



CITY OF EAGLE POINT

"Gateway to the Lakes"

OREGON

EAGLE POINT CITY COUNCIL
17 BUCHANAN AVE. SOUTH, EAGLE POINT, OREGON

OCTOBER 23, 2012

REGULAR MEETING AGENDA

1. CALL TO ORDER – **7:00 P.M.**
2. FLAG SALUTE AND INVOCATION
3. AUDIENCE QUESTIONS OR COMMENTS CONCERNING ITEMS NOT ON THE AGENDA
4. PRESENTATIONS
 - 4.1 Jackson County Fire District 3 Presentation of Third Quarter Report - Fire Chief Petersen.
5. PUBLIC HEARINGS
6. CONSENT CALENDAR
 - 6.1 Presentation of Regular Meeting Minutes of October 9, 2012.
7. CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT CALENDAR
8. PRESENTATION OF BILLS TO BE PAID
9. OLD BUSINESS
10. NEW BUSINESS
 - 10.1 Discussion regarding Oregon State Department of Transportation "Expressway" designation on Highway 62 between Nita Way and Linn Road.
 - 10.2 Discussion regarding Lucas Park.

10.3 Resolution No. 2012-59. A Resolution authorizing the City Administrator to Sign a “Consent by Deeded Landowner Application for Water Rights Transfer” on behalf of Little Butte Irrigation District, relative to the Hannon Road realignment and deed transfer from ODOT to the City of Eagle Point.

11. REPORTS FROM CITY COUNCIL AND CITY COMMITTEE REPRESENTATIVES

12. STAFF REPORTS

12.1 Police Department Report.

12.2 Financial Report.

12.3 Public Works Department Report.

13. INFORMATION

14. EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(e), To conduct deliberations with persons designated by the governing body to negotiate real property transactions.

15. EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(i), To review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing.

16. ADJOURN

AGENDA AND COUNCIL PACKETS ALSO AVAILABLE ON WEBSITE



CITY OF EAGLE POINT

"Gateway to the Lakes"

OREGON

EAGLE POINT CITY COUNCIL
17 BUCHANAN AVE. SOUTH, EAGLE POINT, OREGON

OCTOBER 9, 2012

REGULAR MEETING MINUTES

1. **CALL TO ORDER – 7:00 P.M.**

Mayor Russell called the meeting to order at 7:00 p.m.

Council Members Present: Bob Russell, Jonathan Bilden, Wayne Brown, Alan Curriston, Bill Fierke, Ruth Jenks, and Kathy Sell.

Staff Members Present: Henry Lawrence, City Administrator; Joe Kellerman, City Attorney; Melissa Owens, Finance Officer; Robert Miller, Public Works Director; Darin May, Police Department; Mike Upston, Principal Planner; and Cindy Hughes, City Recorder.

Guests: Millie Wewerka, Planning Commissioner; Aaron Prunty, Parks and Recreation Commissioner; and members of the public and press.

2. **FLAG SALUTE AND INVOCATION.**

Mayor Russell asked Jerry Zieman, President of the Eagle Point Senior Center, to lead the Pledge of Allegiance. Council President Curriston led the invocation.

3. **AUDIENCE QUESTIONS OR COMMENTS CONCERNING ITEMS NOT ON THE AGENDA.**

Millie Wewerka, Eagle Point resident and Planning Commissioner, expressed her appreciation for the City's website. She noted she was easily able to obtain information and agendas from the website.

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4. PRESENTATIONS.

There were no presentations.

5. PUBLIC HEARINGS.

There were no public hearings.

6. CONSENT CALENDAR.

6.1 Presentation of Council and Planning Commission Workshop Meeting Minutes of September 25, 2012.

6.2 Presentation of Regular Meeting Minutes of September 25, 2012.

Mayor Russell announced the Consent Calendar and asked for a motion. Council President Curriston moved to approve the Consent Calendar as presented and Councilor Brown seconded the motion. There was no discussion. Roll call: Alan Curriston, aye; Kathy Sell, aye; Ruth Jenks, aye; Bill Fierke, aye; Jonathan Bilden, aye; Wayne Brown, aye; and Bob Russell, aye. The motion passed unanimously.

7. CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT CALENDAR.

There were no items considered for removal from the Consent Calendar.

8. PRESENTATION OF BILLS TO BE PAID.

Mayor Russell asked if there were any questions about the bills to be paid including the Additional Bills List (Submission No. 1). Councilor Sell inquired about the purchase of the new police car, and Officer May reported the new police car is a Dodge Charger.

There being no further questions or comments, Mayor Russell asked for a motion. Councilor Bilden made a motion for the Council to approve the bills as presented including the Additional Bills list. Councilor Jenks seconded the motion. There was no further discussion. Roll call: Bill Fierke, aye; Wayne Brown, aye; Jonathan Bilden, aye; Alan Curriston, aye; Ruth Jenks, aye; Kathy Sell, aye; and Bob Russell, aye. The motion passed unanimously.

9. OLD BUSINESS.

There was no old business to discuss.

10. NEW BUSINESS.

There was no new business to discuss.

11. REPORTS FROM CITY COUNCIL AND CITY COMMITTEE REPRESENTATIVES.

Councilor Fierke reported the agenda for the next School District Board Meeting had a lot of policies for approval. He also reported that many people had made suggestions to him since the last Council Meeting. One suggestion was to hold a street dance and a car show with School District No. 9. Other suggestions included a wine tasting area downtown to get development going, and painting the dome (4MG water reservoir). The Council briefly discussed painting the dome. Next, Councilor Fierke asked about vegetation near the dome. Robert Miller, Public Works Director, reported one tree species near the dome did not appear to survive but it is covered under warranty. Mr. Miller also said he could look at treatment alternatives on the dome and bring back pricing.

Councilor Bilden announced it was great to be at the League of Oregon Cities (LOC) Conference with some of the other Council members and the Mayor. The LOC Board met all day on the day before the Conference. One of LOC's largest issues is the relationship it is trying to develop with the Governor and legislative leaders. The Governor made it clear that the number one priority during the 2013 session is reforming the tax code. LOC and its metro area board members have made property tax reform something they would like to have addressed, which has split their Board. There was also much discussion about land use reform, and substantial changes that could impact Regional Problem Solving (RPS). However, the LOC was open to talking with this area's city leaders about legislative priorities, and Councilor Bilden will let those leaders know more if a meeting is possible. Regarding SOREDI (Southern Oregon Regional Economic Development Inc.), they are working with a consultant to help companies relocate to this area, and recently provided a tour to show the consultant the positive reasons to move a business here. Councilor Bilden's final notes were that SOREDI's move to its new offices was nearly complete and their audit is over.

Councilor Jenks reported attending the LOC Conference along with the Mayor, and Councilors Bilden and Sell. All in all, she found it to be a very worthwhile conference. She also reported on the Rogue Valley Metropolitan Planning Organization (RVMPO). Councilor Jenks and Mr. Miller discussed funding to the City of Eagle Point by the RVMPO, and they will attend its next meeting. Henry Lawrence, City Administrator, added that the City of Eagle Point was only asking for the same financial treatment as other cities had received.

Council President Curriston reported on the most recent Economic Development Commission Meeting. The Commission invited a few local realtors to attend the meeting to provide feedback about a promotional brochure on the City of Eagle Point. They provided a lot of information about what drives the real estate market in Eagle Point; and suggested using social media, professional advertising, and reducing SDCs. However, they

were not in favor of the brochure. The Commission will determine whether or not to continue its efforts on a brochure and will look into social media.

Councilor Brown said he would report back after next week.

Councilor Sell reported attending the LOC Conference and sharing some of the information with the City Administrator. One of her favorite parts of the Conference was a tour of the Capital Building that Councilor Bilden gave to a dozen or so of the Conference attendees. Councilor Sell also noted there would be a candidate forum in the Ashpole Community Center on October 22nd.

Mayor Russell reported attending the LOC Conference, and the Oregon Mayors Association's meetings during the Conference. Locally, he attended the Water Commission Meeting and the Rogue Valley Council of Governments' meeting. Mayor Russell invited everyone to the Chamber of Commerce dinner at the Grange on October 10th. Mayor Russell concluded by saying he hears everyday that people like living in Eagle Point.

12. STAFF REPORTS.

- 12.1 Police Department Report.
- 12.2 Financial Report.
- 12.3 Public Works Department Report.

Mike Upston, Principal Planner, reported the State Advisory Committee on Historic Preservation was meeting on October 11th in Oregon City to consider Eagle Point's covered bridge for the list of historic places. The nomination has a high approval chance and the City will join the meeting via telephone. Regarding enterprise zones, Mr. Upston reported the Economic Development Commission and the City Council would be meeting within the next few weeks. After that meeting, Mr. Upston plans to submit a Resolution to the City Council, and then to Jackson County. He also reported working with the Oregon Department of Transportation (ODOT) about an expressway designation for portions of Highway 62. ODOT staff will be at the next Council meeting on October 23rd, to discuss the expressway designation. With regard to the transit study, progress is being made on schedule. Additionally, the City will be replacing a sign on an outside wall of the Museum. Other work in the Museum will also be done during the Community Work Day.

Melissa Owens, Finance Officer, reported the last couple of weeks had been focused on the work of the Auditors. They finished the field testing portion of the audit and the audit should be finalized in November. Typically, the Auditors go over any significant issues at the end of the audit and make recommendations. However, there were no significant findings and their only suggestion was to include an additional signature on purchasing card purchases. Ms. Owens went on to explain that the City currently requires 3 signatures

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for purchasing card purchases but will soon require 4 signatures. She also explained how other Oregon cities had experienced fraudulent activities in excess of \$1M. Protecting the City from fraud is another way the City is fiscally responsible.

Councilor Sell asked about signatures for the City Administrator's purchases, and whether or not the same auditing company is used every year. She also asked about who attends the Auditor's exit interview. Mr. Lawrence responded that the Finance Director and Mayor sign off on his purchases. Ms. Owens reported the current firm has been contracted for five years. After that time, the City will issue a request for proposal but the same firm could be awarded the contract. In addition, Ms. Owens stated it is beneficial to have a firm for at least a couple of years although it would probably not be good to have the same auditors for a very long time. Fortunately, the current firm uses at least one different staff member each year to conduct its audits. The exit interview is typically attended by the City Administrator and Finance Officer. On a final note, Ms. Owens reported that PERS (Public Employees Retirement System) rates for the City will be going up between 2% and 3.5%. The Police Department is the only part of the City's staff that is in PERS. Factors related to the employees' Tier level designation within PERS will determine how much the rates increase. If salaries remain the same, the City's rates will increase between \$21,000 and \$22,000 per year, for the next two years.

Mr. Miller reported he is working with Civil West Engineering Services, Inc., on the Water Master Plan, and they will make an update in a couple of months. Public Works staff is investigating water leaks to and from homes, and of the 162 homes tested, they found 8 with leaks. Councilor Jenks asked how the areas were prioritized and Mr. Miller responded that the areas with the highest leakage rates would be tested first. Regarding the Main Street and Loto Street lighting project, the electrical design should be completed within the next 4 to 6 weeks. Additionally, the YMCA youth sports program had 64 youth sign up for volleyball. Practices and games will be held during the week. At the upcoming Council meeting on October 23, the Parks and Recreation Commission will bring forward a recommendation regarding Lucas Park. And, last, Community Service Day will be held on October 13th. Mr. Miller reported contacting all of the local churches to participate, and invited the Mayor and Council to attend as well.

Officer May announced receiving the new patrol car which should be in service soon. The leased car has been returned and another car will be taken out of service.

Attorney Kellerman did not make a report.

Mr. Lawrence reported the Chamber of Commerce requested free usage of the Judge Stewart House to hold its Santa Shop. The Santa Shop allows families in need to purchase new or like new gifts. The Council was in agreement with visible head nods acknowledging approval of the request. Next, Mr. Lawrence announced a joint meeting of the Council and Economic Development Commission on November 5th regarding

enterprise zones. Ron Fox of SOREDI will be at the meeting to speak about enterprise zones. Several agencies (Ashland and Talent) have been working with SOREDI to bring similar items to the County. A formal Resolution will follow at the November 13th Council Meeting, and be submitted afterwards to the County for approval. An Economic Development Plan will also be on the November 5th agenda, to identify a strategic development plan for the City.

Ms. Hughes reported making hotel reservations at the LOC Conference hotel for next year's conference. She also referenced an invitation from the U.S. Department of Veterans Affairs (Submission No. 2) to the Council to attend their annual Summit and Community Homelessness Assessment which will be held on October 23, 2012, in Medford.

Jonathan Bilden acknowledged students from the Eagle Point High School that attended the meeting.

13. INFORMATION.

The information items were not discussed.

At 7:56 p.m., Mayor Russell recessed the meeting for a short break and announced that representatives of the news media and designated staff would be allowed to attend the Executive Session. All other members of the audience would be asked to leave the room and welcomed back afterwards, but no regular business was scheduled after the Executive Session.

14. EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(e), To conduct deliberations with persons designated by the governing body to negotiate real property transactions.

At 8:04 p.m., Mayor Russell opened the Eagle Point City Council Executive Session pursuant to ORS 192.660(2)(e). Following discussion, Mayor Russell closed the Executive Session at 8:41 p.m.

15. EXECUTIVE SESSION PURSUANT TO ORS 192.660(2)(i), To review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing.

At 8:43 p.m., Mayor Russell opened the Eagle Point City Council Executive Session pursuant to ORS 192.660(2)(i). Following discussion, Mayor Russell closed the Executive Session at 9:52 p.m.

16. ADJOURN.

At 9:58 p.m., Mayor Russell reconvened the regular meeting of the Eagle Point City Council. There being no further business, Mayor Russell closed the meeting at 9:58 p.m.

Respectfully submitted,

Cindy Hughes, City Recorder

ATTEST:

Robert E. Russell, Mayor

**BILL LIST
10/23/2012**

<u>CHECK #</u>	<u>VENDOR</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
	BARY KAISER SURVEYING, INC	SURVEY PLATT & GRADY	\$ 402.10
	CHARTER COMMUNICATIONS	UTILITY	\$ 37.22
	CITY OF CENTRAL POINT	MEETING EXPENSES	\$ 15.00
	CRATER SAND AND GRAVEL, INC	STREET SUPPLIES	\$ 970.00
	ESELIN CONCRETE COMPANY	MAIL BOX FOOTINGS -S SHASTA	\$ 400.00
	HARDEY ENGINEERING & ASSOCIATES, INC.	ENGINEERING SERVICES	\$ 304.62
	HAYS OIL COMPANY	FUEL	\$ 1,378.26
	HORNECKER, COWLING, HASSEN & HEYSELL, L.L.P	PROFESSIONAL SERVICES	\$ 2,278.00
	HUNTER COMMUNICATIONS	UTILITY	\$ 604.95
	MEDFORD WATER COMMISSION	MONTHLY WATER CONSUMPTION CHARGES	\$ 40,835.34
	NEILSON RESEARCH CORPORATION	WATER TESTING	\$ 595.00
	OFFICE MAX	OFFICE SUPPLIES	\$ 54.36
	OREGON CALIFORNIA SUPPLY, INC	WATER SUPPLIES - PAINT	\$ 52.95
	PACIFIC OFFICE AUTOMATION	OFFICE EQUIPMENT - COPIERS	\$ 758.20
	PAULY, ROGERS AND CO.,P.C.	AUDITOR EXPENSE	\$ 4,440.00
	PERSONNEL SOURCE, INC	TEMPORARY SERVICES	\$ 1,453.35
	PITNEY BOWES PURCHASE POWER	POSTAGE	\$ 1,000.00
	SOUTHERN OREGON TROPHY	NAME PLATES	\$ 86.00
	T-MOBILE	UTILITY	\$ 58.04
	TYLER TECHNOLOGIES	ANNUAL MAINTENANCE	\$ 5,509.63
	US BANK	CREDIT CARDS	\$ 4,661.59
	VERIZON	UTILITY	\$ 235.06
	WELBURN ELECTRIC, INC	REPAIR/MAINTENANCE- CITY HALL & HARNISH	\$ 445.49
	TOTAL		\$ 66,575.16

REFUND CHECKS

DARST DANIELLE	\$ 16.64
THE ATLAS GROUP	\$ 43.69
WILLIAMS JAMES/LORRIE	\$ 8.81
MCFALL DAVID	\$ 51.07
DEBUNCE LOUIS	\$ 28.04
JACOBY MIKE	\$ 30.20
PERKINS MACK	\$ 24.00
BEAVER JOHN	\$ 42.02
ZOLZER GEORGE	\$ 39.86
MCFALL DAVID	\$ 6.00
FELLOWS CONST	\$ 36.86
WILKINSON CHARLES/JENN	\$ 74.61
PRIVATE PROPERTY LLC	\$ 33.98
WEGNER KENNETH D TRUST	\$ 6.00
TOTAL	\$ 441.78

GRAND TOTAL \$ 67,016.94

**BUSINESS OF THE CITY COUNCIL
EAGLE POINT, OREGON**

AGENDA STATEMENT

Item Number: 10.1
Meeting Date: October 23, 2012

ITEM TITLE: Discussion regarding Oregon State Department of Transportation “Expressway” designation on Highway 62 between Nita Way and Linn Road.

PLANNING APPLICATION NUMBER: N/A

SUBMITTED BY: Mike Upston, Principal Planner

SUMMARY EXPLANATION: Consideration about whether or not to support the Oregon State Department of Transportation’s (ODOT’s) proposed removal of their “Expressway” designation and associated access management authority on Highway 62 between Nita Way and Linn Road.

FINANCIAL IMPACT: Not identifiable. This item only pertains to vehicular access management along Highway 62.

STAFF RECOMMENDATION:

I. BACKGROUND

ODOT is in the process of reassessing its “Expressway” classifications statewide. “Expressway” is a special overlay classification that is applied to certain highway segments, intended to provide for safe and efficient high speed and high volume traffic movement, as well as long distance inter-urban travel (refer to Attachment A: ODOT Expressways). When a highway has an Expressway designation, ODOT can deny direct highway access if alternate access is reasonably available. Without an Expressway designation, ODOT defers to the local jurisdiction in making this determination.

ODOT Region 3, which includes Eagle Point, is proposing to remove their Highway 62 Expressway designation on the segment between Linn Road and Nita Way. The Expressway designation currently extends from the south through Eagle Point to its northern terminus at Linn Road (refer to Attachment B: Highway 62 in Eagle Point). Land along this Expressway segment is primarily zoned for heavier commercial and business park uses, while land to the north and beyond this Expressway segment is zoned for lighter commercial and residential uses (refer to Attachment C: City of Eagle Point Zoning 2012).

The purpose of ODOT’s proposal is to respond to a State economic development initiative. ODOT staff’s response to this initiative is to determine whether removal of the expressway designation from particular State highway segments would result in a more business friendly environment. In the case of the Hwy 62 segment between Nita Way and Linn Road, ODOT staff

are prepared to recommend removal of the expressway designation, but has asked the City for feedback before it submits their recommendation to the Oregon Transportation Commission (OTC), anticipated in November.

II. DISCUSSION

There are clear and reasonable arguments for whether or not the highway segment currently overlaid with an Expressway classification should remain. Both are presented below.

Argument in favor of ODOT retaining their Expressway classification for the Highway segment between Nita Way and Linn Road:

One outcome of removing the Expressway classification from this segment of Highway 62 is that ODOT would no longer apply their access management criteria, which serve to minimize conflicts between highway flow and future urban development. Under this scenario it is possible that property owners along the highway may be more likely to gain approvals for new access points directly to/from the highway. One possible negative outcome is that a reduction in access management oversight by ODOT could contribute to an increase in highway congestion and traffic incidents. If ODOT were to remove their Expressway designation along this highway segment and relinquish access management oversight, the City would have to assume the role of sole decision-maker regarding highway access for existing and future development, as well as shouldering a heavier burden associated with highway management, including impact mitigation and responsibility for facility improvement and maintenance costs.

Should the OTC decide to adopt this change, the City would need to amend the Transportation Element of its Comprehensive Plan to reflect that change. This is because the Transportation Element currently recognizes this segment as Expressway, it contains language specific to management of it as such, and identifies decision-making as a cooperative effort between the City, Jackson County, and ODOT. Further, the existing Expressway classification is well-aligned with the heavier commercial and business park zoning along both sides of the highway. These land uses typically have limited highway access, in comparison to lighter commercial and residential land uses which tend to occur along less trafficked highway segments, and have more frequent and direct access.

There is also an interesting point to be made about the role that highways play in different cities and towns. In some cities, especially many medium and large ones, highways tend to operate as through-ways, with the priority being swift, safe and efficient flow of vehicles from one end of town to the other, or between major intersections along the highway. This is how Highway 62 is intended to operate through Eagle Point. By comparison, in smaller cities and towns highways commonly serve a dual role as a relatively efficient through-way while also providing direct access for the smaller-scale land uses along it; a "Highway-as-Main Street" scenario. Our local example of this exists between the larger city of Eagle Point and the smaller city of Shady Cove. In Eagle Point, Highway 62's primary function is to serve as a through-way, whereas in Shady Cove it also serves as their main commercial corridor, or "Main Street" (refer to Attachment D: Hwy 62 - Eagle Point vs. Shady Cove). Given this distinction and the points made in the paragraphs above, an argument could be made that ODOT's Expressway designation from the south to Linn Road should remain.

Argument against ODOT retaining their Expressway designation for the Highway segment between Nita Way and Linn Road:

The City's Transportation Element already provides substantial policy direction to address the access management issue locally (refer to Attachment E: Excerpt from City of Eagle Point Comprehensive Plan, Transportation Element). It includes the goal of providing ongoing, coordinated management of Highway 62 in a manner consistent with its classification as a State highway, including balancing safe and efficient, continuous inter-urban traffic flow with local circulation and access. The Transportation Element also includes the following policies:

1. The City shall work closely with the County and ODOT to make certain that future improvements made on the Highway will continue to ensure its efficiency and safety.
2. The City shall adhere to Policy Number 9 of the Urban Growth Boundary adoption ordinance (9-39) stipulating: "Recognizing the need for careful planning on lands adjacent to State Highway 62, in order to minimize adverse impacts upon that major thoroughfare, the following shall apply to those lands adjacent to Highway 62, both within the urban growth boundary and area of mutual planning concern:"
 - No land use designation for any part of this special interest area by either Comprehensive Plan designation or zoning designation shall be adopted by either the City or County without joint City/county consultations concerning the proposed designation.
 - The City shall notify ODOT of development applications that may affect the highway and coordinate review of those applications.
3. As additional major intersections are developed along Highway 62 over the long-range planning period, the City shall work closely with the County and ODOT to ensure that traffic engineering practices designed to ensure the efficiency and safety of such intersections are implemented.
4. The City shall minimize direct access to Highway 62 from local streets and private driveways. This shall be accomplished by the use of separated frontage roads along Highway 62, through the use of an interconnected, local street system designed to provide maximum access to the frontage road system, and by channeling traffic to major intersections along the Highway.
5. New developments along Highway 62 shall not have individual, direct access to the highway, but shall rely upon a frontage road system. Said frontage road system shall have a limited number of access points to Highway 62. The locations of these access points shall be determined by the City and ODOT, based upon sound traffic engineering and design standards, including traffic signals, as warranted, maintaining Highway 62's safety and carrying capacity.
6. Future development of Business Park and Industrial lands to the west of Highway 62 shall be designed to access Hannon Road, allowing connection to the highway at the Nick Young and Linn Road signalized intersections.

7. The City shall coordinate with ODOT, Rogue Valley Council of Governments (RVCOG), the County, and other regional partners to implement the highway improvements listed in the Rogue Valley Regional Transportation Plan (RTP) and Statewide Transportation Improvement Program (STIP) that are consistent with the City and County's Transportation System Plans and Comprehensive Plans.
8. Streets and bridges shall be designed to enhance opportunities for movement throughout the City while minimizing the use of Highway 62 for local traffic.

II. RECOMMENDATION

Staff recommends that the Expressway designation from the south to Linn Road not be changed by ODOT. While the City does arguably have adequate policy guidance to address access management on its own, retaining ODOT's authority and assistance particularly as part of the development review process for new project proposals is preferred.

COUNCIL OPTIONS:

The City Council may consider the following options:

1. Request that ODOT retain its current Expressway designation.
2. Do not request that ODOT retain its current Expressway designation.
3. Postpone to a time specified for staff to provide additional information.

ATTACHMENTS:

- A: ODOT Expressways
- B: Highway 62 in Eagle Point
- C: City of Eagle Point Zoning 2012
- D: Hwy 62 - Eagle Point vs. Shady Cove
- E: Excerpt from City of Eagle Point Comprehensive Plan, Transportation Element

Resolution: _____ Ordinance: _____ Contract: _____ Other:(specify) <u>Discussion Item</u>
Funding Source: <u>N/A</u>
APPROVED FOR SUBMITTAL: _____ <u>[Signature]</u> 10/19/12 <div style="text-align: right;">City Administrator</div>

ATTACHMENT A

ODOT Expressways

ODOT Expressways

Expressways are intended to give priority to the efficient movement of people and goods traveling through an area within specific segments of a highway. This is achieved by limiting access and turn movements on the highway facility, allowing for higher speeds and smooth flow. Expressway is one of a subset of highway classifications designated in the Oregon Highway Plan (OHP).

There are four levels of classification. Interstate and Statewide Highways are characterized by high traffic volumes and through traffic. Regional and District Highways are characterized by lower traffic volumes and are intended to provide safe and convenient connections to local communities and adjacent properties. The designation of Expressway may be applied as an overlay to specific segments of Statewide, Regional or District highways. Expressways are defined in the Oregon Highway Plan (OHP) as:

“...complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance inter-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway.”

Designation as an Expressway identifies areas where more detailed modernization and management priorities will be applied. Features to support the function of an Expressway may be implemented over time on an existing roadway or in construction of a new expressway. The following are the main characteristics that are associated with Expressways:

- Private access is discouraged;
- Public road connections are controlled;
- Traffic signals are discouraged in rural areas;
- Nontraversable medians are typically included;
- Parking is prohibited;
- Segment Designations (STA, Commercial Center, etc.) are prohibited; and
- Posted speeds are generally 50 miles per hour or greater.

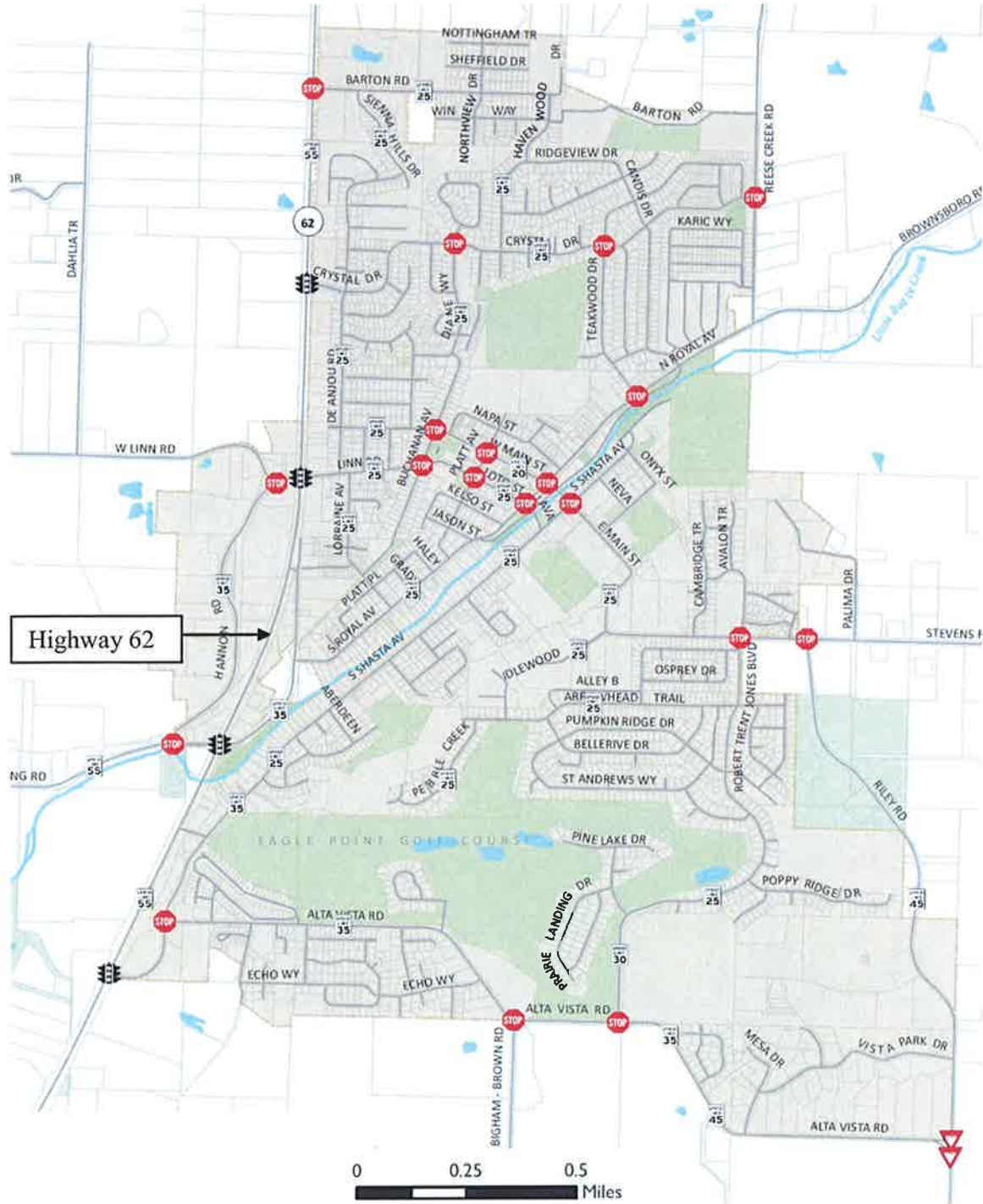


Bend, Photo by ODOT

Expressways are designated by ODOT Region staff in consultation with local governments and approved by the Oregon Transportation Commission (OTC).

ATTACHMENT B

Highway 62 in Eagle Point



ATTACHMENT C

City of Eagle Point Zoning 2012

