

**SOUTH CENTRAL OREGON AREA COMMISSION ON TRANSPORTATION
MEETING MINUTES**

Date: March 16, 2007

Time: 9:30 a.m.

Location: Lakeview Interagency Bldg.

Board Members Present:

XJohn Elliott	XBrad Winters	<input type="checkbox"/> Al Switzer	<input type="checkbox"/> Jeff Ball	XRay Simms
<input type="checkbox"/> Fred Smith	XFrank Villagrana	<input type="checkbox"/> Trey Senn	X LCD Rep – Ronne Lindsey	
XBill Brown - phone	XKen Kestner	<input type="checkbox"/> Dan Shoun	X Paisley Rep – Rosie Bagley	
<input type="checkbox"/> Mark Cobb	<input type="checkbox"/> Gary Zieg	<input type="checkbox"/> Rhonda Lyon	<input type="checkbox"/> Betty Tyree	
XCaro Johnson	<input type="checkbox"/> John Widenoja	XFields Flynn	<input type="checkbox"/> Stephanie Bailey	
<input type="checkbox"/> Manni Molina	<input type="checkbox"/> Ernie Palmer	<input type="checkbox"/> Allan Foreman	X Jennie Anderton	

Staff:

Deanna Redd Shilo Ogilvie X Christina Ingram Betty Riley

Public:

Walt Bartel, DEA; Dave Girrard, Lake County Examiner (press)

Meeting Called to Order at: 9:35 **by:** Brad Winters, Vice Chair

Introductions – Roll Call:

Review and Approve Minutes:

Board to Review and approve the minutes of the January 19, 2007 meeting.

Moved: Ray Simms, Second: Ken Kestner, to approve and accept the minutes of the January 19, 2007 meeting as presented.

Ayes: All Nays: None

Motion Carried

Area Manager's Report:

mp = Mile Post

ROW = Right of Way

- Shady Pine – should be finished by June 1st because ODOT expects the truck traffic to shift to Hwy 97 about that time.
- Hwy 140 – paving from Hwy 66 to Lakeshore Dr. contract is out to bid.
- Drews Gap mp. 81 – 92 – paving contract will go out to bid in May
- Paving 5 corners to Maddock Corner will go out to bid in May
- Jct. of Hwy 97 & Hwy 58 – replacing the overpass – the beams will be done by June – they are widening it but the traffic configuration will stay the same.
- OTIA 3 is almost complete – Hwy 31 & Hwy 395 bridges are the last bridges scheduled under that program.
- Warner Curves Phase I at mp. 17 is starting – you will see work on the side of the road.
- Silver Creek Bridge should be finished in May – the contractor does excellent work, but he does take his time doing it right.
- ODOT will be using Public Lands Discretionary funding to build left turn lanes on Hwy 140 West at Fish Lake and Great Meadows.

Discussion –

Anything on the agenda for Silver Lake – that is a low volume highway so there is not anything planned at this time.

ODOT will have projects on Hwy 140 East, Hwy 31, Hwy 62, parts of the Dairy/Bonanza hookup they have a separate funding source for them.

Area Member Reports:

- Lake County –Brad still working on receiving the \$1.7 million that was earmarked for Hwy 140 . – As ODOT continues to work on Beatty curves issue, if they need a letter of support from the Lake County Board of Commissioners, let them know.

Area Manager’s Report Continued:

- Beatty Curves update – Mike Stinson has a meeting next week with the Tribes to see if there are any additional questions. – The Tribe has a recommendation from the Cultural Preservation Committee regarding this project. – The current Tribal Chair Allan Foreman is not seeking re-election.
- ODOT will begin chip sealing program as soon as the money comes in – Lake County would like to have the Warner Ski Hill done before the road surface deteriorates any more – is the road salt causing the deterioration – The bridge crew has more concern with the road salt – it is worse for the concrete than the asphalt – ODOT is using Magnesium Chlorite – the Magnesium is an attractant to dirt. The dirt is acting like a scrubber taking the strips off the pavement. – The surface deterioration is due more to the use of studded tires than the salt.
- Jct. of Hwy 140 E and Hwy 395 in Lakeview – when is the rebuild scheduled – 2008 -
▶ Butch to get back to Ray with the correct dates – There may need to be some elimination of parking in a couple of places to avoid ROW issues – ODOT will be coming before the Town Council with a proposal – the project will include sidewalk paving – The crosswalk stripes have been replaced 5 times, they are still under warranty.
- The \$300,000 Federal Earmark for the interchange of Hwy 66, Hwy 140 & Hwy 97 – has ODOT heard anything about receipt of those funds – ODOT heard that all earmarks were pulled from the budget by the majority party in congress – this was addressed in the STIP
- Chemult Train Station – looking at purchase of property across the street – the Klamath County Board of Commissioners has a tentative agreement to buy the other property – Mike and Butch reviewed building plans that the Forest Service has – it is a great building –
- Transportation Enhancement Grant – we did not get either project funded – Board wanted to know if we did something incorrect in the application – No - is there someone that can review the project and give us pointers of where improvement could be made? – ▶ Butch to invite Pat to come give us ideas – the grant is set to line up with the STIP

Safe Routes to Schools:

- Has a new “mini” application – the first 30 applicants will get help filling out their application.
- The program can be used for schools that are not on State Highways
- It can be used for more than just sidewalk improvements.
- It is not to be used solely for construction – the program **requires a plan/program to educate the students** on safe pedestrian/bicycle practices.
- Are the schools in Paisley eligible – yes
- Question about crosswalks – ODOT doesn’t put in crosswalks unless the town will maintain them – the town council will need to be involved. –Paisley councilwoman Rosie Bagley said she would take the information back to the town council.

Contact information for Julie Yip

Julie Yip – Bicycle Pedestrian Safety Coordinator, ODOT

(503) 986 – 4196

Highway 140 Study Update:

- For complete information please see the powerpoint given by Walt Bartel
- ODOT has finished running the new truck from Medford to the Nevada border – for truck length.
- The truck used was 8ft. 6in. wide, 13ft. 6in. tall, and 65ft. long.
- Highway 140 through Nevada has no restrictions.
- Curvature measurements are taken on the horizontal →← not the vertical ↑
- Frank Villagrana questioned whether Nevada has been informed of the work we are doing to change the restrictions on our end, since it will ultimately lead to increased maintenance? – Mr. Bartel was not sure of any communication with Nevada.
- Complete overhaul of all problems will cost \$29 million dollars –
- Board wanted to know if there were any “stop-gap” measures that can be taken that will get the length restriction down –
- The 2008 STIP budget is already having to make cuts
- Board wanted to know what can we do to get the project started –
- ODOT is looking at some “design exceptions” to get the curve speeds to 45mph –
- ODOT is looking at design of Bly Mtn. and Beatty curves to handle speed of 45mph – there is already \$10 million budgeted for that.
- What about removing the road length restriction from Adel to Doherty – there are ranchers in that area getting tickets for overlength while moving fire suppression equipment –
- Possibly work with Motor Carriers to get permits for that use there

Safety Concerns:

- Hwy 395 there are several accidents at Bing (sp) curve – there are chevrons installed but you can't see the third chevron from the second one, it is too far around the curve – there needs to be another chevron installed – One has been ordered – Mike already talked with the sign crew manager, it should be installed soon.
- Does ODOT have any plans for fixing this curve? – Not at this time – the curve is designed for 55mph and that is the legal speed limit – people need to not exceed the design speed – the accidents are a speed enforcement issue, not a road design issue at that location.

Hwy 140 Additional Discussion:

- Why are there no guardrails on Doherty – because there is no shoulder to install them on.
- The Board would like to see a copy of the minimum plan for Hwy 140 to remove length restrictions.
- Is the Hwy 140 study group getting information they need from the farmers and ranchers – yes – they had a meeting scheduled that was cancelled due to the low RSVP rate – it was made into a conference call instead.
- The last study done on Hwy 140 was done in 2000-2001 – now some of the length restrictions have been removed, is the technology better? – yes – they learned from the previous taping and the equipment has improved –
- The Board is frustrated at knowing there is a problem for the last 30 years, and it is still not being fixed – if Portland and Bend continue to be the priority, Hwy 140 will never get fixed.
- The Board wants to get the money to this area that we need to fix Hwy 140 – We have made some improvements – The funding is allocated to the roads in areas that are traveled the most. – there have been significant improvements made to Hwy 140 between Medford and Klamath Falls, and Klamath Falls and Lakeview.
- There are big projects in the region that will take money away from South Central Oregon – The money is committed based on usage.

- A few Board members expressed the feeling that when the State puts in a highway, it needs to meet the standards for use – ODOT staff reminded the Board, that when Hwy 140 was installed, it did meet the standards for use at the time – as vehicles have increased in size and ability, Hwy 140 was not designed to handle them because they did not exist when it was designed.

Public Comment:

None

Adjourned: 11:25 **by:** Chairman Elliott

Next Meeting: Klamath Falls, Time & Location TBA