

**MINUTES OF THE MEETING  
BENTON COUNTY BOARD OF COMMISSIONERS**

**Zoom link:**

<https://us06web.zoom.us/j/88396604394?pwd=d1ZWYUNaWm1uRzVCYm5Ud3RXcExNOT09>

**Livestream:** <http://facebook.com/BentonCoGov>

**Tuesday, August 1, 2023**

**9:00 a.m.**

**Present:** Pat Malone, Chair; Nancy Wyse, Commissioner; Vance Croney, County Counsel; Suzanne Hoffman, Interim County Administrator

**Excused:** Xanthippe Augerot, Commissioner

**Staff:** Jef Van Arsdall, Benton County Sheriff; Laurel Byer, Owen Millehrer, Public Works; Cory Grogan, Public Information Officer; Amanda Makepeace, BOC Recorder

**Guests:** Andy Bennett, Resident; Anne Foltz, Resident; Wendy Burn, Resident; Meredith Wadlington, Unite Oregon; Marriah de la Vega, Administrative Specialist; John Harris, Horsepower Productions

**1. Opening:**

**1. Call to Order**

Chair Malone called the meeting to order at 9:00 a.m.

**2. Introductions**

**3. Announcements**

No announcements were made.

**2. Review and Approve Agenda**

No changes were made to the agenda.

**3. Comments from the Public**

Andy Bennet

Bennett is attending today representing residents who live on NW Scenic Drive. Bennet has lived there for 34 years and is the second owner of a home built in 1938; raised four children and has seven grandchildren. Traffic has become intolerable on Scenic Drive over the years. According to a speed study done in February 2023, some vehicles on Scenic Drive registered a speed of up to 80 miles per hour (mph). Several speed studies have been conducted in the last ten years; the one from February 2023 was the most recent requested of Oregon Department of Transportation (ODOT). As a resident, today Bennett is requesting a speed limit of 45 mph; back in 2019, Bennet had asked for it to be set at 35 mph. There are curves, bends, and a long straightaway on Scenic Drive, which is a four- to five-mile-long major connecting route between Route 20 and Springhill Road.

There used to be children, bikes, adults, and horses along the roadway, but currently people are afraid to go out walking or riding on the road. Bennett requested the commissioners look at the study and is feeling frustrated that while the speed limit is in compliance with the law, the law is not serving residents well. Safety is a paramount concern for the residents of Scenic Drive.

Bennett had prior successes working with State Representative Jeff Gilmore on permanent funding for the Buena Vista Ferry in the 1980s, and helped lower a speed limit in South Salem despite a state traffic engineer who claimed it would not be possible. Bennet wants to seek a lower speed limit for NW Scenic Drive, and today is asking for postponement of the decision in order to gather more information about wildlife corridors, one of which is adjacent to his property. Bennet is concerned as the community was not involved in the speed limit process; the law specifically says that residents have input.

Wyse asked Bennett if he had reached out to the current state representative for that area, Shelly Boshart Davis.

Bennett replied that he contacted everyone he could think of and received no response. He is willing to take his own time to work with the Commissioners and the civil engineers to avoid a future hit-and-run vehicular accident; additionally, is also asking for speed cameras that could be paid for through a federal infrastructure act that was passed a year ago. Bennet has received feedback that the speed camera approach is not in line with Oregon Revised Statutes but noted that statutes can be amended.

Malone commented on the presence of Public Works staff in the meeting room and the sheriff online during this meeting; Bennet responded with a hope to find common ground.

#### Anne Foltz

On July 31, 2023, Foltz wrote an email to the Commissioners. Foltz is here as a representative of her neighborhood and her family with concerns about the increase in traffic at the intersection of 53<sup>rd</sup> Street and Country Club Drive. Foltz said it is her understanding there is going to be some conversation around putting in two traffic circles further north on 53<sup>rd</sup> Street and is attending today's meeting to request a traffic circle for the intersection with Country Club Drive. It is an increasingly dangerous intersection which is currently a two-way stop on Country Club. People coming north out of Philomath into Corvallis are moving at a high rate of speed typically above the posted speed limit of 35 mph. She and her family have lived two blocks north of the intersection for 17 years; it has become more and more dangerous. With the development of the housing flats at the intersection, visibility along the roadway has greatly diminished. Foltz stated a desperate need for some infrastructure in that area as more housing is going in and slated for future development. Foltz' husband has seen three accidents in the last six months. Drivers are observed going through the intersection in excess of 60 mph and it is dangerous due to the housing on all four corners of the intersection. Foltz feels frustrated that development has been allowed to happen without infrastructure to match. Foltz drives north on 53<sup>rd</sup> to Walnut Drive on a daily basis but doesn't understand the proposal for a putting in a traffic circle at Willow as those neighborhoods are established with no new developments planned; Foltz guesses that drivers are tired of waiting to turn. Foltz has also heard there might be a traffic circle put in at Reservoir despite an already-functioning traffic light there. Foltz shared a quote from her email to the Commissioners, stating "you might save commuters a couple of minutes by putting in those traffic circles, but if you put in one at Country Club, you will be saving lives; I have no doubt." Foltz invited all of the Commissioners and the Sheriff to observe traffic at that intersection on a daily basis. When walking the intersection several times a week, it feels as if she is taking her life into her hands even with the blinking crosswalk lights. If Foltz slows her walking speed when crossing the intersection as a reminder to drivers, she is often honked and yelled at by motorists coming from Philomath. It seems like an obvious location for some great action on the part of the Commissioners because it is a corridor that connects the two largest cities in the county.

Wyse noted that conversations can be held after the meeting, perhaps looking back through the Transportation Safety Plan (TSP) and seeing what options are possible. Wyse thanked Foltz for bringing it to the Commissioners' attention.

Foltz said she heard a rumor when the apartment houses were being built that there was going to be a circle and wondered if it was said to placate the neighbors, but Foltz hasn't ever seen anything in writing.

Wyse clarified for the record that she was on the Corvallis City Council when the property was re-zoned but did not have any personal connection to the subsequent development, and followed with a statement that Corvallis does need housing.

Foltz agreed and noted as a public school teacher, working with students navigating poverty and seeing teachers who cannot afford to live in Corvallis, she has no problem with the housing that has gone in, but wants it to be a safe environment.

#### Wendy Byrne (online)

Byrne saw on today's Agenda that Public Works is requesting to apply for the safety action plan, which dovetails nicely with the last two commenters. It is apparent that roadway safety is on everyone's mind. Byrne would love to see the county take every opportunity to apply for grants to improve safety for all roadway users in the county, as well as set a good example for other counties and for Corvallis if this grant is successful, so she hopes Commissioners will support the request. Byrne also noted that she will no longer ride her bike in the areas the two previous commenters mentioned. It is not that the roads are in bad shape, it's that drivers are unsafe and something needs to be done. Byrne thanked the Commissioners for listening and expressed appreciation at the opportunity to speak.

#### Meredith Wadlington (online)

Wadlington identified herself as a policy coordinator at a statewide non-profit called Unite Oregon, which is partnering with the health justice recovery network to ensure that Measure 110 (M110) is implemented the way voters intended it to be. Wadlington is attending today to provide an update. This is the year that M110 is really on firm footing, with new data showing a dramatic increase in the number of people receiving addiction services funded by M110; tens of millions of dollars are going to direct services instead of the revolving door of the prison system. This results in more stable families and communities. There are more resources available now that were not available prior to M110. This session Oregon passed the Hope and Recovery Act, House Bill 2513, which corrects the implementation challenges seen in the M110 rollout, making it more effective, transparent, and accountable. Last month the Oregon Health Authority (OHA) released a second quarter report of the number of Oregonians receiving services through M110 instead of entering the criminal justice system. The report can be found on OHA's website; Wadlington stated she would email it to the Commissioners. Substance abuse treatment increased by 44%, employment services increased by 136%, and housing services increased by 125%. Wadlington believes the state is heading in the right direction and is enthusiastic about the future of M110. Wadlington offered to coordinate the attendance of colleagues from the health justice recovery alliance at a future meeting, along with some of Benton County's healthcare providers to make a presentation. Wadlington also invited the Commissioners to a site visit to take a tour of the facilities and to meet with providers.

## **4. Consent Calendar**

### **4.1 Approving the July 18, 2023 Board Meeting Minutes**

## 4.2 Approving the January 11, 2022 Goal Setting Minutes

**MOTION:** Wyse moved to approve the Consent Calendar of August 1, 2023.  
Malone seconded the motion, which **carried 2-0.**

## 5. Departmental Reports and Requests

### 5.1 Notice of Intent to Apply for Safe Streets and Roads for All Grant – Safety Action Plan – Laurel Byer, Public Works

In 2019 Benton County (BC) adopted an update to the Transportation System Plan (TSP). As part of that process, it was highlighted that the county needed to go back and review freight routes versus multimodal routes as there are no identified, specific freight routes in BC. One of these opportunities is through a federal grant from the United States Department of Transportation called Safe Streets and Roads for All, which will create a Safety Action Plan (SAP) for all of BC. The county would look not only at freight routes but at all roads, including Scenic Drive and 53<sup>rd</sup> Street, determine what kind of safety countermeasures could be provided, and then put that in a plan for later. The hope is once the SAP is in place, then BC would return to the Safe Streets and Roads for All grant and look for implementation funding. This grant was put together as part of the infrastructure package at the federal level and is supposed to have five years of funding allocated; this is Year 2. BC had previously submitted a letter of intent to apply for a Transportation Growth Management (TGM) grant, but state feedback indicated that BC would not be successful with the TGM process and should look for funding opportunities. BC decided to apply for the Safe Streets and Roads for All grant instead, but with a short turnaround the county had to act quickly. This does tie critically to safety issues in the county and is an excellent opportunity; \$320k in funding was requested with an \$80k match required which would likely come from the Public Works road fund.

Malone asked about the timeline for approvals of the grant application.

Byer replied that the first recommendations will come in October 2023, with the funding coming in 2024. BC will apply for the federal implementation grant in October 2024.

Malone approved and noted several examples where planning led to opportunities for funding implementation of the plan.

Byer commented that no implementation grant would be forthcoming without a safety action plan or something comparable in place; BC really needs to complete the planning step first.

Malone asked Byer to provide updates as needed and supported the idea that this is the first step in covering some gaps in current planning.

**MOTION:** Wyse moved to approve the Notice of Intent to Apply for funding through the Safe Streets and Roads for All discretionary grant program for a Benton County Safety Action Plan. Malone seconded the motion, which **carried 2-0.**

### 5.2 Notice of Intent to Apply for Multimodal Project Discretionary Grant: SW 53rd Street Improvements – Laurel Byer, Public Works

The Multimodal Project Discretionary Grant (MPDG) application is due on August 21 and is another solicitation from a pool of three grants classified as Mega, INFRA, and Rural. The MPDG covers planning, permitting, and preliminary engineering, as well as construction. A long-awaited project first considered prior to 1985 is the SW 53rd overcrossing project. It alone does not rise to the level of a \$25m project, so that is why BC considered roundabouts to be installed on Reservoir Avenue and Willow Avenue. The roundabout at Willow Avenue is intended to proactively address future traffic that will be part of the Marys Annexation. The existing traffic signal that is at Reservoir Avenue was intended to be temporary in nature, with a longer-term plan to install a roundabout if warranted at that intersection. The idea with this grant application is to apply not only for the SW 53<sup>rd</sup> overcrossing improvement funding but also to include those intersection improvements. These are intended as proactive changes before development happens as BC does not usually have the funds to complete such projects. This grant would include upgrading SW 53<sup>rd</sup> to meet city standards as well as upgrading the rail overpass bridge; it naturalizes Dunawi Creek, so BC would restore the creek by removing it from the culvert that currently passes underneath 53<sup>rd</sup> and making it an amenity; and probably allow for some landscaping and benches along the old SW 53<sup>rd</sup> Street alignment. Existing 53rd would turn into cul-de-sacs to ensure that through-traffic would not go under the railroad crossing but also make sure to keep the multiuse path so that way people could still ride their bikes along the lower section of the old 53<sup>rd</sup>. Byer is looking for guidance on which grants to apply for. The SW 53<sup>rd</sup> Overcrossing Project could qualify for the INFRA grant as well as the Rural grant; the INFRA grant is a 40% match, meaning the county would have to provide \$10m in funds; the county road fund does not have anything near that amount, In fact, even to qualify for the match for the Rural grant, which would be \$5m, BC would need to look at getting a loan from the state as BC does not have that kind of cash reserve to meet even that lower Rural match.

Wyse asked about the benefit to or the impact on the county in applying for a \$10m loan as opposed to a \$5m loan from the Oregon Transportation Infrastructure Bank.

Byer replied that she is unsure; that is more of a Financial Services question, if the county could qualify for a \$10m or a \$5m loan, in addition to all the other projects that the county is trying to fund.

Wyse asked if Financial Services has looked into the possibility of applying for the \$5m grant.

Byer replied that Rick Crager signed off on putting forward the grant application but did not discuss specific amounts.

Wyse asked Byer if it possible to apply for both grants; Byer confirmed. Wyse wondered about the downside of applying for both grants; Byer replied that there would be no conflict and no potential negative effects in applying for both as they are actually from two different pools of grant funds, although BC would have to come up with the extra matching funds.

Byer communicated that in prior conversations with Gary Stockhoff of Public Works, she was unsure if the SW 53<sup>rd</sup> Street project would ever take place unless the county is successful in obtaining a grant of this size because the out-of-pocket costs would have long-term effects on other county projects for 20 to 30 years. Byer stated it is very important for the county to pursue applying for these federal grants.

Wyse asked about services provided by CFM Advocates (CFM) that would cost the county \$10k.

Byer confirmed CFM has done these grant applications before, coordinating with other jurisdictions. CFM services could be applied toward another grant opportunity that is opening up in the fall under the same grant information.

Wyse noted that if CFM assisted in applying for both grants named on today's Agenda, as well as the future grant opportunity, with the flat charge of \$10k, it seems worthwhile to explore every grant opportunity avenue. Wyse is in favor of trying to go for both grants.

Malone cautioned that there would be a significant cost to the county in the amount of staff time required for the application process that might be larger than the \$10k CFM would charge to complete and submit the grant application. The benefit is that CFM may have some expertise in using grant language that leads to successful outcomes.

Byer agreed and noted that CFM's services have led to successful outcomes for other jurisdictions and expressed the hope that CFM's services could lead to success for BC.

Malone concurred and stated that it seems like a worthwhile investment. BC hasn't done anything of this nature with CFM previously; the working relationship with the county is less than a year old. One of the additional aspects of hiring CFM is receiving help with grant writing; part of their work is advocacy in Washington, DC, but also to help jurisdictions find funding sources and then helping to access those sources. Malone indicated that he was not ready to decide right now about CFM's services but wondered from where that \$10k could be pulled.

Byer said Public Works could fund CFM under consulting services as it is directly related to specific road projects.

Malone noted that Commissioner Wyse had asked if there were any disadvantages to applying for multiple grants and there did not seem to be any. Malone was interested in knowing more about how competitive the grant application is and how much funding might be available.

Byer did not have access to that information immediately but felt confident that these are significant funding sources. Byer looked at trying to get the financial project estimate up to \$25m because 90% of the funding particular Rural grant pool program is going toward infrastructure versus 10% toward planning. Byer's intent was to meet the threshold as it makes BC more competitive with grant opportunities from a pool of funds in the billions of dollars, leading to a better ability to sustain a \$25m project.

Malone stated that this project been planned for over four decades and BC hasn't yet been able to fund it. Malone recommends moving forward as these funds are limited duration, over a five-year period, but expressed doubts about the relying on the renewal of the funding source. There is wisdom in considering these as one-time funds, as opposed to farm bills that are renewed every five years.

Malone asked Byer for confirmation that the grant opportunity is in its second year, with 2024 being the second year.

Byer confirmed and noted this is the second grant announcement; there will be three more opportunities to apply.

Malone stated that applications may not always be successful the first time and it doesn't cost much more to reapply; an investment has already been made.

**MOTION:** Wyse moved to approve the Notice of Intent to apply for the Multimodal Project Discretionary Grant: SW 53rd Street Improvements in the Infra and Rural categories. Malone seconded the motion, which **carried 2-0.**

Byer asked to comment about the roundabout at SW Country Club and 53<sup>rd</sup>; that project was actually funded through the Corvallis Area Metropolitan Planning Organization (CAMPO) and last year the county completed a study to determine if a roundabout would be the proper treatment at that intersection. A roundabout is a safer approach there versus a traffic signal and thus the survey work in that traffic corridor has already been completed, so the roundabout is currently under design and Owen Millehrer is the project engineer on that project.

Wyse confirmed the organization's name and mentioned a TSP report that recommended a roundabout versus her experience with community members who requested a traffic light in its place. Wyse was pleased that the situation is being resolved.

Malone noted the learning curve of roundabouts and that they work better in series. Bend, Oregon has shown that it is possible to have many of them and drivers are able to get around. Malone asked Byer for clarification of the difference between traffic circles and roundabouts; Byer replied that while both go around, traffic circles are much smaller and are not meant to move traffic nor be multimodal-friendly; they are mostly obstructions in the middle of the roads to force people to slow down.

Malone thanked Byer for the explanation and noted that he had heard both terms.

### **5.3 Imposition of Traffic Control on NW Oak Creek Drive, County Road No. 15500, Order No. D2023-056 – Owen Millehrer, Public Works**

Millehrer had a speed zone limit order for Commissioner review. The first is Oak Creek Drive from 53<sup>rd</sup> Street to Cardwell Hill Drive. This issue was brought forth by residents who are concerned about speeds and safety on the roadway. Oak Creek is posted at 50mph. A speed study was completed and an application made to the state to reduce it to 45 mph, bringing it into line with surrounding roads: 53<sup>rd</sup> Street, Walnut Boulevard, and Harrison Boulevard. The state did their own independent analysis and agreed with the county's recommendation to lower it to 45 mph. There is a heavy use of multimodal access to recreation and a number of neighborhoods that this road services.

Millehrer asked if the Commissioners had any questions.

Wyse asked Millehrer for a high-level overview of what is entailed in the process of changing a speed limit.

Millehrer replied that ODOT has authority over speed zones; the county can request a change or to establish a establish speed zone on our facilities, then BC looks at the roadway speed limit in the Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OARs), which sets procedures on how to determine limits and at what number. The county follows that guideline,

Previously, the speed limit change process looked at a number of different things, including the usage of the road, curves, and schools zones, but primarily it was based on the 85<sup>th</sup> percentile speed, or the speed at which 85 percent of vehicles are traveling at or below. Recently the state changed the process to allow for more context, and, depending on the classification of the road, it is possible to post it based on the 50<sup>th</sup> percentile of the road speed, so a slower speed limit. This

process change has been a helpful change in bringing today's Orders to the Board, as well as for pending and future speed limit changes.

The state will do its own review and give a recommendation and then BC agrees with it or requests a reconsideration of the recommendation. If no consensus is reached, it can be brought to a review panel to determine the appropriate action.

Malone asked Millehrer if the use of 'state' was a reference to ODOT; Millehrer confirmed.

Malone noted the state has a lot of authority but it sounds like they are becoming more flexible by going from the 85<sup>th</sup> percentile to the 50<sup>th</sup> percentile in making decisions.

Millehrer agreed and noted the state is simply enforcing what is already in the ORS and OARs.

Malone stated part of the goal is to have speed limits be set consistently according to the type of roadway, no matter where it is located, and to have it work well with the surrounding roadways. Malone noted the reason why the state wanted to set consistent speed limits was due to a small town on 99W that in the past had set the speed limit at 15 mph as a revenue generator. Drivers should be able to expect the limits are similar between roadways. Malone thanked Millehrer for the background on the speed limit change process. During the last legislative session, even a large municipality like Portland had to negotiate with ODOT to be granted authority to change residential neighborhood speed limits from 25 mph to 20 mph.

Millehrer confirmed that OARs states cities can apply for 5 mph below statutory speed limit, but the county does not have that option.

Malone said other part of the issue is enforcement of speed limits; if not observed, then the sheriff is needed for enforcement with the mobile speed indicator units strategically placed around. If drivers slow down for a while, then the mobile unit goes away; when driving speeds begin to exceed the posted limits, then enforcement of the accurate speed encourages drivers to observe them.

**MOTION:** Wyse moved to approve the order imposing traffic control on NW Oak Creek Drive, County Road No.15500, and direct staff to erect the traffic devices necessary to post a 45 MPH speed limit in accordance with the state speed zone order and the Manual on Uniform Traffic Control Devices. Malone seconded the motion, which **carried 2-0.**

#### **5.4 Imposition of Traffic Control on NW Scenic Drive, County Road No. 14410, Order No. D2023-057– Owen Millehrer, Public Works**

BC is looking to reduce the speed limit on NW Scenic Drive, which goes from Gibson Hill Road to Spring Hill Drive. Currently, this section of road is under basic rule, which means motorists have to drive a safe and prudent speed for the conditions of the roadway and are not to exceed 55 mph, so this change would essentially be reducing the maximum speed limit from 55 mph to 45 mph. This process was initiated when Andy Bennet reached out to the country with concerns about safety on the roadway. The county did a number of speed limit studies on the roadway and based on the data and the current speed zoning rules, BC applied to the state for a 45 mph speed zone. The state did their own independent review and study and their recommendation, based on the data, is for a 50mph speed limit; higher than BC requested. One of the options is to challenge that recommendation; BC asked the state to reconsider due to the characteristics of the road, as



there are a number of curves, a lot of driveways, and schools on either end of the proposed speed zone. The state reconsidered and then agreed with the 45 mph limit, which is 5 mph below the 50<sup>th</sup> percentile speed and as low as it can go under current laws.

Millehrer noted that Bennet asked for a postponement of the Order; Millehrer will leave that up to the Commissioners. The limit is as low as it can go following the law, and Millehrer said he was unfamiliar with the time involved in the process to change the law.

Millehrer recommended moving forward with the 45 mph speed limit to get it established and then explore the process of how to get an even lower limit.

Millehrer shared some pertinent data from the Scenic Drive study: 61% of cars are traveling between 45 and 54 mph; there were four reported accidents between January 2017 and December 31<sup>st</sup>, 2019, meaning a crash rate of 1.04; the statewide comparable rate is 2.5. Roadway safety improvements are always important, but the county believes a 45 mph speed limit is appropriate, based on analysis and for that classification of roadway. The county is looking at other ways to improve safety, such as updating striping on the road and looking at signage outside of the speed limit.

Wyse commented that BC has managed to bring the speed limit down lower than the state's initial recommendation then queried if it would still be possible to challenge the limit yet again and ask for an even lower speed limit.

Millehrer indicated with a non-verbal head shake that it would not be possible for BC to challenge the 45 mph limit.

Wyse asked staff if there were traffic calming or other safety measures besides striping and signage that could be implemented and noted that it would be appropriate to have further conversations on this topic.

Byer stated the county struggles with rural road speeds and safety; many of the countermeasures for controlling speed are better applied in urban settings. If the county is successful in applying for this grant, the Safety Action Plan will provide the opportunity to address these concerns and look for other tools, including placing delineators on the road. The most effective approach would be designing curves in the road as they slow down drivers, but it is very expensive when there is an big straight stretch of road. A cost-effective option would be narrowing the driving lanes, giving drivers the perception that they are going too fast and causing them to slow down. The Safety Action Plan might have other tools to lower driver speeds as behavioral science does not always work as intended.

Wyse had a question for Sheriff Van Arsdall and the Benton County deputies, asking if they had opportunities to get out to Scenic Drive; is it considered a problem area, and asked about their feedback on the experience.

Sheriff Van Arsdall reported a lot of pedestrians and minimal sidewalks. It seems like the pedestrian numbers are increasing, plus a new neighborhood is going in on Gibson Hill Road which will further increase those numbers.

North Albany is the second largest community in Benton County and there are a significant number of residents. Cutting across to Spring Hill would necessitate taking Buena Vista or the Independence Highway. The county recently had mobile radar trailers out on Spring Hill, which

is probably the most difficult area for speed enforcement in North Albany, followed by Independence Highway.

As far as close connectors such as Scenic Drive, motorists drive much too fast on Scenic and the sheriff's deputies spend a good deal of time out there. A significant number of Sheriff's Office staff live in North Albany and spend some patrol time in that area. The Sheriff was unable to recall any recent crashes on Scenic but agreed motorists drive too fast on Scenic Drive.

Malone asked Millehrer if today's decision were postponed, would the speed limit stay at 55 mph, under basic rule.

Millehrer replied that when a speed limit is determined under basic rule, it is much harder to enforce.

Wyse asked if implemented today, with neighborhood groups or individuals working to get the laws changed, could the county revisit the topic in accordance with any new law created. For now, setting the speed limit at 45 mph is a step in the right direction, though perhaps it is not the end of the issue.

**MOTION:** Wyse moved to approve the order imposing traffic control on NW Scenic Drive, County Road No. 14410, and direct staff to erect the traffic devices necessary to post a 45 MPH speed limit in accordance with the state speed zone order and the Manual on Uniform Traffic Control Devices. Malone seconded the motion, which **carried 2-0.**

Malone thanked Millerher for the information and hard work and noted that cars drive too fast, there are too many cars, and a multimodal grant will encourage people to get out of their cars and use other types of transit, including walking and biking, in this relatively small community.

Hoffman hopes there might be an opportunity during the planning effort to take into account Bennet's concerns. The current data measures what has been happening but it is more challenging to measure what is not happening, and why. One of the data points Hoffman hoped would be considered was the mention of the number of adults and children who may not be walking, riding bikes, or exercising their horses because of the fears and concerns related to roadway safety and speeds. The planning process typically involves community engagement, which takes some time. Hoffman is hopeful that one or more of the grants mentioned by Byer in the previous items would allow for collecting data that measures what is not happening, or no longer happening, on the roads due to excessive speed.

Malone thanked Byer and Millehrer and hoped to hear good news on the grants.

## **6. Other**

Wyse attended Monroe city council on July 31, 2023, and one of the topics discussed was that the council and the city are attempting their own speed study, but they do not have a qualified engineer. The Monroe city administrator had mentioned that he reached out to somebody here at the county but had yet to hear back. Wyse wondered if there might be something the Board could do to provide assistance.

Millehrer requested that the interested parties be directed to him at Public Works.

**10. Adjournment**

Chair Malone adjourned the meeting at 9:58 a.m.



Pat Malone, Chair



Amanda Makepeace, Recorder

*\* NOTE: Items denoted with an asterisk do NOT have accompanying written materials in the meeting packet.*