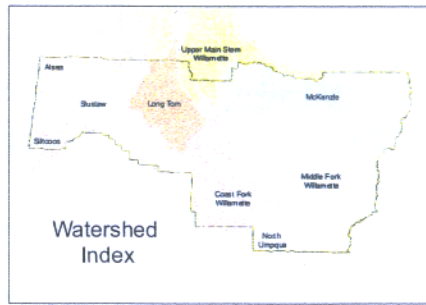
OFFICE OF LEGAL COUNSEL



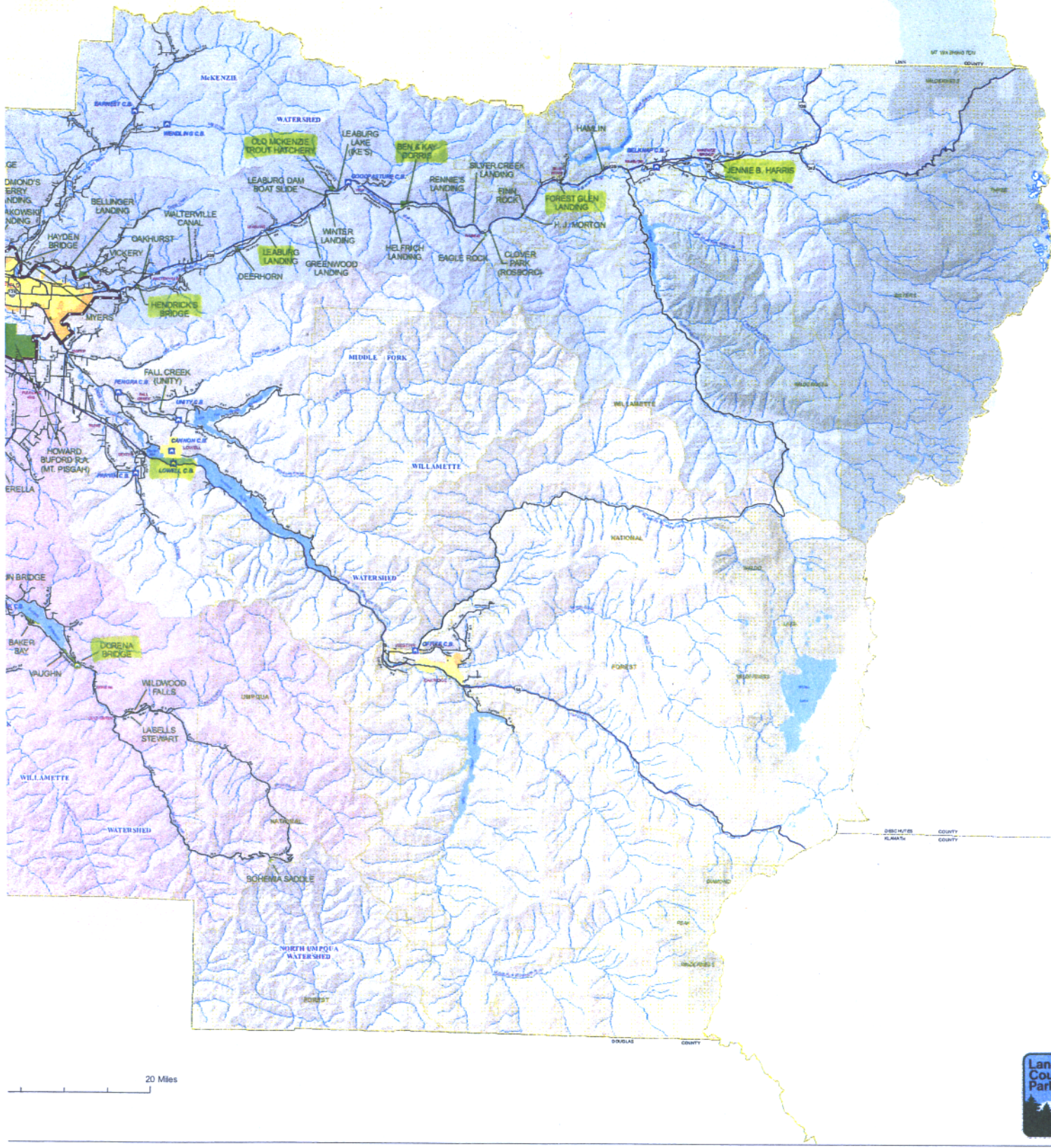
DRAFT
Lane County Parks & Open Space
Master Plan Update
EXISTING PARKS

Legend

Park Site	Covered Bridge Park
City Limits	Covered Bridge- (Not a county park)
Urban Growth Area	Towns
Metro Plan Boundary	County Boundary
National Forest	Roads
Wilderness Area	Rivers
Lakes, Reservoirs	Willamette Valley Scenic Bikeway
Glaciers	



COUNTY PARKS



20 Miles

