



TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, March 22, 2023

5:30pm - 7:30pm Public Meeting Session

REMOTE OPTION

Teams Meeting: [Click here to join the meeting](#)

Phone: +1 (469)-949-9300 **Phone Conference ID:** 972 438 750#

IN PERSON OPTION

Goodpasture Room – Public Works Customer Service Center
3050 N. Delta Hwy, Eugene

- I. Introductions / Agenda Review / Rollcall – *Chair, Robin Mayall, 5 min.*
 - ☐ Christi Thompson ☐ Collina Beard ☐ Gwen Jaspers
 - ☐ John Marshall ☐ Kevin Woodworth ☐ Robin Mayall
- II. General Public Comment, **10 min.**
- III. Nominations / Appointments for 2023 Chair and Vice Chair, and LaneACT representative – *Sasha Vartanian, 10 min. (no attachments)*
- IV. Laura Street Design Concept **Public Hearing and Recommendation** – *Olaf Sweetman, 40 min. (attachments included)*

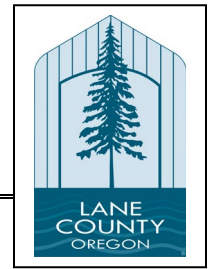
Staff will provide a project overview, including a summary of public involvement efforts and public comments received. Then the public hearing will be opened. Once the public hearing is closed the TrAC will deliberate on the action and make a recommendation for the Board of County Commissioners on the Design Concept.
- V. Blue River Drive Design Concept – *Becky Taylor, 40 min. (attachments included)*

Staff will share a summary of the public involvement plan for the Blue River Drive Design Concept project. Staff will also provide details about the Transportation Growth Management grant as requested by the TrAC.
- VI. Other Updates – *All, 20 min.*
 - Upcoming TrAC recruitment needs
 - Liaison reports
 - LaneACT

- London Road Safety Corridor – assign new liaison
- Info share
- Discuss review/update of Committee Bylaws as time allows

Additional attachments:

- TrAC 12 Month Calendar



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Olaf Sweetman, Project Manager

AGENDA ITEM: **Laura Street Urban Upgrade**

I. ACTION

The TrAC is being asked to: 1) conduct a public hearing; and 2) develop a recommendation to the Board of County Commissioners (BCC) on the design concept for the project. The project requires design concept approval by the BCC prior to implementation. Prior to the public hearing, staff will present the attached design concept and summarize public comments received to-date.

II. BACKGROUND

This is a partnership project between Lane County and the City of Springfield with grant funding provided by the Central Lane Metropolitan Planning Organization. The project is to improve the condition of Laura Street for all roadway users. Laura Street is a major collector that provides both access to adjacent properties and connectivity between Hayden Bridge Way and West Q Street and I-105.

This project would bring this segment of Laura Street up to urban standards to include sidewalks, ADA ramps, storm water management, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements will allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the City.

Lane County has made a strong policy commitment to public involvement through Lane Manual Chapter 15 by requiring all projects (other than maintenance and bridges) to have design concepts approved by Board Order. The process requires stakeholder involvement, notices to abutting property owners, and a public hearing and recommendation by the TrAC. A written report documenting the process, public input, and the recommended design concept is attached.

III. RECOMMENDATION / NEXT STEPS

The staff recommendation is provided in the attached report. Staff will present the report prior to the public hearing. Public comments may further influence the TrAC's recommendation to the Board. Staff will present the TrAC recommendation to the Board for consideration at a

future Board meeting.

IV. FOR MORE INFORMATION

Feel free to contact Olaf Sweetman by phone at 541-682-6424 or by email at:
olaf.sweetman@lanecountyor.gov

V. ATTACHMENTS

2023 Design Concept Report



Laura Street Upgrade Design Concept

March 2023

Proposed street improvement project on Laura Street: sidewalks and bike lanes on both sides of the street, ADA ramps, storm water management, center turn lane, and new pavement.

Table of Contents

Chapters

- Chapter 1.** Introduction – *project purpose and process*, **Page 2**
Chapter 2. Existing Conditions – *opportunities and constraints today*, **Page 4**
Chapter 3. Public Involvement – *community input on project*, **Page 7**
Chapter 4. Design Implementation – *design concept and next steps*, **Page 10**

Figures

- Figure 1.** Project Area, **Page 2**
Figure 2. Street Jurisdiction Map, **Page 4**
Figure 3. Project Sign, **Page 7**
Figure 4. Mailing Area, **Page 8**
Figure 5. Street Cross Section, **Page 10**

Appendices

- Appendix A.** Design Concept Drawings
Appendix B. Public Comments

Chapter 1 – Introduction

This chapter provides a summary of the project purpose and process.

Purpose

This is a partnership project between Lane County and the City of Springfield with grant funding provided by the Central Lane Metropolitan Planning Organization. The project is to improve the condition of Laura Street for all roadway users. Laura Street is a major collector that provides access to adjacent properties and connectivity between Hayden Bridge Way and West Q Street and I-105. The northern boundary of this project begins where the existing sidewalk ends at the southern entrance to Oregon Neurology (a medical office) located on Hayden Bridge Way and ends approximately 200 feet south of the entrance to Monta Loma Park (a manufacture housing community). The driveway entrance to Monta Loma Park also defines the jurisdictional boundaries of Laura Street: Lane County has jurisdiction of Laura Street to the north; and the City to the south.

Currently, the pavement is in poor condition and there are no sidewalks or bike lanes; further, there is a culvert crossing under the road that needs to be replaced to reduce flooding risk. This project would bring this segment of Laura Street up to urban standards to include sidewalks, ADA ramps, storm water management, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements will allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the City.



Process

The MPO funding requires compliance with applicable federal requirements. The funding is administered through the Oregon Department of Transportation (ODOT). Lane County and ODOT staff had a project kick-off meeting in February 2022.

In July 2020, Lane County obtained funding from the MPO for the Laura Street project. The MPO receives a set amount of federal funding each year from the United States Department of Transportation, which it then distributes to local transportation projects through a competitive selection process. The City of Springfield also requested funding via MPO funds to support upgrading a section of the street, adjacent to the County project and already under City jurisdiction, to urban standards. The City requested additional funds in 2022 to ensure the segment under City jurisdiction could be designed and constructed on the same timeline as the segment of Laura Street under County jurisdiction. The current project funding programmed through the MPO is \$4,906,998.77. The project funding is phased for design in 2022-2024, right-of-way in 2023-2024, and construction in 2024-2025.

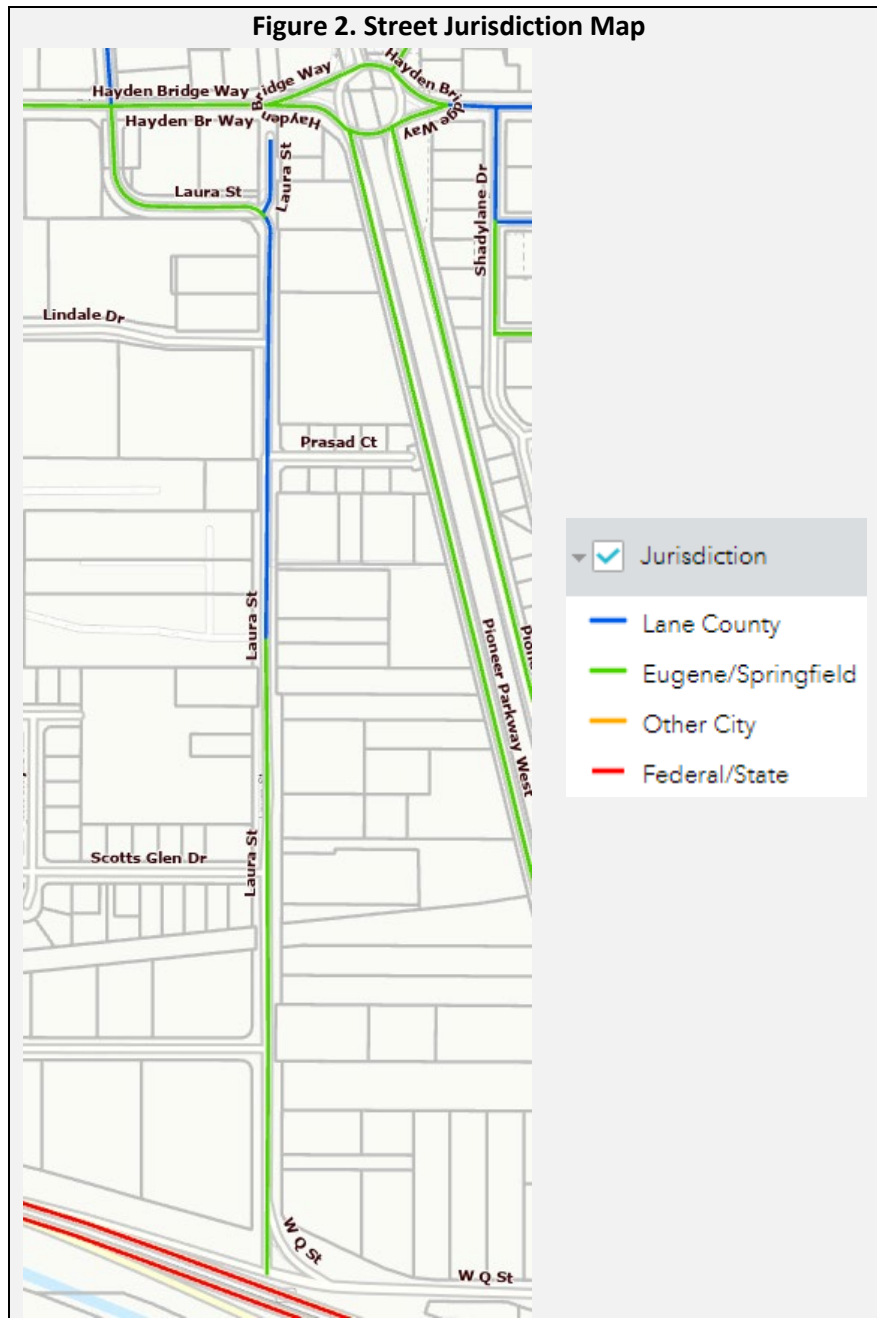
The project is currently in the design phase. Lane Manual 15.580 establishes a public involvement process and requires Design Concept approval by the Lane County Board of Commissioners. This report demonstrates consistency with these procedural requirements.

Chapter 2 – Existing Conditions

This chapter describes constraints and opportunities of Laura Street

Jurisdiction

Currently, the County has jurisdiction north of the driveway for 2150 Laura St (Monta Loma mobile home park). The remainder of Laura Street is under City jurisdiction (see Figure 2). This project will result in transferring all jurisdiction to the City (see “Jurisdictional Transfer” section on page 11).



As adjacent lands develop, the City of Eugene has collected Transportation System Development Charges and Advance-Payment Equivalent Assessments. In some instances, developers have built half-street improvements, including sidewalks, adjacent to the land being developed. Several properties have not been annexed and are already developed; it is, therefore, unlikely that sidewalks will be completed as the result of land development.

Like all County roads within urban growth boundaries, a desired outcome of this project is jurisdictional transfer to the City of Eugene. Jurisdictional transfer is when ownership of a roadway is transferred from one roadway authority to another. When an agency has jurisdiction of a street or highway, that agency is responsible for the upkeep of that facility, including reconstruction, maintenance, and preservation.

Farther to the north, Gilham Road is a Local Access Road (LAR). A local access road is a road that has been dedicated to the public, but it has not been accepted as part of the publicly-maintained road system. The County still has jurisdiction within the rights-of-way of local access roads, but local landowners have the responsibility for maintenance.

Roadway Conditions

Within the segment under County jurisdiction, Laura Street has no sidewalks or bike lanes, except for the improved frontage for the Bayberry Commons assisted living facility (2211 Laura St). The west side of the street also lacks a paved shoulder. The existing pavement is in poor condition.

Vehicle Volume and Speed

The average daily traffic (ADT) of Laura Street within the project area is 5,750 vehicle trips. The posted speed limit is 35 MPH.

Crashes

A total of four crashes have occurred within the project area. Three crashes were collisions that resulted during active turning movements, causing injury and property damage. One crash was the result of a rear-end collision, a crash type typically associated with turning movements. The project design helps to mitigate crashes of this nature through the addition of a turning lane, which will help mitigate conflict for drivers making turning movements.

Environmental

Prior to the construction of any improvements, a more detailed review of environmental impacts will occur, in accordance with the National Environmental Policy Act (NEPA) or other applicable regulations.

Storm Water System

Within the segment under County jurisdiction, only the frontage for the Bayberry Commons assisted living facility (2211 Laura St) has been improved with curb and gutter. Storm water runoff from the rest of the County segment flows onto adjacent properties or into roadside ditches. There are

multiple piped systems within the street, which all discharge to an open channel (named “Channel 6”) that flows from east to west through the property at 2186 Laura St. The project includes upsizing a stormwater main for Channel 6 under Laura St, for the benefit of the City.

Chapter 3 – Public Involvement

Community input on the project is summarized in this chapter.

Public involvement campaigns for projects are customized according to the level of influence the public has in the decision making process. Due to the project scope limiting the level of public influence over design alternatives, this project falls within the County's "inform" category, in which the public is notified of the project and provided an opportunity to express concerns or ask questions. Public information activities were developed in consultation with the City of Springfield, as summarized below.

Public Hearings

To date, 6 public hearings have occurred. Note that funding for the County portion was requested in 2020, and the City portion in 2022.

Metropolitan Policy Committee (MPC)

5 public hearings, on 6/4/20, 7/9/20, 2/3/22, 8/4/22, and 10/6/22 occurred.

TrAC

Public hearing on 9/23/20 as part of the recommendation for County Road and Bridge Projects to be included in the Lane County Capital Improvement Plan.

Project Webpage: www.lanecounty.org/LauraSt

The County has maintained a webpage dedicated to the project to enable interested parties to review key documents and be informed about opportunities to provide feedback. The webpage includes a form to subscribe to the project email list.

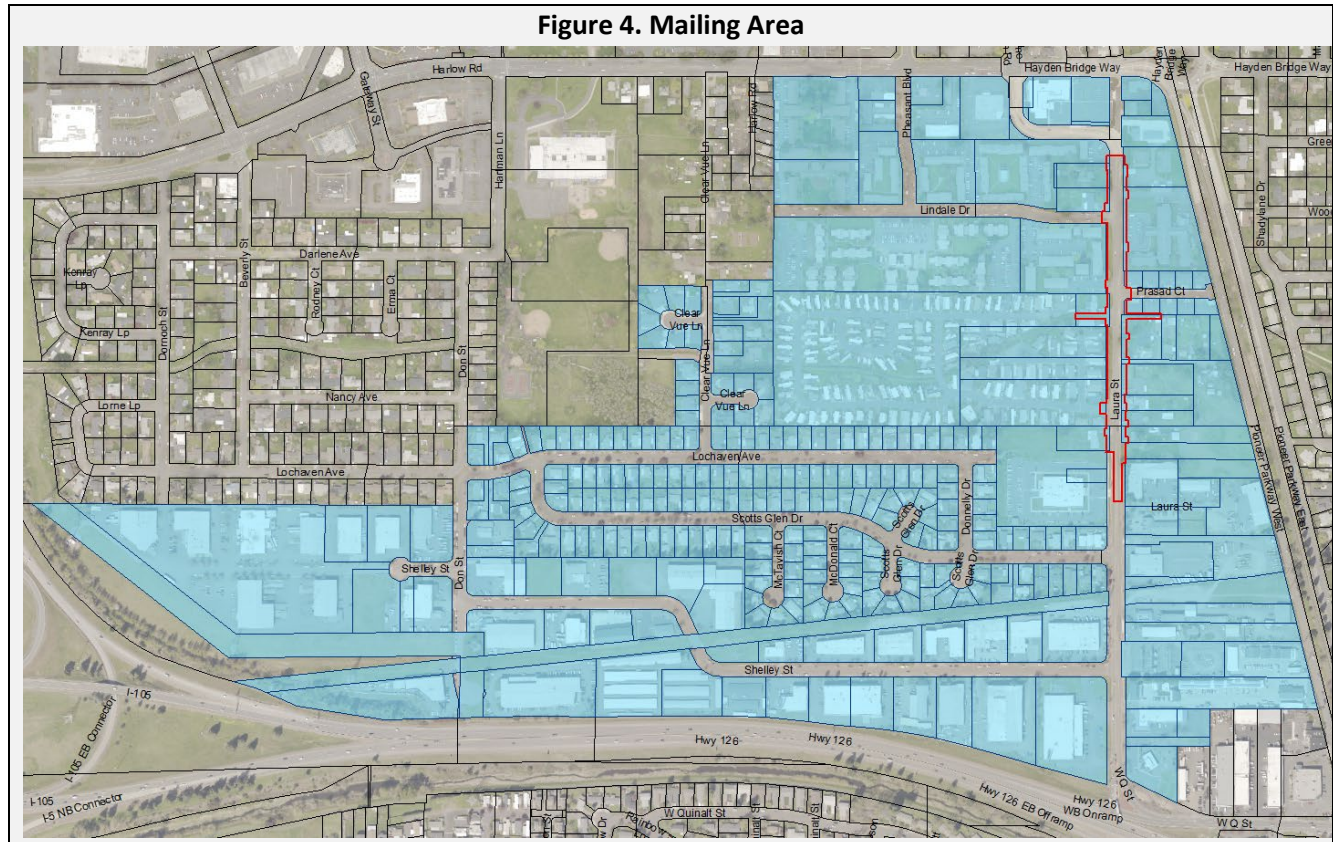
Project Signs

Since November 2022, two project signs (see Figure 3) have been posted (one at either end of the project) that provide an address for the project webpage.



Mailings

Postcards and letters have been mailed to all residents, tenants, and property owners in and near the project area. At the City's request, this area was expanded to include 1,029 addresses (see Figure 4). Interested parties have also received project updates via email.



Environmental Justice and Title VI Civil Rights

Environmental Justice (EJ) and Title VI focus on understanding and addressing the unique needs of different socioeconomic groups, which are vital components to effective transportation decision-making. Key areas of consideration for compliance include: identifying populations so that their needs can be acknowledged and addressed; and evaluating and improving the public involvement process to eliminate participation barriers and engaging minority and low-income populations in transportation decision-making. Available census data for the area indicates that there are several populations of concern: the project area exceeds county-wide averages for people with disabilities, youth, and households without a vehicle; and has a median income below \$49,000. The project design includes ADA ramps, which supports the County's implementation of its ADA Transition Plan.

Summary of Public Comments

To date, only one resident has contacted the County about the project. A resident at 2300 Laura St requested more information about the project, specifically how it might affect his property. See Appendix B for this comment.

Additional right-of-way width will be required for the project from some of the abutting properties, which is estimated to range between two to ten feet. A detailed right-of-way acquisition plan will be developed following design concept approval, when more design work is completed to determine the needs for managing storm water runoff and whether there is the potential to include short retaining walls to further reduce private property impacts. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to fences and landscaping.

Chapter 4 – Design Implementation

This chapter describes the Design Concept and next steps to implement the project.

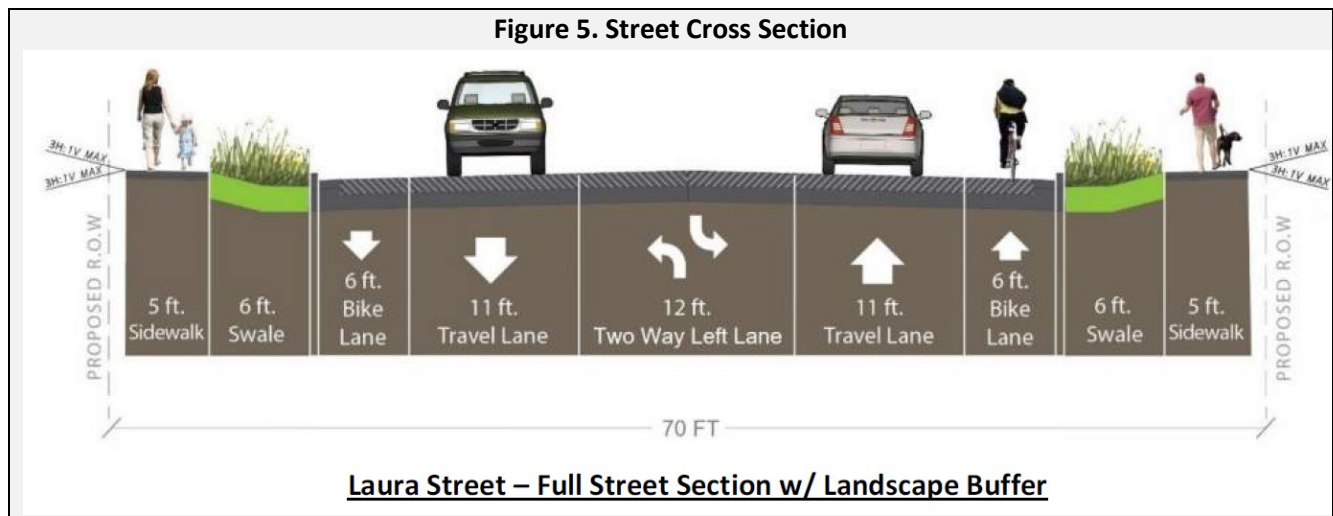
Design Concept

The design concept drawings are included as Appendix A. The design fulfills the project's goals of improving safety for pedestrians and bicyclists, and improving the street to allow jurisdictional transfer to the City. This design is for sidewalks and bike lanes on both sides of Laura Street within the segment under County jurisdiction, and an additional 200 feet under City jurisdiction, to provide contiguous improvements from Harlow Road/Hayden Bridge Way south to Shelley Street. ADA ramps will be included throughout the project, which supports the County's implementation of its ADA Transition Plan.

Storm water drainage will be built to City standards. Storm water treatment swales will be located in the landscaping strips (see Figure 5). All storm water will discharge to Channel 6.

Construction of the proposed cross section will require removing some trees, including two large trees (in the existing right-of-way), approximately four smaller trees, and some large shrubs.

Note that the proposed alignment includes slight horizontal shifts (i.e. not a perfectly straight line). This is because Springfield Utility Board (SUB) has a power transmission line running along the west side of the street and the proposed alignment accommodates these power poles. The alternative (relocating the power poles) would be costly for SUB and could delay the project.



Funding

The majority of funding for this project is sourced from grants awarded to Lane County from the MPO. The MPO receives a set amount of federal funding each year from the United States

Department of Transportation, which it then distributes to local transportation projects through a competitive selection process. Grants supporting this project include the Surface Transportation Block Grant, the Congestion Mitigation Air Quality Grant, and Highway Infrastructure Program funds. The current project funding programmed through the MPO is \$4,906,998.77. Of the total project funding programmed, the City of Springfield is receiving \$1,766,999.89 and contributing \$181,470.89 in match to complete the portion of the project already under City jurisdiction. The project funding is phased for design in 2022-2024, right-of-way in 2023-2024, and construction in 2024-2025.

Just Compensation (Right-of-Way Acquisition)

Property owners will be offered Just Compensation for the portion of their property needed to complete the project. The Just Compensation amount is determined by an appraisal and forms the basis of monetary offers presented to property owners. Just Compensation includes the estimated value of all the land and improvements within the needed area. Because this project would only require a part of a property to be acquired, the amount will also include any measurable loss in value or damages to the remaining property due to the partial acquisition.

Additional right-of-way width will be required for the project from some of the abutting properties which is estimated to range between two to ten feet from abutting properties. A detailed right-of-way acquisition plan will be developed following design concept approval, when more design work is completed to determine the needs for managing storm water runoff, and potentially shifting the location of sidewalks. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to landscaping.

Jurisdictional Transfer

In 2022, the County and City executed an IGA that provides for jurisdictional transfer to the City. After the project is complete, the County will surrender jurisdiction to the City and the City will have jurisdiction for the entirety of Laura Street.

Next Steps

Following approval of the Design Concept by the Lane County Board of Commissioners, staff will continue to develop the design into construction drawings. The right-of-way needs for the project are conceptual at this time and will be more precisely determined as the design drawings are refined. Staff will work with property owners affected by the project, such as right-of-way acquisition and coordination on mitigating impacts to landscaping.

LEGEND



PROPOSED STORMWATER TREATMENT FACILITY

PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE

PROPOSED RIGHT-OF-WAY

PROPOSED TEMPORARY CONSTRUCTION EASEMENT

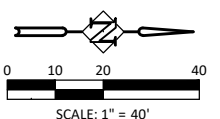
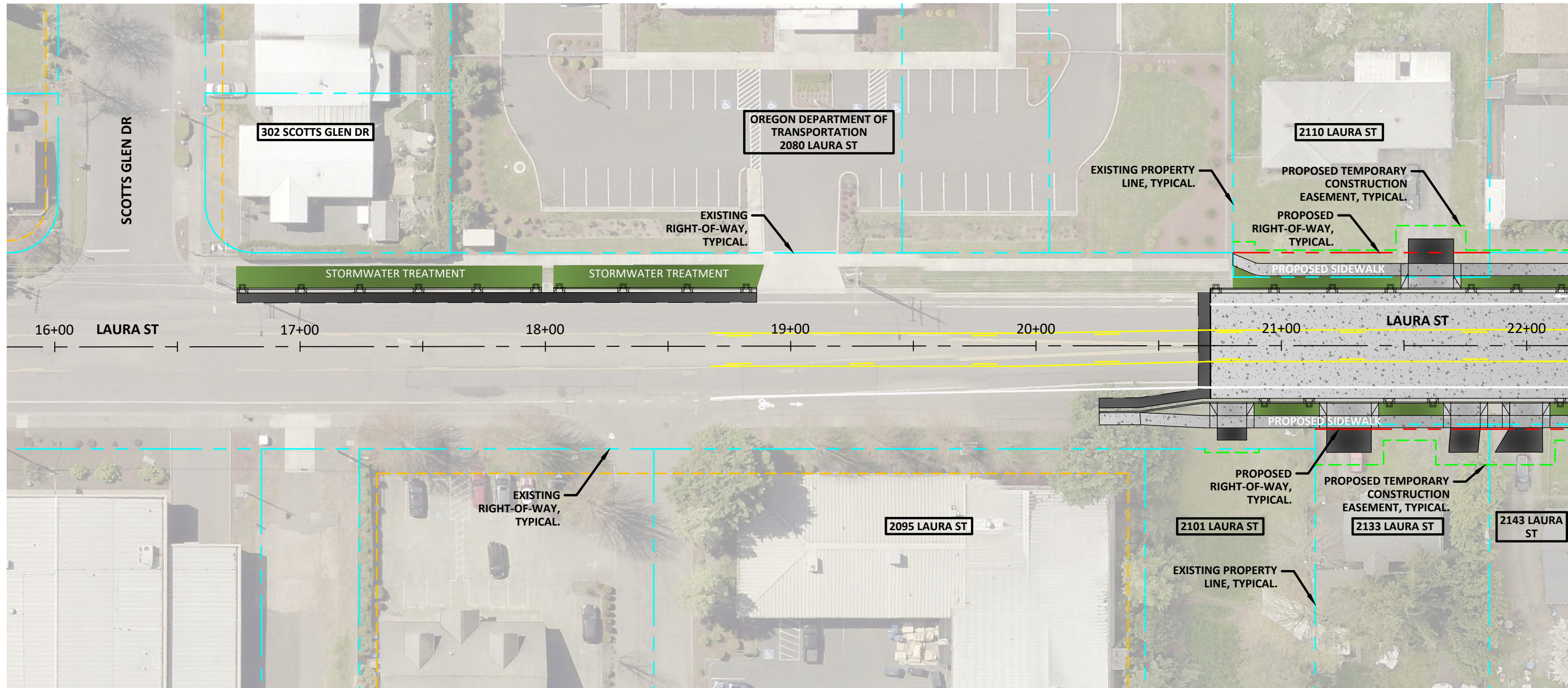
EXISTING PUBLIC EASEMENT

EXISTING RIGHT-OF-WAY/PROPERTY LINE

PROPOSED IMPROVEMENTS LAURA STREET, SPRINGFIELD OREGON



**Harper
Houf Peterson
Righellis Inc.**
ENGINEERS*PLANNERS
LANDSCAPE ARCHITECTS*SURVEYORS
530 Center Street NE, Suite 240, Salem, OR 97301
phone: 503.365.1131 www.hhpr.com fax: 503.221.1171



LEGEND



PROPOSED STORMWATER TREATMENT FACILITY

PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE

PROPOSED RIGHT-OF-WAY

PROPOSED TEMPORARY CONSTRUCTION EASEMENT

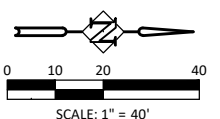
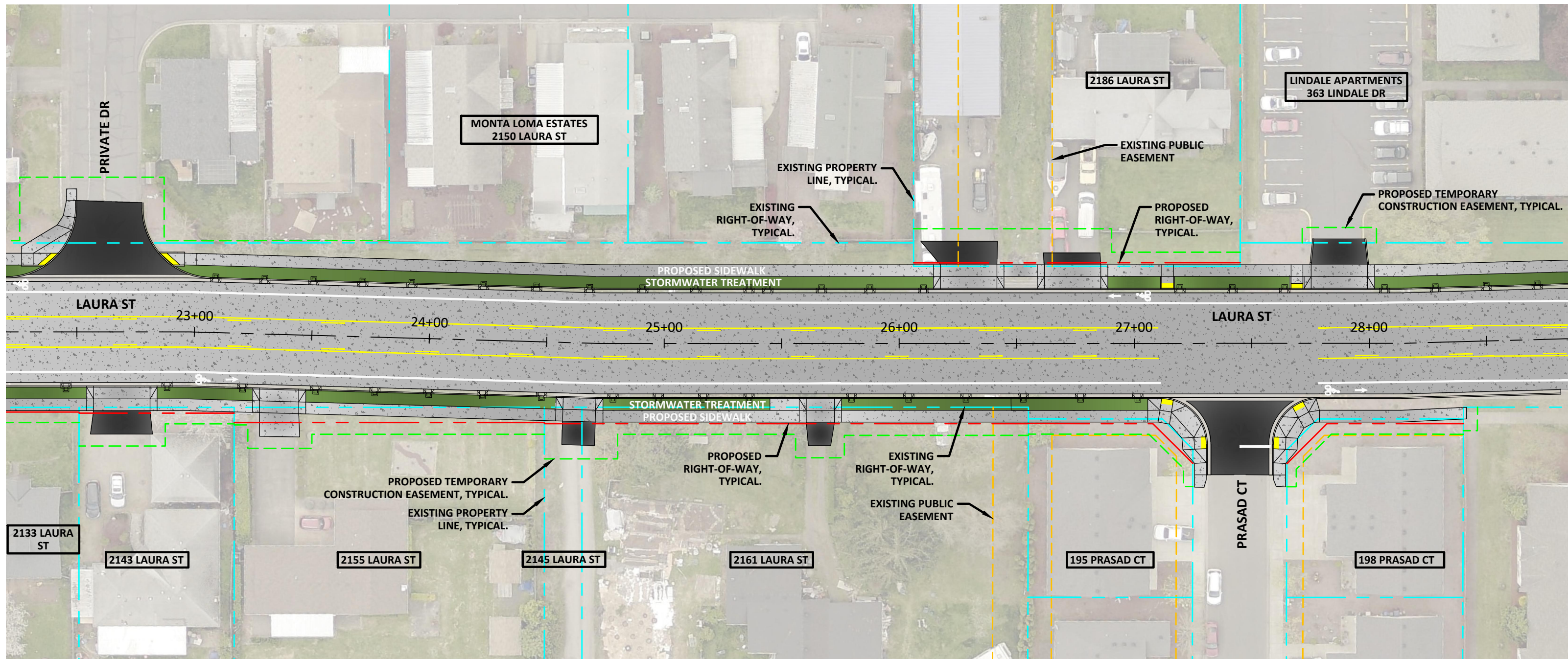
EXISTING PUBLIC EASEMENT

EXISTING RIGHT-OF-WAY/PROPERTY LINE

PROPOSED IMPROVEMENTS LAURA STREET, SPRINGFIELD OREGON



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LEGEND



PROPOSED STORMWATER TREATMENT FACILITY

PROPOSED ASPHALT PAVEMENT

PROPOSED CONCRETE

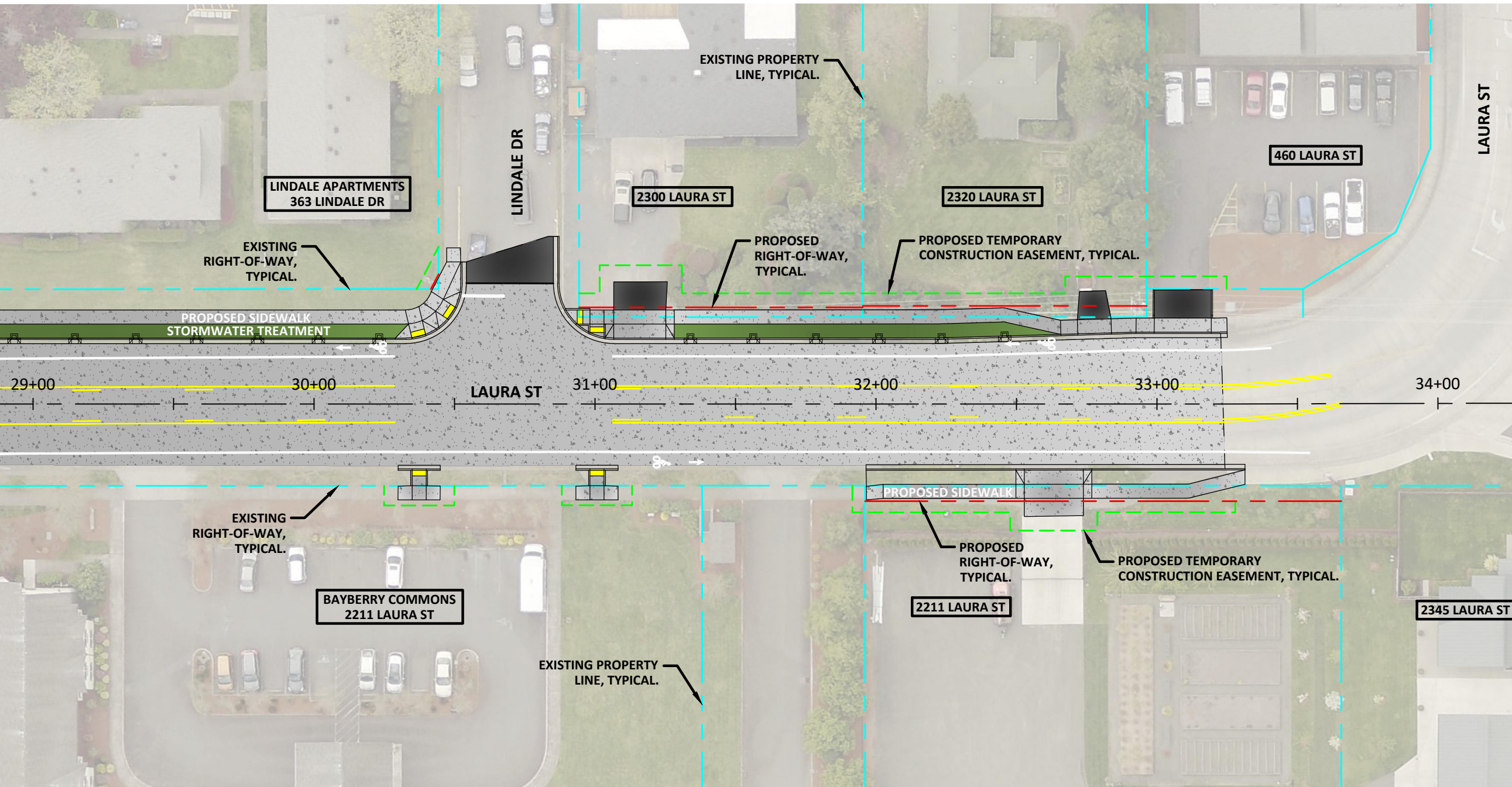
PROPOSED RIGHT-OF-WAY

PROPOSED TEMPORARY CONSTRUCTION EASEMENT

EXISTING PUBLIC EASEMENT

EXISTING RIGHT-OF-WAY/PROPERTY LINE

PROPOSED IMPROVEMENTS LAURA STREET, SPRINGFIELD OREGON



From: Ryan McPhail <r.mcphail@curtisresteq.com>
Sent: Monday, October 17, 2022 1:46 PM
To: SWEETMAN Olaf T
Subject: RE: Laura Street Urban Upgrade

[EXTERNAL △]

Olaf,

Thank you for the information. This at least lets me plan and prepare. I will take a look at things tonight, but by the sounds of it I will be losing a very large portion of my front yard, as the current Laura Street is pretty narrow in that area.

Thank you for sending out meeting info as you get it, I look forward to learning more about this project.

Thank you,

Ryan M. McPhail
Chief Operating Officer
Curtis Restaurant Equipment Inc | CurtisRestEq.com
555 Shelley Street | Springfield, OR 97477
PH (541) 746-7480 ext 215 | FX (541) 746-7384 | CELL (541) 817-5362



AN EMPLOYEE OWNED COMPANY
Why Choose Curtis

From: SWEETMAN Olaf T <Olaf.SWEETMAN@lanecountyor.gov>
Sent: Monday, October 17, 2022 1:23 PM
To: Ryan McPhail <r.mcphail@curtisresteq.com>
Subject: RE: Laura Street Urban Upgrade

Hi Ryan,

Thanks for reaching out and I'm happy to answer your questions. We're just beginning the project design, so I don't have much solid information for you at this point. The current concept includes two 11' travel lanes, a 12' center turn lane, and 6' bike lanes, so a total pavement width of 46'. We hope to use the existing frontage improvements at Bayberry Commons, so if you measure 46' from their curb face, that's a likely location for the curb face on your side. A 5' sidewalk is planned, either directly behind the 6" curb, or potentially with a landscaping strip in between that is typically 5-6' wide. We expect to have the preferred design concept ready in early 2023, and there will be a public hearing for this design concept at the County's Transportation Advisory Committee. I haven't attended one of their meetings yet, but it looks like they're held on Wednesdays at 5:30pm. I'll plan to send the meeting notice to the e-mail list.

Following approval of the design concept in early 2023, we expect to start the right-of-way acquisition phase. At that time, we'll contact you if we anticipate needing any right-of-way at your property. I think this is a strong possibility and it may be prudent to hold off on making any important changes to your east frontage. I believe the County would have

to compensate for any existing improvements on your property in any case. However, the County might not compensate you for improvements in the existing right-of-way.

Regarding sidewalk on Lindale Dr, I'm not aware of any plan for that. Lane County is only concerned with improving Laura St, so that we can transfer jurisdiction to the City. There would be sidewalk at the corners of Lindale Dr but none extending to the west.

Let me know if you have any further questions.

Olaf Sweetman, PE
Project Management Associate

Lane County Public Works
Engineering & Construction Services
3040 N Delta Hwy | Eugene, OR 97408
Office: 541-682-6424 | Mobile: 541-297-6399

From: Ryan McPhail <r.mcphail@curtisresteq.com>
Sent: Sunday, October 16, 2022 2:51 PM
To: SWEETMAN Olaf T <Olaf.SWEETMAN@lanecountyor.gov>
Subject: Laura Street Urban Upgrade

[EXTERNAL △]

Hello Olaf,

My name is Ryan McPhail, and I own and live in the house at 2300 Laura St. in Springfield. I received the letter about the upgrades to Laura Street, and the transfer to City of Springfield in 2024. I have added myself to the email list for updates regarding this, but I was wondering if there was any additional information I could obtain about this project, or meetings I could attend. Two of the main questions I would have are:

- Has there been a determination on the final width of the street, side walk and bike paths? Hoping to determine how much of my property I will be losing on the East side of my property. I am currently in the process of updating my front area, irrigation, bark covering, and will next be looking at paving the driveway. This upgrade to Laura can potential massively impact my driveway/parking area.
- Is there any plan to connect the northside sidewalk on Lindale straight at the Lindale/Laura intersection? It is City behind my property and has sidewalk diving into my fence and property line on the West side of my property. If sidewalk was planned for the only section of Lindale/Laura that is currently not with a sidewalk, this will affect my property massively. Including losing my RV driveway and parking, as well as 300' lineal feet of my property (at whatever width is needed), potentially 1,500+ square feet of my property.

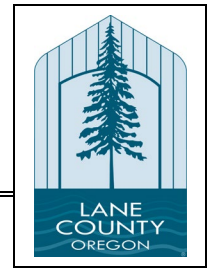
Thank you,

Ryan M. McPhail
Chief Operating Officer

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555 Shelley Street | Springfield, OR 97477
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AN EMPLOYEE OWNED COMPANY



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: **Blue River Drive Design Concept**

I. ACTION

Staff will provide an overview of the process and public input opportunities.

II. BACKGROUND

Staff introduce the project purpose and scope at the January 25, 2023 TrAC meeting.

III. RECOMMENDATION / NEXT STEPS

Design alternatives will be presented at the May TrAC meeting. A public hearing on the preferred alternative is scheduled for the July TrAC meeting.

IV. FOR MORE INFORMATION

Contact Becky Taylor, Senior Transportation Planner, at 541-682-6932 or becky.taylor@lanecountyor.gov

V. ATTACHMENTS

Public Involvement Plan

Public Involvement Plan

BLUE RIVER DRIVE

DESIGN CONCEPT



The purpose of this plan is to help the project team develop and organize public involvement activities, to be effective and meaningful in accomplishing project goals, in compliance with applicable regulations, including Lane Manual 15.580 *Citizen Input with Regard to Individual Road Improvement Projects*, **and most importantly, with sensitivity to the trauma of the 2020 Holiday Farm Fire. The overarching goal of this project is to support rebuilding the community of Blue River by developing a community-preferred design concept for Blue River Drive.** Public participation is an integral part of the process to ensure that decisions are made in consideration of community needs and preferences. This brings diverse viewpoints and values into the decision-making process, which will require consideration of tradeoffs. This process enables Lane County to make better-informed decisions through collaborative efforts and builds mutual understanding and trust.

Public Involvement Goals

- **Develop rapport with the community**
 - Increase public confidence in Lane County by improving transparency and accountability
 - Inform all stakeholders about the project and gain their views, concerns, and values – with an inclusive, fair, and responsive process
- **Obtain local knowledge and take account of public inputs in decision making**
 - Demonstrate that our approach in addressing the need is reasonable, sensible, and responsible
 - Solicit information, provide timely information
 - Be clear about what ideas can or cannot be explored

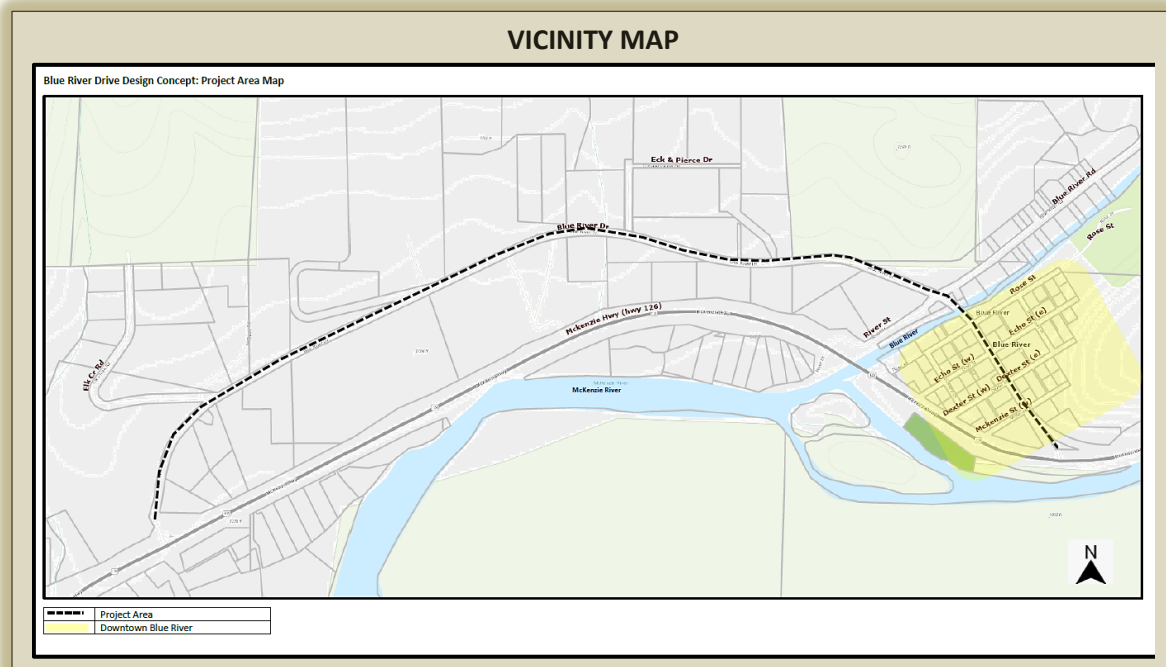
The public involvement activities outlined in this plan include seeking out and considering the needs of all stakeholders. The stakeholders section of this plan identifies additional resources and demographic information, such as the *McKenzie River Valley Wildfire Recovery Assistance, July 2022* and the *2020 Needs Assessment for the McKenzie Valley Long Term Recovery (MVLTR)*. Lane County's equity objectives (see Title VI/EJ section, below) align with the MVLTR groups' challenge **to help those who need the help the most.**

Project Description

This project is to develop a design concept for Blue River Drive. The purpose of the project is to support the community of Blue River, which is in the process of rebuilding from the 2020 Holiday Farm Fire. This project involves working with stakeholders, including property owners, service and utility providers, the school district, and community members to:

- 1) better understand needs and preferences;
- 2) develop and evaluate design alternatives (e.g. different on-street parking configurations, such as parallel, diagonal, and/or head-in; and walking/biking space, such as separated path, sidewalk, and/or wider paved shoulder); and
- 3) select a preferred design that includes a public hearing before the Lane County Transportation Advisory Committee and a Board Order by the Lane County Board of Commissioners.

The resulting design concept will: 1) clarify right-of-way needs and related building setback requirements; and 2) refine the planning-level project recommendation of the Lane County Transportation System Plan (TSP) with a context-sensitive design; and 3) better position Lane County to secure grant funding for construction. The process is anticipated to begin in January and be completed in August 2023.



Problems and Opportunities

This project was initiated in response to community concerns. Redevelopment efforts along Blue River Drive downtown are struggling to meet code requirements for right-of-way setbacks. Blue River Drive currently has 60 feet of right-of-way width; however Lane Code requires a minimum right-of-way width of 80 feet. Strict application of current code would limit buildable land area on already constrained properties. To enable consideration of a right-of-way width lesser than the code-required 80-foot minimum, Lane County is in the process of amending the code to enable the Board of County Commissioners to establish the right-of-way width for development setbacks by Board Order based on a design concept that has more precisely determined the right-of-way needs. This project is to develop that design concept for Blue River Drive for Board action.

In addition to determining the right-of-way needs for development setback purposes, infrastructure investments are needed in Blue River Drive to improve transportation safety and operations. Blue River Drive currently has one vehicle travel lane in each direction with narrow roadway shoulders; the overall pavement width is about 26 feet within 60 feet of right-of-way. Use of the right-of-way outside of the paved travel space includes roadside ditches, embankments, some gravel pull-out areas, and Lane Transit District bus stops in front of the school and in down Blue River. The downtown portion of Blue River Drive has expansive pavement or gravel areas beyond the travel lanes that have historically been used for parking and walking to and from adjacent properties. The portion of Blue River Drive outside of the downtown core (west of the Blue River Bridge) has narrow paved shoulders and steep “unrecoverable” slopes; these conditions are a safety concern for all modes of transportation.

There are no sidewalks or bike lanes, which is common for rural roads. Consistent with Lane County’s standard for providing a minimum four-foot wide paved shoulder on rural collector roads to provide space for walking, biking, and vehicle recovery area, the TSP recommends a roadway widening project to provide four-foot paved shoulders. The TSP project cost estimate is \$1,450,000. In accordance with County policy (Lane Manual Chapter 15.050) the TSP project would first require development of a design concept to consider the land use context, physical constraints, property and environmental impacts, and alignment alternatives. This project is to develop a design concept consistent with Lane Manual that addresses the transportation needs and supports rebuilding the community.

The goal of this project is to develop a community-preferred design concept. Blue River Drive needs to meet the needs of the Blue River community. The community needs and interests are diverse, thus three design alternatives will be developed for a community conversation about tradeoffs before selecting the recommended design concept.

Related Project: Transportation Growth Management (TGM)

Lane County Land Management was awarded Oregon TGM funding to create a Blue River Complete Community Plan. The plan is expected to promote compact, small-town development patterns with an active and convenient pedestrian environment along a mixed-use Blue River Drive, higher density development near Lane Transit District bus stops and the McKenzie River Community School, and mixed-use employment lands located within the community boundary. The feasibility of development densities is highly contingent on methods of providing water and managing wastewater. The planning process includes community and stakeholder engagement and will require amendments to the Lane County Rural Comprehensive Plan and Lane County Zoning Ordinance in order to implement both the plan and Oregon Administrative Rules (OAR) 660 Division 22, also known as the “Oregon Unincorporated Communities Rule”. The process is currently underway, with the wastewater and density feasibility analysis in April 2023, and plan completion in February 2024.

Through land use arrangements and street design standards, the TGM process aspires to help people meet their daily needs by the transportation mode of their choice, especially to support walking, biking, and taking transit. The street design standards element of the TGM project does not include the development of design concepts for roads in Blue River. For example, a design standard establishes a basic expectation, such as allowing on-street parking, whereas a design concept would show the layout of on-street parking on a specific street. The development of the Blue River Design Concept will take into consideration the objectives of the TGM project to support compact development and multi-modal transportation.

Developing a design concept for Blue River Drive cannot wait for completion of the TGM process because determining the needed right-of-way width is urgent. Adjacent property owners need certainty about the right-of-way width to determine development setbacks. The TGM project team will be consulted as part of the design concept process for Blue River Drive.

Stakeholders

Stakeholders include anyone who has an interest in this project. This includes property owners within Blue River, the broader community of the McKenzie Valley, service and utility providers, the McKenzie School District, and multiple partner agencies supporting the rebuilding effort. This project is maintaining a stakeholder communications log as well as contact lists of interested parties and Blue River property owners. All will be invited to participate in the public involvement opportunities, which include several community meetings.

Rebuilding Project Partners

There are multiple projects underway to support rebuilding the community of Blue River, such as: Blue River Community Park Project, Three Sisters Meadow Master Plan, O'Brien Community Library, Blue River Fire Station, Blue River Health Clinic, McKenzie Housing Recovery Plan, Homes for Good, Blue River Survey and Wastewater. There are also many community partners guiding these efforts, such as Locals Helping Locals, McKenzie River Trust, McKenzie Valley Long Term Recovery, Oregon Solutions, Rural Development Initiative, and Oregon Housing and Community Services. Several community members serving in multiple capacities to support these efforts. All are stakeholders in the development of the Blue River Drive design concept, which needs to support rebuilding Blue River. The project team will reach out to these stakeholders to solicit input. **The McKenzie Rebuilds Blue River Recovery Group facilitated by Oregon Solutions will serve as the Stakeholder Advisory Committee. This group identified this project amongst the top three priorities for rebuilding the community of Blue River.**

Abutting Property Owners

Property owners directly abutting Blue River Drive are most affected by the design concept. Lane County strives to minimize and mitigate impacts to adjacent properties when designing and constructing roadway projects, where practical within project scope and budget. A controlling factor of the downtown design alternatives for Blue River Drive is maintaining or reducing the existing 60 feet of right-of-way width and avoiding expanding the right-of-way. This project was initiated in response to downtown properties not being able to meet right-of-way setbacks. Targeted outreach to property owners will include direct mailings to postal addresses, which is reported to be the best way to reach the area (see *McKenzie River Valley Wildfire Recovery Assistance, July 2022*).

Elected Officials

This project is within Lane County's East Lane District, which is represented by Lane **County Commissioner Heather Buch**. Commissioner Buch will be updated on the status of the project and informed of stakeholder concerns. The design concept will ultimately need to be approved by the Board of County Commissioners, which is planned for August 2023.

Title VI/Environmental Justice (EJ)

In the Lane County Public Works Title VI Plan, the Public Works Director issued the following policy statement: *Lane County, acting through its Public Works Department, assures that no person shall, on the grounds of race, color, national origin, sex, age, disability or income as provided by the Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied benefits of, or otherwise subjected to discrimination under any County sponsored program or activity. The County further assures that every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.*

This project will make every effort to include outreach efforts that address populations of concern. Special considerations for the potential vulnerable populations include minimizing the need for transportation to exchange information (such as direct mail, providing materials electronically, and holding meetings in the vicinity) and translating materials to accommodate limited English proficiency. The outreach proposed for this project includes the development and maintenance of a project webpage to provide clear and timely project information. Abutting properties will receive postcards containing information about the project and website along with staff contact information. All postcards will contain taglines in Spanish and Chinese regarding translation services being available at no charge, consistent with Lane County's *Limited English Proficiency Plan (2018)*. Any requests for translation services or other needs to accommodate Title VI populations will be provided.

The Blue River community is a vulnerable population traumatized by the 2020 Holiday Farm Fire. All communications need to be sensitive and not re-traumatize survivors. In acknowledgement that census data alone does not provide sufficient detail to identify vulnerable populations, Lane County Transportation Planning is currently in the process of conducting countywide community surveys as part of a statewide equity grant; however, in acknowledgement that McKenzie Valley community members have expressed that they are fatigued from feedback sessions and surveys over the past year, community surveying will not be conducted in the McKenzie Valley. Instead, both the equity grant project and this design concept project will rely on the demographic findings provided in the *McKenzie River Valley*

Wildfire Recovery Assistance, July 2022 and the 2020 Needs Assessment for the McKenzie Valley Long Term Recovery (MVLTR).

The 2020 Needs Assessment for the McKenzie Valley Long Term Recovery (MVLTR) notes the following:

- The primary survey respondents varied in income levels, with 33% age 65 years or older and 88% White/Caucasian.
- The fire's damage was devastating. Nearly half of the assessment households reported their homes as being destroyed, while another 23% reported their home damaged. Many of these households reported living on fixed incomes and past their wage earning years.
- More respondents reported a need in primary or foundational structures and materials (i.e., driveways/sidewalks, roofing and gutters) compared to interior structures or materials (i.e., cabinetry, lighting).

The McKenzie River Valley Wildfire Recovery Assistance July 2022 report offers the following perspective and guidance:

- Most of the McKenzie River Valley homes were built before the 1970s, prior to the establishment of the current Oregon land-use system and various health and environmental protection laws. These non-conforming uses and structures have different regulations around where and how rebuilding can occur. Furthermore, many McKenzie families lived in non-permanent structures, such as out-buildings, trailers, recreational vehicles, and other accessory structures as their homes, some through trading maintenance services in exchange for rent. These residents of non-permanent homes haven't received the same services as stick-built dwellings, manufactured homes, or permitted residences, nor have they been recognized as housing units, making them more challenging to access, track, and assist in a post-disaster situation. Additionally, there are no existing rural area or community plans to guide disaster recovery.
- The area had also continued to serve as home to people living with low and fixed incomes and other circumstances that make recovery from the wildfire disaster very challenging. Pre-disaster, the median age of the displaced population is around 55 years old; many property owners inherited their residences, never having to apply for loans or a mortgage; with many more residing in non-permanent structures and vehicles.
- Who is Left Behind?
 - **Lower- and middle-income residents**
 - Those who lost a home but had some savings - just enough money to disqualify them for some financial assistance. The cost of goods and home prices have increased over the last 18 months while their income has stayed the same, making new housing unaffordable. The lack of appropriate insurance coverage has further exacerbated their needs.

- Many people lived in unpermitted housing on private properties (RVs, mobile homes, guest houses) and were not eligible to receive aid. **Due to County code issues, these residents cannot rebuild or reestablish similar living quarters on the same properties.**
- **"Off-grid" individuals**
 - People who lived in the area lived outside of established neighborhoods and other community systems. It is hard to know exactly how many people live like this, and many may be dealing with post-traumatic stress disorder (PTSD) or other mental health issues but thriving by their standards.
 - Many do not have internet or telephones, may not have IDs or any way for recovery agencies to know that they "exist," and therefore, have had a more challenging time getting aid/support.
 - Many find it hard to engage with the systems they chose to live without before.
 - **Outreach efforts are likely missing, and online-only engagement won't reach them. The best way to contact them is through the mail, as many still have PO Boxes or other ways to get mail.**
- **Seniors**
 - **Do not use the internet, so online-only engagement will not work**
 - Hard time navigating recovery systems, especially if it's online
- There is an overarching need for community visioning and approaches to collectively determine the long-term future of the McKenzie River Valley with meaningful engagement of these vulnerable groups. **Typical community planning and engagement approaches are time-consuming for displaced wildfire survivors, and potentially re-traumatizing. Additionally, community members have expressed that they are fatigued from feedback sessions and surveys over the past year.**

Public Involvement Strategy -- INVOLVE

The appropriate strategy depends on many factors, such as: the scope of the project and whether the public will be able to influence the outcome the anticipated level of conflict, concern, or controversy; and the probably level of difficulty in solving problems and advancing the project. The level of participation and relevant tools for each is as follows:

- **Inform:** Direct mailing, webpage, press release, school and neighborhood newsletters, door-to-door with flyers
- **Solicit Input:** Public meeting (attend regularly-scheduled neighborhood meeting and/or school meeting; hold open house at school), inquiry, survey
- **Involve:** Workshop, design charrettes, citizen advisory committee

The involvement strategy for this project is an Involve Campaign. This strategy includes many of the tools described above. Specific activities are listed in the project milestones table provided below. These include stakeholder interviews and community meetings.

Lane Manual 15.580 Citizen Input with Regard to Individual Road Improvement Projects prescribes the process for a Design Concept approved by an Order of the Lane County Board of Commissioners (BCC). The expectations of this process include engagement with stakeholders, specifically: property owners adjacent to the project, the applicable local neighborhood association, state and local agencies having jurisdiction in the project area, the fire protection district, school district, and transit district. Input from these stakeholders will be solicited by the project team early in the process, with direct mailings to abutting properties, and telephone and/or email interviews with service providers. All stakeholders will be invited to community meetings to engage in the project design elements.

At the conclusion of the stakeholder engagement and community meeting, staff will provide a written and oral report to the Transportation Advisory Committee (TrAC), describing the outreach process and outcomes, including a recommended project design concept and justification for the recommendation. **The TrAC will consider the recommendation and hold a public hearing** in which the minimum notification requirements are 10 days in advance mailed notice to abutting property owners, and then vote on a recommendation to advance to the BCC.

The appeal provisions of LM 15.810, for challenges to the TrAC recommendation, enable staff or the public to request a public hearing before the BCC. Appeals from the public must include a petition by at least 50 percent of the adjacent landowners along the proposed project, and must be filed within 30 days of the TrAC decision. Notification of these rights will be provided.

Project Milestones – OPPORTUNITIES FOR PUBLIC INPUT

Public involvement will occur through the duration of the project with specific activities at the project milestones listed in the following table.

WHAT	HOW	WHEN
Project Introduction	Community Outreach	January – March 2023
Build support by explaining project purpose and benefits	<ul style="list-style-type: none"> • Webpage development (included on countywide McKenzie Rebuilds site) • Email interested parties (project email list and countywide McKenzie Rebuilds e-newsletter) • Community Meeting #1 (1/14/23 at McKenzie School) • Oregon Solutions’ Blue River Rebuild Workgroup (2/1/23 group identified this project amongst Top 3 Priorities for “unsticking” Blue River) 	January – February 2023
Early identification of issues Foundational Inputs, Existing/historical conditions, needs/preferences, constraints/opportunities	Stakeholder Interviews – phone, email, individual meetings <ul style="list-style-type: none"> • Abutting property owners • Utilities • McKenzie Rebuild partners Community Meeting #2 (3/18/23 at McKenzie School) <ul style="list-style-type: none"> • Email interested parties (project email list and countywide McKenzie Rebuilds e-newsletter) • Postcards to property owners (mailed 3/3/23) 	February – March 2023

Design Concept	Community Outreach	April -
Present/Feedback Design Alternatives: <ul style="list-style-type: none"> ○ Three for Downtown with 60' constrained ROW w/ variety of on-street parking configurations ○ Three for Outside Downtown with consideration of separated path and recoverable slopes 	Stakeholder Check-Ins – phone, email, individual meetings <ul style="list-style-type: none"> • Abutting property owners • Utilities • McKenzie Rebuild partners Community Meeting #3 (April/May at McKenzie School) <ul style="list-style-type: none"> • Email interested parties • Postcards to property owners 	April/May 2023
Present/Rationale Recommended Design Alternative	Stakeholder Interviews – phone, email, individual meetings <ul style="list-style-type: none"> • Abutting property owners • Utilities • McKenzie Rebuild partners Community Meeting #4 (June/July at McKenzie School) <ul style="list-style-type: none"> • Email interested parties • Postcards to property owners 	June 2023
Transportation Advisory Committee Review and Recommendation	Public Hearing with public notice	7/26/23
BCC Final Action	BCC Design Order – LM provision for appeal and public hearing	August 2023
Project Completion		
Announcement / Celebration	Update webpage and thank project partners	August 2023
Evaluation	Review public involvement process with stakeholders and project team	September 2023

Implementation	Plan next steps for advancing design and securing construction funding	On-going planning for funding opportunities
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Tracking Results

The following information will be tracked:

- Number of activities/actions/events and participants/respondents
- Comments received / comment themes / key concerns
- Responses delivered / How concerns were addressed / Communicating results to stakeholders

Project completion will include an evaluation of the public involvement process with stakeholders and the project team to review the information tracked and discuss areas that went well versus areas that have room for improvement in future outreach efforts. Any loose ends with stakeholders will also be wrapped up as part of the evaluation and tracking process.

BYLAWS

LANE COUNTY TRANSPORTATION ADVISORY COMMITTEE (TrAC)

ARTICLE I. NAME

This committee shall be known as the Lane County Transportation Advisory Committee (TrAC), hereinafter referred to as the Committee.

ARTICLE II. RESPONSIBILITIES AND OBJECTIVES

In accordance with LM 3.595, the Committee has the following authorities and responsibilities:

Acts as a forum for public input into the County's transportation system and serves as a liaison group in representing transportation concerns of the community to the Board and representing Board decisions to the community.

In addition to the above-cited objectives, the Committee shall also have the following responsibilities and objectives:

Section 1. Review transportation improvement needs throughout Lane County, working with Public Works staff to establish priorities in keeping with available funds. Review and recommend a Five-Year Capital Improvement Program to the Board of Commissioners biannually.

Section 2. Present recommendations to the Board regarding modifications to the Capital Improvement Program during the year if the Committee concurs by majority vote that such modifications would be in the best interest of Lane County.

Section 3. Review requests for transportation improvements beyond the scope of routine maintenance brought to the attention of the Committee by the Board of Commissioners, citizen groups or individual citizens and make recommendations to the Board or to staff as appropriate.

Section 4. Review road standards and policies and prepare recommendations for Board action as necessary.

Section 5. Review and provide recommendations to the Board regarding long-range planning for future transportation needs in Lane County. Included would be review of the Lane County Master Road Plan, Transportation Improvement Program and such other long-range planning as may be required by other governmental agencies or determined by the Committee to serve the public interest.

Section 6. Recommend criteria and resulting priorities for projects involving the County and other governmental agencies.

Section 7. Review needs and use of active transportation modes in overall transportation planning and recommendations.

Section 8. Review annually the Road Fund budget and provide recommendations as appropriate.

Section 9. Review transportation safety needs on a regular basis for all relevant travel modes and make recommendations for improvements to County staff and the Board when appropriate.

ARTICLE III.

MEMBERSHIP

Section 1 in accordance with LM 3.506: The Committee shall consist of seven members. Each commissioner shall name one member from their voting district who shall serve the same term of office as the commissioner making the appointment. Two at-large members shall be appointed by the Board of Commissioners at a regular Board meeting. Commissioner Appointments and At-Large Appointments shall serve at the will of the appointing Commissioner(s), but for no longer than 4 years without reappointment and shall generally be limited to two consecutive terms.

Section 2. A member who is absent without excuse from three (3) consecutive meetings, or four out of six consecutive meetings, shall receive a certified letter from the chairperson of the Committee that if the member fails to attend the next meeting without excuse, the chairperson will request that the Board of County Commissioners declare a vacancy and appoint a replacement.

ARTICLE IV.

OFFICERS

Section 1. The officers of this Committee shall consist of a Chair and Vice Chair.

Section 2. The Chair and Vice Chair shall be elected from the voting membership of the Committee at its first regular meeting in January of each year. The term of office shall be one year. No member shall be eligible for more than three consecutive terms as Chair or Vice Chair. In case of vacancy occurring in the office of Chair or Vice Chair, the Committee shall fill the same by an election at its regular meeting.

Section 3. The Director of the Public Works Department or his/her designee shall serve as Secretary of the Committee.

ARTICLE V.

OFFICERS' DUTIES

Section 1. It shall be the duty of the Chair to preside at all meetings of the Committee; to enforce observation of the Bylaws; to decide all questions of order; offer for consideration all motions regularly made; apportion duties of the members of the Committee; call all special meetings; appoint all necessary subcommittees; and perform such other duties as the office may require.

Section 2. In the absence of the Chair, the Vice Chair shall perform the Chair's duties.

Section 3. In the absence of the Chair and Vice Chair, the Committee shall elect a temporary chair for the particular meeting in question.

Section 4. It shall be the duty of the Secretary to provide information and services, and to keep complete records of Committee activities.

Section 5. An officer may be removed from office by the Board for misconduct or neglect of duty in office.

ARTICLE VI.

MEETINGS AND VOTING

Section 1. This Committee shall hold its regular meetings on the 4th Wednesday of every other month at 5:45 p.m. at the Lane County Public Works Department, 3050 North Delta Highway, Eugene. Special meetings may be called by the Chair provided advance notice is provided at the regular meetings or in writing by the Secretary.

Section 2. All meetings of the Committee shall be conducted in accordance with the Oregon Open Meetings law, ORS 192.610-.690. The Committee is responsible for complying with the requirements of the law, including advance public notice of the agenda and audio recordings, which shall be posted on the County website.

Section 3. The place and hour of any meeting may be changed by affirmative act of the Committee, and the hour of any meeting may be changed by the Secretary, if adequate notice can be given to the public and all interested parties.

Section 4. All meetings shall adjourn at 7:45 p.m. unless the Committee, by majority vote, decides to extend business beyond that time.

Section 5. Each member of the Committee shall be entitled to one vote on all issues at meetings at which the member is present, except as provided in Article VII (Conflict of Interest), and no proxy votes shall be allowed.

Section 6. A majority of the voting members shall be necessary to constitute a quorum. Except as otherwise provided by these Bylaws, all actions of the Committee shall require the vote of the majority of those voting members present, including the chair.

Section 7. The act of a majority of the total membership shall be the act of the Committee.

Section 8. Except as otherwise provided to the contrary by these Bylaws, Robert's Rules of Order shall apply to the procedures of all Committee meetings.

Section 9. When a motion has been made to approve an agenda item and the motion is defeated by proper vote and no later alternative motion is made for approval, the defeat of any such motion to approve shall be deemed a denial of the matter before the Committee, without further separate motion to deny and a vote thereon.

ARTICLE VII.

CONFLICT OF INTEREST

Members shall be required to vote on all matters which require a decision unless a member has a direct or indirect personal or pecuniary interest in said matter. When such apparent or potential conflict of interest arises, the affected member shall disclose such conflict of interest and disqualify themselves from voting on the matter, and they shall not be considered as being present for the purpose of determining whether a majority vote has been cast. Furthermore, the affected member shall notify the Board of County Commissioners as required under ORS 244.120.

ARTICLE VIII.

PUBLIC HEARINGS

Section 1. All meetings of the Committee shall be open to the public.

Section 2. Any interested party may appear for themselves or be represented by a person of their choice. Any person speaking at a public hearing shall first identify themselves by name and address and, if appearing in a representative capacity, identify whom they represent.

Section 3. Public testimony shall be limited to 5 minutes per speaker for a maximum of 30 minutes on each agenda item per meeting except that the time may be extended or limited on majority vote of the Committee.

ARTICLE IX.

SPECIAL RECORDS

Special records shall be maintained by the Secretary or his/her designee for the following matters:

Section 1. All reports made by the Lane County staff, Committee, subcommittee of the Committee, individual staff or Committee members, technical consultants, or other interested parties, shall be filed and made available upon request as provided by law.

ARTICLE X.

ADOPTION OR AMENDMENT OF BYLAWS

The adoption or amendment of these Bylaws shall require the vote of a majority of voting members of the Committee at a meeting prior to which the proposed rules or amendments have been distributed to all members of the Committee five days in advance of said meeting by mailing copy to Committee members' addresses as shown in records of this Committee. Amendments shall become effective only upon approval of Legal Counsel and the Board of County Commissioners.

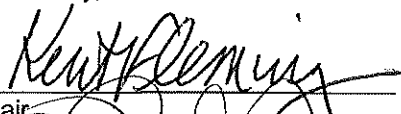
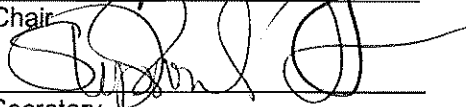
Adopted by the Roads Advisory Committee September 12, 1979.

Amended and adopted by unanimous vote of the members present at the regular meeting of the Lane County Roads Advisory Committee this 28th day of January, 1987.

Amended and adopted by the Committee on this 28 day of February, 1990, and by the Board of County Commissioners on this 27th day of March, 1990.

Amended and adopted by the Committee on this 2nd day of December, 2009, and by the Board of County Commissioners on this 12th day of January, 2010.

Amended and adopted by the Transportation Advisory Committee on this 25th day of May, 2016, and by the Board of County Commissioners on this 12th day of January, 2016.


Chair

Secretary



Lane County Transportation Advisory Committee (TrAC)

Tentative 12-Month Calendar & Agenda Items

<p>January 25, 2023</p> <ul style="list-style-type: none"> • Nominations / Appointments: 2023 Chair / Vice Chair LaneACT representative • 2022 Year-End Report / 2023 Next Steps • Blue River Drive Design Concept Project • Towards Zero Deaths update 	<p>March 22, 2023</p> <ul style="list-style-type: none"> • Blue River Drive Public Involvement Plan & TGM discussion • Public Hearing: Laura Street Design Concept 	<p>May 24, 2023</p> <ul style="list-style-type: none"> • CIP update • Blue River Drive Design Concept alternatives review
<p>July 26, 2023</p> <ul style="list-style-type: none"> • CIP/Budget update • Public Hearing: Blue River Drive Design Concept Recommendation 	<p>September 27, 2023</p> <ul style="list-style-type: none"> • Public Hearing: FY22-FY26 Capital Improvement Program 	<p>November 15, 2023</p> <ul style="list-style-type: none"> •
<p>January 24, 2024</p> <ul style="list-style-type: none"> • Nominations / Appointments: 2024 Chair / Vice Chair LaneACT representative • 2023 Year-End Report / 2024 Next Steps 	<p>March 27, 2024</p> <ul style="list-style-type: none"> • 	<p>May 22, 2024</p> <ul style="list-style-type: none"> • CIP update
<p>Road Tour – TBD</p>		