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January 8, 2002

To: ODOT and the Medford South Interchange Citizen's Advisory Board

I am voicing my opposition to the construction of a new South Interchange Project at the currently favored Belnap location.

My support would be for either NO BUILD to minimize the increase in traffic in South Medford or:

Choose South Stage Road for the Interchange Location. This would spread out traffic growth over a larger area which could accommodate the increase more easily over the next 20 or so years.

My children will be attending Jefferson Elementary School in the next few years, and the current Project Plan will eventually throw thousands of vehicles right through the center of what is now a quiet, PEOPLE ORIENTED neighborhood of single family homes, schools and churches. Leave the Freeway traffic out of our neighborhoods and let our children attend school and walk the quiet neighborhood safely.

My family and friends support NO BUILD or SOUTH STAGE ROAD options. We already have Stewart Avenue to endure in south Medford, don't convert our neighborhood into more speedways (of which Stewart is becoming more of every day!) to further threaten our children and quality of life!

People should come first in this decision - please don't ultra-urbanize and "overtraffic" south Medford with this commercially-designed/supported plan.

A Concerned South Medford Resident and mother of young children!

Christina Bastian
711 Nobility Dr
Medford OR 97501
858-9354



1/08/2002

South Medford Interchange Advisory Board

Support of NO BUILD OPTION!


I am submitting this comment for the record as was stated appropriate for this Informational Meeting Jan 8 2002.

I am opposed to the all present plans to move the Interchange as I regard this as the beginning of unfettered urban growth and loss of the very Southern Oregon life style that make living here so attractive.

Is it not common knowledge that building more traffic accommodation generates additional traffic far in excess of the overuse the additional accommodation alleviates?

The NO BUILD option is my preference - then work on solutions which will create a safer interchange solution WITHOUT creating the beginning of a large urban traffic center which will invariably lead to more and more and more traffic - auto traffic should be regulated to accommodate people's environment and neighborhoods, not the other way around.

If ANY proposal must be adopted, then choose South Stage Road, at least building there would space the traffic somewhat instead of concentrating it in the very center of south Medford on a new Interchange just blocks from the existing structure!

NO BUILD!

Tom Hebert
400 Garfield
Medford OR 97501
541-772-9079

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Draft Environmental Impact Statement Public Comment Form

Comments must be received by 5 p.m., Jan. 14, 2002

Project Open House, Jan. 8, 2002, Medford Armory, Medford. You may use this form to comment formally on the project Draft Environmental Impact Statement. You may leave your written comments at this meeting, or mail comments to Greg Holthoff, Environmental Project Manager, Oregon Department of Transportation, 1158 Chemeketa St. N.E., Salem, OR 97301.

NAME Jane Wiley ADDRESS 1569 Old Stage Road
Central Point PHONE 97562

- I'm formulating something that will better express my real concerns about this proposed South Medford Interchange. Plan to elaborate in an e-mail tomorrow
- Your arguments for rejecting a South Stage Road interchange "Sound" reasonable but this is short-sighted & will eventually be needed anyway.

Why destroy a lovely part of Old Medford for a temporary "fix"? The question before the public should be who are the owners of parcels near Garfield + Highway that would benefit now if your proposed interchange becomes a reality! I challenge you to fully disclose this BEFORE funding this one.

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NAME Donna McIntosh ADDRESS 3810 PRINCETON WAY
Medford PHONE 779-2405

- I am for the new interchange. ~~at the intersection~~ Highway alternative
- I feel it will help control traffic. I have lived in Medford since 1963, if this is not done now, it will be years before anything can be done.



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NAME Erika Nelson ADDRESS MEDFORD PHONE _____

①

I understand this is "a dead" or
comments are useless. However, I am vehemently
opposed to giving any more near Highland Ave
it is a residential park area & traffic should
be less rather than more.



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NAME KEVIN FRIEDEL ADDRESS 3351 ALAMEDA ST PHONE 541.770.6866

①

PLEASE THIS AS STATEMENT IN SUPPORT
OF THE "HIGHLAND ALTERNATIVE".

[Signature]



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NAME Cam & Harry Christensen, Medford ADDRESS _____ PHONE _____

① After watching the video, it appeared that instead of traffic being backed up on Barnett, it will just backing at the new interchange I want RVMs, and it doesn't appear this new solution will do much to alleviate traffic on Barnett which has increased to a dangerous level. Why not leave the Barnett interchange and just build a 3rd interchange further south? I think the people who've suggested both Stage are probably correct. Another possibility would be a bypass to circumvent existing property and more traffic coming from I-5.



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NAME Joel Marks ADDRESS 5678 Cherry Lane PHONE 618-8386

① Mr. Holthoff, A third interchange is the best alternative for Medford. We need to stay out of the neighborhoods in Medford on Highway and for the long term health of Medford and the growth challenge that will accompany the traffic part five the other alternative will not suffice for 10-20 year planning. Please consider Stage Road as Berry Creek Enterprises are also ~~in~~ will benefit from a 3rd interchange. If there is anything I can do to help please let me know Joel

SOUTH MEDFORD INTERCHANGE PROJECT
ALTERNATIVES & SOLUTIONS

Draft Environmental Impact Statement
Public Comment Form

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NAME DEBIL STANLEY / CHRISTIAN ENVIRONMENTAL ADDRESS 33 Wilaneta Ave
PHONE 732-3295

As residents of the neighborhood that will be affected ①
we are strongly opposed to the Highland alternative.
We moved into the area because of its status as an
established neighborhood and over the years have
watched the traffic worsen on our street. The
interchange would direct even more traffic through ②
our neighborhood, Bear Creek park will be
impacted negatively and our property values will
be greatly affected in the ensuing development.
All due to the need to help the East Medford growth
problem. We should not have to pay for the
mistake made by poor city planning! The S. Stage
road interchange looks to be the option that would ③
stilt the continued growth.

HOLTHOFF Greg

From: Ed Danehy [e-danehy@geologist.com]
Sent: Monday, December 03, 2001 7:24 PM
To: HOLTHOFF Greg
Subject: Choose "No Build" for South Medford Interchange

- > Greg Holthoff
- > ODOT Environmental
- > I consider the plans now under consideration worse than very expensive band-aids. They may help some, but damage public facilities and neighborhoods. ①
- > My background: I spent 10 years in a Public Works Agency and before that I was a private professional for 16 years who created reams of reports that provided a basis for planning and design of public works.
- > We need some effective long-range planning. I know that several bodies have and are working on transportation issues, but they are confined in their planning. We need a consolidated view of the So. Medford and No. Medford interchanges, the Medford viaduct, as well as other road issues in the Bear Creek Valley. ②
- > Piecemeal project planning, limitations on focus groups, solving only immediate problems, and such is NOT the way to go. ODOT, RVCOC, Jackson County, and involved cities need to tackle transportation collectively and with a long-range perspective. Maybe not easy to do, but it is REALLY STUPID to do otherwise.
- > Please route to others,
- > Ed Danehy
- > 4370 Tami Lane, Central Point, OR 97502-1040
- > 541-858-0367
- > PS
- > If you have information contrary to the above (ie that my perspective has been considered), please let me know. I try to keep up with ODOT, RVCOC, etc. and I have yet to learn of it.

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HOLTHOFF Greg

From: Daniel Latham [ldlat@compoint.net]
Sent: Monday, January 14, 2002 9:35 PM
To: HOLTHOFF Greg
Subject: Medford Interchange Project

Dear Mr. Holthoff,

My input for the Medford Interchange Project is to support the Highland Alternative. After reviewing the Draft Environmental Impact Statement, the deciding factor was that this alternative impacts fewer residential and business properties.

Thank you,

Daniel Latham

①

Dear Greg Holthoff:

I believe the new freeway ①

access plan will do as much

harm as it will do good. I ②

would vote for no build, as

plans now drawn. Unless, another ③

downtown off ramp is built.

This would much reduce traffic

in Highland and Ellendale area.

Yours truly,

Douglas L. Pickell

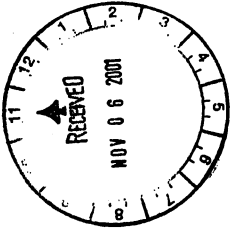
(Residence for 28 years)

1547 Siskiyow Blvd.

Ph. 773. 777. 0000

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11-5-01



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Yours truly,

Douglas L. Pickell

(Residence for 28 years)

1547 Siskiyow Blvd.

Ph. 773. 777. 0000

I apologize for any confusion my phone calls may have generated. My goal was to speak with someone knowledgeable about the actual simulations run and then request this specific information, hence my original attempt to contact Mr. Zoll at JRH. I am only looking for the above traffic counts -- there is no need for RVCOG to send their input data.

Please send the information by email if possible.

John Pearson, Ph.D.
jdjohn@internetcds.com
4600 Eagle Trace Dr.
Medford, OR
97504

HOLTHOFF Greg

From: John G. Pearson
Sent: Tuesday, December 18, 2001 5:28 PM
To: HOLTHOFF Greg
Subject: Request for traffic projections
Mr. Holthoff,

Thank you for looking into this matter.

I am attempting to understand the "South Medford Interchange Project, Interstate 5, Medford, Oregon, Draft Environmental Impact Statement and Draft Section 4(f) Evaluation". (henceforth, the DEIS)

During the selection of build alternatives several alternatives were rejected on the basis of traffic modelling. These options are listed on page 2-22, titled "Alternatives Rejected Following Traffic Modelling". Results of the traffic modelling are referred to in terms of percentage decrease in traffic over a key overcrossing for 4 of the 9 alternatives rejected, in general terms for the other 5 (such as "minimal effect" or "shifts traffic to") with no specific details given. An entirely different method of grading traffic is given for the selected build options, based on traffic delays instead of traffic counts, so it is not possible to compare the effects of the selected options to those rejected.

I am a Ph.D. Chemist (UC Berkeley, 1991) with peer-reviewed publications in the field of computer modelling of many-bodied systems. In order to understand some of the decisions described in the DEIS three pieces of data are needed: the standard error of the prediction method, the quality of the data fed into the prediction method, and the output of the method. I have estimates of the standard error of the method and the quality of the data used as input. I am requesting the output, namely the projected traffic counts at key intersections for the various alternatives modelled.

I would appreciate your assistance in obtaining 1) daily traffic totals projected for year 2030 and 2) peak hour traffic totals projected for year 2030 for the three alternatives considered in the DEIS (Highland, Ellendale, and no action) and the rejected alternatives listed in table 2-3 pages 2-22 of the DEIS at the intersections listed in table 4-2 page 4-3 of the DEIS. For the sake of clarity, both the alternatives and the intersections will be listed below.

- The Preferred Alternative -- Highland
 - Ellendale Alternative
 - "No Action" Alternative
- Alternatives Rejected Following Traffic Modelling:
- Alternative 1 -- Single-point interchange north of the existing interchange
 - Alternative 5 -- One-way pair/split interchange using Barnett Rd. and Stewart Ave.
 - Alternative 7 -- Stewart Ave./Barnett Rd. -- Garfield St./Highland Dr. Connections
 - Alternative 8 -- Single-point interchange south of the existing interchange
- Local Street Connections
- South Stage Rd. Overpass
 - South Stage Rd. Interchange
 - Eastside Connector
 - Eastside Connector with South Stage Rd. Interchange
- (Note that the Eastside Connector was run both with and without the S. Stage Interchange)
- Regional Transportation System Plan (RTP)

- Intersections listed in table 4-2:
- Stewart Avenue & Riverside Avenue (Hwy 99)
 - Barnett Road & Stewart Avenue
 - Barnett Road & Riverside Avenue (Hwy 99)
 - Barnett Road & Highland Drive
 - Barnett Road & Black Oak Drive
 - Barnett Road & Alba Drive
 - Center Drive & Stewart Avenue
 - Hwy 99 Connector & Center Drive
 - Barnett Road & Ellendale Drive
 - Hwy 99 connector and Highway 99
 - Barnett Road & WInCo
 - I-5 Southbound off-ramp & Hwy 99 Connector.



Medford Urban Renewal Agency

Donald R. Burt, AICP, EDPP
Director

January 11, 2002



Greg Holthoff
Environmental Project Manager
Oregon Department of Transportation
1158 Chemeketa St. NE
Salem, OR 97301

Dear Mr. Holthoff:

As a follow-up to the Agency's letter of November 27, 2001, the Agency has investigated an alignment alternative for Belknap/Garfield that would preserve the development objectives of the South Gateway Center. For your information and consideration, I have enclosed a plan that illustrates the alignment alternative.

Your timely consideration and response to this alternative will be appreciated. We have interest in development of the remainder of the Center but, before we can proceed, a response to the alignment alternative is needed.

Sincerely,

Donald R. Burt, AICP

cc: Mike Dyal, Medford City Manager
Sue Slack, Jackson County Administrator
Robert Kaczor, TRF Real Estate

DRB/jlr/lem



G:\SHARE\Project 976\South Interchange\CENTER REPORT HOLTHOFF 02_01_11

Medford Urban Renewal Agency • 45 South Holly Street, Medford, Oregon 97501 • Fax (541) 774-2747
Board: Jack Charles, Bill Dymally, Sue Deansmore, Dick Estinger, Skip Knight, John Michels, Skip Patterson, Gary Wheeler, Greg Yeohout
Staff: Don Burt (541) 774-2700 • Jackie Rodgers (541) 774-2702 • Lisa McKay (541) 774-2703
Eric Iversen (541) 774-2705 • Linda Beauchamp (541) 774-2707
M.U.R.A.: www.downtownmedford.com • City of Medford: www.ci.medford.or.us

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Original Design vs. Southerly Shift

Pros for Original Design:

- Approaches to SPUI and Center Drive nearly tangent, promoting superior signal head visibility
- Right-on-red turn out of Center Drive has superior sight distance for decision making
- Center Drive intersection spaced 400 meters from ramp terminals, meeting standard
- Minimizes right-of-way impacts to existing structures
- Less overall length of roadway equates to reduced travel time and construction cost

Cons for Original Design:

- None apparent

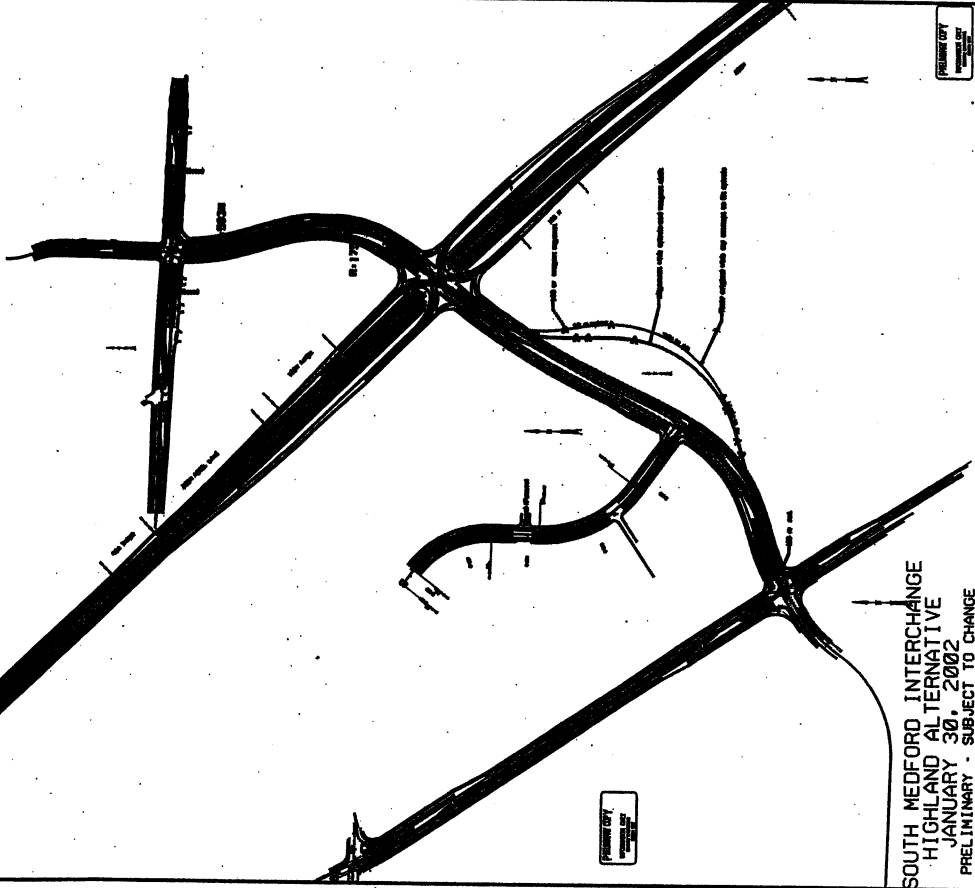
Pros for Southerly Shift:

- Provides slightly better approach to Hwy 99 intersection in that vehicles will be able to see the signal heads from farther away
- Provides additional 312 square meters (3358 square feet) for future development north of Center/Garfield intersection
- Increases size of remainder property east of RFCU

Cons for Southerly Shift:

- Requires major deviation for intersection spacing from interchange ramp terminal (Div. 51)
- Increased impacts to existing structures (Hale) (PP&L cost ~ \$2,000,000)
- Reduces sight distance at Center Drive intersection (to signal heads and for right outs)
- Intersection area will be larger to accommodate truck off-tracking, results in longer crossing distance for pedestrians
- Reduces sight distance at SPUI intersection
- Longer overall roadway length and construction cost

LEVEL 62: LEFT TURNING PATHS
LEVEL 63: RIGHT TURNING PATHS



SOUTH MEDFORD INTERCHANGE
HIGHLAND ALTERNATIVE
JANUARY 30, 2002
PRELIMINARY - SUBJECT TO CHANGE

...Highland with Hardey_mea.dgn 04/02/2003 12:14:52 PM

