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# Meeting Minutes

## Jackson County TSP Update

### Citizens Advisory Committee Meeting #4

Tuesday, February 23<sup>rd</sup>, 2016 – 6:00 to 8:00 p.m.

Jackson County Roads – 200 Antelope Road, White City, OR 97503 – Conference Rooms B and C

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**Meeting Organizer:** Mike Kuntz, County Project Manager

**Attendees:** Mike Kuntz, John Vial, Tina Grimes, Steve Mitchell, Tom Langanino, Harlan Bittner, George Pelch, Edgar Hee, Susan Wright, Matt Bell, and Darci Rudzinski.

**Meeting Purpose:** The purpose of Citizens Advisory Committee (CAC) Meeting #4 was to discuss Tech Memo 7 (Policies and Standards), Tech Memo 8 (Implementing Ordinances and Code Changes), and Tech Memo 9 (Financially Constrained Transportation Project List) with the CAC and obtain feedback.

#### **Discussion Topics and Action Items:**

- Last scheduled CAC meeting; however, we are going to take all information from today and put together a TSP. You may want to come back and provide final comments on the Draft TSP.

#### Tech Memo 9

- Was horizontal and vertical curvature considered in the prioritization process? No, all county roads would score poorly in this. Also, it is captured, in part, in the safety and cross-section deficiencies.

#### Policies and standards

- What about roadways that are built on parcels, not right-of-way? Those cannot be created any longer. This was a bad practice that was allowed 40-years ago that is no longer.
- County is not trying to avoid improving roadways. The TSP is trying to convert some roadways to local access roads.
- If someone wanted to update their roadway, they can. The County does not get involved in the management of those roadways, but they will not allow them to be closed because they are in County right of way.
- Most people can't afford to improve these roadways.
- County maintained local roads, County inspects the structures. County does not inspect unimproved road or local access road.

- What does jurisdiction without responsibility mean? Jackson county has chosen minimal jurisdiction. County does not enforce a standard. Residents can do whatever they want, except close it. County does put up street signs and intersections with County facilities. County has regulatory control.

#### TSP Update

- No Comments

#### Standards

- Why the reduction to the 11-foot lane? To increase the size of the shoulders. Research shows very little safety difference between 11 and 12 foot lanes, County is building 11-foot lanes and everything is fine. May still build 12-foot TWLT lanes or outside lanes on multi-lane facilities
- What is the difference between Table 3 and Table 4? The local street A cross section in White City is narrower.
- Industrial local in White City is not correct, urban is 5-feet – this will be fixed.
- Are you using the ASHTO geometric guide? Yes, as a guideline.
- Why are local roads in rural areas 11-foot lanes and not 10-foot lanes? Because most of these local roads are basic rule (55 mph).
- In that case the shoulder width is inadequate? This is something that we will look at (5-foot shoulders on local streets).

#### Toolkit

- Advisory lane - County is excited about applying the treatments. Some worry that drivers may not know how to use the lanes. They are similar to a roadway with a 20-foot cross section and no center stripe.
- Climbing lanes -
- Tools provide a way to improve facilities.
- Once you have the final document, then what? Before it goes to the board it goes to the County's planning commission. There is a work session with them next week. Have another meeting with them when we have the full document. Provide CAC with a week to review and comment. Planning commission and CBOC will hold public hearings on the way toward approving the TSP update. Mike will send CAC members announcement for the meetings.