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SOUTH MEDFORD INTERCHANGE PROJECT
ALTERNATIVES & SOLUTIONS

Draft Environmental Impact Statement Public Comment Form

Public hearing: Oct. 30, 2001, Scottish Rite Center, Medford. You may use this form to comment formally on the Draft Environmental Impact Statement. You make leave your written comments at the hearing, or dictate comments to a court reporter. Also, you may mail comments to Greg Holthoff, Environmental Project Manager, [illegible] Comments must be received by 5 p.m. Dec. 3, 2001.

NAME Ricardo Valdez ADDRESS 2536 Seneca AV
Medford Oregon 97501 PHONE 779 4350

~~[illegible]~~ I agree with this plan that the city is making a new intersection because I think it's an easier access to the hospital for Paramedics. But I think that they should leave the Burnett road intersection because I think it will ease a more traffic ~~[illegible]~~ and be more convenient for motorist that is on the east side of Burnett that need to go to white city or north fred meyer because then those motorist going down to the intersection that is further down and ~~[illegible]~~ I think it will create more traffic in that main road that leads to the new intersection. Same for it but leave the old intersection.

(1)

(2)

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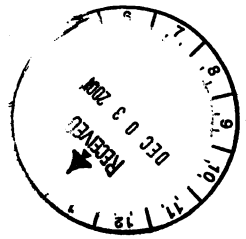
RECEIVED DEC 03 2001



November 30, 2001

Audrey Casey
747 Highland Dr. #42
Medford, OR 97504

Greg Holthoff
ODOT, Environmental
1158 Chemeketa NE
Salem OR 97310

RE: I-5 South Interchange, Medford

Dear Mr. Holthoff:

Has the impact of Bear Creek Park on the east and north side of this been really considered? I feel of the Highland alternative is used, it will ruin these areas. This is the largest park in Medford, offering many diverse uses for the valley. The safety issue is also a great concern. If, Highland is used children and adults are going to be put at a great risk trying to cross Highland or Siskiyou. The idea of so many lanes going into one is also quite a concern, again for safety reasons. (1) (2)

I understand some were not aware of Hoover Elementary School on Siskiyou (north of Highland). Siskiyou is used by quite a few already to get to the Medford Clinic and RVMC Hospital. This alternative will increase traffic going both ways on Siskiyou Blvd. (3)

Highland at this time can hardly handle traffic now going through to Main St. Again, this traffic will increase greatly. People will be increasing traffic at Main in both directions.

For everyone living on Highland, this is going to have a great impact. It's already hard enough at times to get out of ones' driveway. And, then the artillery streets will also be impacted with extra traffic. (4)

I'm finding it hard to believe a thorough study of environmental impact has been studied careful enough. So, I strongly recommend and urge a NO BUILD at this time. Believe that South Stage would be a better alternative for our community. (5) (6)

Thank you for giving my comments serious consideration.

Sincerely,

Audrey Casey

Audrey Casey
541-779-9000 (W) 541-770-6840 (H)

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Nov. 29, 2001

Mr Greg Holthoff
CDOT, Environmental
1158 Chemeketa NE
Salem OR 97310

Dear Sir,

This is to respectfully request that you reconsider what you are doing at the South Interchange in Medford. If your minds are made up, but please, please reconsider the South Stage Interchange. It will help the flow of traffic to the west and if you must through the one to the east which is not built up to the North Phoenix Road it could be easily accessed. There are plans for many houses to be built in this area. Also some lateral streets could easily connected namely, Golf View and Murphy Road without too many problems.

The thought is to disperse traffic before it gets to Barnett Road which is overloaded now. Barnett is the problem not Freeway Traffic Freeway Traffic can't get off because Barnett is already filled to capacity. All you are doing is bringing the same traffic onto the same street, but a block away and spending millions of dollars to accomplish nothing.

Medford needs a third interchange

Please use some common sense. You're already messed up the North Interchange.

Sincerely
Joan Seibert
1533 Siskiyou Blvd
Medford, OR 97504

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November 30, 2001

Mr. Greg Holthoff
Environmental Project Manager
Oregon Dept. of Transportation
1158 Chemeketa Street N.E.
Salem, OR 97301

Dear Mr. Holthoff,

Since you are the environmental project manager for the proposed freeway interchange at the South exit in Medford, then you surely must be aware of the problems that will develop if Highland Dr. or Ellendale Dr. are made part of this interchange program.

The beautiful park with the outdoor theatre, tennis courts, skate park and bicycle course will all be "for not". Surely someone can come up with a better solution than the ones proposed. Why not go further south of Barnett Road into the old mobile home park and the golf driving range? The area south of Barnett Road, next to Bear Creek, is a well known harbor for drifters, alcoholics, and homeless men who stand at the off-ramps daily, begging the motorist for money.

Perhaps the property along the gold course belongs to The Rogue Valley Manor and they are definitely a very powerful influence in the Rogue Valley and you do not want to "ruffle their feathers?".

PLEASE give this program a fair and honest approach. The many residents here would no longer be able to sleep or breath clean air if this project goes through.

Yours truly,
Lois Bailer
Lois Bailer
747 Highland Dr., #18
Medford, Or. 97504
(541-773-1363)

Please excuse my typing mistakes. I'm 74 and

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LES SCHWAB TIRE CENTERS
646 N.W. Madras Highway
P.O. Box 667
Prineville, Oregon 97754

LEGAL DEPARTMENT
TELEPHONE 541-416-5342
FACSIMILE 541-416-5374
david.r.gibson@lesschwab.com

November 28, 2001

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

Re: South Medford Interchange Project
Draft Environmental Impact Statement

Dear Mr. Holthoff:

We are in receipt of a copy of the September 2001 Draft Environmental Impact Statement for the South Medford Interchange Project ("DEIS") and submit these comments to you pursuant to the instructions in the October 9, 2001, distribution letter for the DEIS.

Our overriding objection to the DEIS is that it fails to adequately consider alternative routes that may accomplish the desired impacts with less detrimental impact on businesses and residences. Our company operates a store at 2121 S. Pacific Hwy, the corner of Belknap and Highway 99. Both the Highland and Ellendale Alternatives, the only two alternatives addressed in the DEIS, would result in displacing our business and, from our experience, likely at a cost to the State equal to far less than our cost to replace our store at a much less desirable location. (1) (2)

We note that many of the alternative plans included in Part B of the DEIS do not involve significant alterations to the intersection of Highway 99 and Belknap and/or to either or both of those roads. Both alternatives addressed in the DEIS have a significant adverse affect on businesses at or near this intersection. This effect could be mitigated by many of the alternative routes and thus the DEIS is deficient because it does not adequately address those alternatives. One or more of those alternatives may also mitigate one or more of the other numerous impacts of the Highland and Ellendale Alternatives as disclosed in the DEIS. Accordingly, the DEIS should be redrafted to address alternative routes. (3) (4)

Cordially,

LES SCHWAB TIRE CENTERS

David R. Gibson
Corporate Counsel

THE WEST'S LARGEST INDEPENDENT TIRE DEALER
WITH OVER 330 LOCATIONS IN OREGON, WASHINGTON, IDAHO, MONTANA, CALIFORNIA, NEVADA, AND UTAH

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Greg Holthoff
Environmental Project Manager
Technical Services Manager
1158 Chemeketa Street NE
Salem, Oregon 97301-2528

22 November, 2001

Dear Sir,

In reviewing the draft EIS for the South Medford Interchange on I-5 it is becoming increasingly clear to me that there is a win-win solution for the Interchange where all stakeholders get some of what they want.

For the No-Build proponents the state should proceed to widen and lengthen the exit ramps to mitigate the safety issues of traffic backing up on the freeway and retain the current interchange configuration. (1)

Then as a hybrid of the alternatives, build the Highland Alternative except at the freeway crossing instead of building an interchange, build an overpass connecting Highland to Belknap. Extend Center Drive from its current alignment to intersect Belknap midpoint between highway 99 and the freeway and install a traffic signal. (2)

Stripe Barnett Road for an enlarged left turn lane west bound at the Highland/Belknap overpass and retime the traffic signals to increase efficiency of the traffic flow.

This hybrid alternative would allow the Rogue Valley Manor to proceed with their development. It would add the necessary capacity for the Southeast Plan to continue to develop. It would provide an alternate commuter route to southwest Medford via Highland/Belknap without having to transit through the Stewart Avenue/Barnett intersection. And finally, it would allow the South Gateway commercial area to continue their expansion.

This proposal would be much cheaper to design and construct. It also would have the least impact on current facilities as much of it could be built before impacting existing facilities. The cost would be near the amount of already committed funding and would allow the state to funnel the excess revenue to other regional projects such at the viaduct retrofit. (3)

To my knowledge, and I have seen all of the proposed alternatives, this hybrid has not been modeled. That modeling should be accomplished. The draft EIS would still be a valid document and would need only minor adjustments to include the traffic study of this hybrid. I believe that the dividing of the traffic west bound on Barnett Road with a portion using Highland/Belnap to southwest Medford destinations and the remainder going to the Stewart/Barnett intersection would result in a vast improvement of the Barnett traffic flow.

The neighborhoods north of Barnett on Highland would experience relatively the same amount of traffic as they do now and would very likely accept the decision with little or no resistance. Further, I think it would provide at least the same if not longer life than the Highland alternative alone.

I have three questions: (1) Was the hybrid proposal as mentioned above ever studied? (2) If so what was the result of that study? And (3) Are there any fatal flaws to the above proposal that would prevent its adoption?

Thank you for your consideration of this and all of the comments that the citizens have been encouraged to make. The process has been a good one and I hope that you can find merit in this proposal.

Sincerely,

Jim Key, Councilor
Medford City Council
530 Barnes Avenue
Medford, Oregon 97504

November 20, 2001

Greg Holthoff
Environmental Project Manager
Oregon Department of Transportation
1158 Chemeketa St. NE
Salem, OR 97301-2528

Re: South Medford Interchange Project
Interstate 5, Medford, Oregon
Draft Environmental Impact Statement &
Draft Section 4(f) Evaluation

I am submitting the following statement for consideration in preparation of the Final Environment Impact Statement and the Record of Decision for the above mentioned project.

Summary

I believe that the Draft Environment Impact Statement (EIS) is deficient. Its deficiencies result in an incorrect bias towards the Build Alternatives and the Highland Alternative in particular. I further believe that the both the Highland and Ellendale alternatives will impose unacceptable adverse impacts on residential quality of live and neighborhood cohesiveness in comparison to a modified no-build alternative. (1) (2)

A fundamental flaw of the Draft EIS is that it structures the no-build alternative as essentially a do-nothing alternative. The EIS should be revised to add a modified no-build alternative that incorporates mitigating measures for comparison to the two build alternatives. The modified no-build alternative should incorporating the action plan measures included as part of the South Medford Interchange (SMI) Alterative Mobility Standards adopted by the Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee. I understand that the RVMPO's adoption of the Alternative Mobility Standards makes the associated action plan measures mandatory. (Contact Dan Moore, RVMPO if you need a copy of the Alternative Mobility Standards document). (3)

In addition to the Alternative Mobility Standards mitigating measures, the Final EIS should enhance the modified no-build alternative with inclusion of Transpiration System Management (TSM) improvements to maximize the efficiency of the SMI and surrounding streets, a more pro-active Transportation Demand Management (TDM) program, and alternative modes of transportation programs including bicycling and walking. (4)

Draft EIS Chapter 1 – Purpose and Need

The EIS references the City of Medford Vision 1999 process as a driving factor in the development of South Medford Interchange Project (SMIP). The Medford 21st Century Vision "Leading Vision" is: "We envision Medford as an outstanding livable community...." A Key Elements to that vision is:

> "Neighborhoods are clean, safe environments for all citizens, including children and senior citizens; they form the backbone of Medford's social infrastructure and are the focus of community involvement and participation."

While the EIS' Purpose statement indicates that the SMIP intends to "minimize adverse impacts of the improvements on neighborhoods", the two build alternatives impose unacceptable adverse impacts on neighborhoods. (5)

The EIS Need assessment implies that the existing interchange is unsafe with reference to "a high percentage of rear-end accidents" at the SMI. Evidence identified in the EIS analysis [Draft EIS Table 3-3] does not support the unsafe conclusion.

Draft EIS Chapter 2 – Project Description

The described "No-build Alternative" is as stated, a baseline condition and for the most part, a do-nothing approach. The Draft EIS is deficient in not including as part of the No-build alternative the mitigation measures committed by the RVMPO as part of the SMI Alternative Mobility Standard plan. The Draft EIS should include the following as part of the modified No-build alternative: (6)

Transportation System Management including use of adaptive signal control systems
Transportation Demand Management
Other alternative/multi-modal transportation including, bicycling and walking

Both Build Alternatives relocate Center Drive such that it intersects the access between Highway 99 and the proposed SPUI. Allowing Center Drive to intersect the new approach will degrade the efficiency of travel to and from the interchange. If Center Drive is permitted to intersect as planned, access should be limited to right-in/right-out movements, and the intersection should not be signalized. The construction of the present Center Drive to Barnett alignment is a significant factor in the degraded performance of the existing SMI at Barnett. (7)

The Draft EIS relocates both Build Alternatives south of the present Barnett SMI. ODOT reported that origin and destination studies found that most of the existing SMI traffic originates north of the interchange. Relocating the interchange further south will add Vehicle Miles Traveled (VMT) to trips originating north of the SMI and destine to locations north (e.g. city center) or east (e.g. RVMC).

The Highland Alternative Highland N. of Barnett cross-section EIS Figure 2-2] and the Ellendale Alternative Highland N. of Barnett cross-section [EIS Figure 2-3] do not include a bike lane in either direction. Table 3 of the Draft Section 4(f) and Section 6(f) states that the Potential minimization of the Highland Drive East Side bike lane is "Rejected". I would interpret the Table 3 comment to mean that a 1.4 Meter bike lane is required in the East Bound direction of Highland. Chapter 5 recommends a N/B bike lane from Barnett to Greenwood but is silent with respect to its continuation beyond Greenwood. (8)

Under "Alternative Considered but Not Advanced" [EIS pages 2-16 and 2-17] the Draft EIS reads "developed evaluation criteria that reflect project goals and community values..." The statement should be revised to read: "developed evaluation criteria **that in their** opinion reflect...community values...."

Draft EIS Chapter 3 – Affected Environment

Under "Traffic Accident Patterns", the Draft EIS states that "Serious safety issues exist on an arterial or freeway with the accident rate is close to one accident per million miles. For intersections...when their is one accident per million entering vehicles." The report then states "Accident rates in the area fall below that standard" and further states, "no deaths occurred". The reported facts do not appear to support the conclusion regarding safety in EIS Chapter 1. (9)

As a further note, the highest accident rate reported in EIS Table 3-3 occurs at the Alba/Barnett intersection (0.59/MEV). The referenced memorandum is dated October 2, 1997. I believe that the City of Medford modified the Alba/Barnett intersection about the period of the memorandum by adding a queuing lane for E/B Barnett vehicles waiting to turn to N/B Alba. The addition of the turn lane should reduce the likelihood of rear-end accidents.

Draft EIS Chapter 4 – Environmental Consequences

The "No-Build alternative" [EIS pg 4-1] implies that congestion causing travelers to seek alternative routes through neighborhoods would cause out-of-direction travel increasing VMT. This conclusion seems contrary to the rational for local connectivity i.e. "Better N-S connections" (with early proposals including new collectors/arterial penetrating residential neighborhoods) that the SMIP team offered in 2000. Gary Shaff reported [Meeting minutes May 19, 1999 SMI Citizens Advisory Committee] "travel volumes moving from the North Interchange to the South Interchange account for about 50% of the volume. This could ultimately cripple the Interstate". (10)

If travelers moving from one end of town (say North Freddie Myers) to the other end (say South Freddie Myers use local streets, the point to point distances and VMT would be reduced in contrast to a traveler using the interchanges to get across town. Traveling north to the North Medford Interchange, then south to the new SMI (located 0.58 to 0.95 km south of the present SMI), then north again (say to the South Freddie Myers) represents out-of-direction travel that Gary Shaff expressed concerned about.

The comments on "Transportation Safety" [EIS pg. 4-5] indicate that the build alternatives eliminate back-ups at on-ramps. Proper design of local street signals with interconnected traffic adaptive signal controls as part of a modified No-Build alternative could also reduce on-ramp back-ups.

The "Energy" assessment [EIS page 4-56] does not address the increased energy consumption (and time) caused by construction related traffic delays of the Build Alternatives. The press release for the Surface Transportation Policy Project report "Road Work Ahead: Is Construction Worth the Wait?" states: (11)

> " The study found that construction delays can be so long, and the time savings from the expanded road so small, that it can take years for commuters to break even. In the case of the Springfield Interchange reconstruction outside of Washington DC, commuters are projected to never make up the time that they will lose during the eight years of construction."
> (www.transact.org/Reports/woes/pressrelease.htm)

Although the STPP press release equates construction delays to time, the delays will also result in greater energy consumption for the same VMT.

The "Geology and Soils" section (Pages 4-57) states that the No-Build Alternative existing bridge "structures would likely be damaged or destroyed by an earthquake substantially disrupting traffic flow in Medford". While this is a true statement, the Build Alternatives do not automatically address the issue. Unless ODOT implements seismic upgrade Phases I and II for the Barnett crossing I-5 structure and the I-5 Viaduct, the "substantially disrupting traffic flow in Medford" conclusion applies to both Build Alternatives. In fact, collapse of the existing Barnett crossing I-5 and/or the Viaduct structure will close interstate even if either Build Alternatives are implemented unless both Phase I and II upgrades are implemented. (12)

The "Water Quality" assessment states that removal of portions of Center Drive would eliminate existing impervious surface area. The alternatives realign Center Drive. The comment regarding impervious surface area removal should be disaggregated with respect to Center Drive and the net change in area reported. (13)

The "Water Quality" section does not indicate whether de-icing compounds would be used on the elevated roadway. If de-icing compounds are used, what if any impact do de-icing chemicals have on water quality? (14)

Cumulative Impacts – Other Roadway Improvements identifies the Garfield St. Extension from Holly to Highway 99 as future project. The Draft EIS description describes the extension as a new 5-lane roadway. The 5-lane roadway as approved by the City of Medford does not extend to Holly as five lanes. The 5-lane section is only the portion from Highway 99 past the KOGAP property. The Garfield extension then narrows to three then two lanes at Holly. (15)

11/20/01

Draft EIS Chapter 5 – Recommended Mitigation/Conservation Measures

The Noise mitigation section identifies noise barrier E-4 as feasible. Although the barrier may help deflect noise impacts to nearby sites, a barrier that reflects sound is likely to redirect the acoustical energy towards residential areas. Any sound barrier installed should include sound absorbing baffles and materials to attenuate the sound energy at the interchange site. (16)

Appendix B. List of Prepares

The Draft EIS identifies Tim Richter as a "Geotechnical Engineer". Examination of the OSBEELS database finds no registrant named "Richter" registered in Oregon as a Professional Engineer or Engineer-in-Training. (17)

The Draft EIS identifies Paul Coffelt as an Associate Engineer responsible for traffic. Examination of the OSBEELS database finds no registrant named "Coffelt" registered in Oregon as a Professional Engineer or Engineer-in-Training.

Thank you for accepting my statement regarding the South Medford Interchange Project Draft EIS. I reserve the right to supplement this statement before the December 3, 2001 closing date. Please keep me informed on the project.

Respectfully submitted,

Edgar J. Hee
17 South Groveland Ave.
Medford, Oregon 97504-7622

SOUTH MEDFORD INTERCHANGE PROJECT
ALTERNATIVES & SOLUTIONS

Draft Environmental Impact Statement
Public Comment Form

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NAME Kai Weeg *ADDRESS* _____

PHONE _____

As a student at South Medford High School I think we should go ahead and start on the Highland option. ~~because~~ By choosing the Ellendale option it would disrupt more property and more comercial property. If we don't do something our city could have its air get really bad around these areas. Some people are worried about the neighborhoods that this would effect but it could make things better. If they started construction on these areas they would probably make or add sidewalks and paths with street lights. (1) (2) (3)

I chose this option as a student because the traffic is really building up around certain areas making people late for work, school or other appointments. This causes people to get angry or stressed out and by this people make bad desicions. Where there is more traffic there are more car accidents. So this is why I think we (4)

should go with the Highland option.

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ALTERNATIVES & SOLUTIONS

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NAME Nicole Nard ADDRESS 2905 Mel-lowe In.
Medford OR 97501 PHONE (541) 772-2540

Dear, to whom may concern.

I'm a student at South Medford High School, And I want to have a say in this subject. I think a new interchange would be a good ideal, but also I think we should (1)
leave the on/off ramps on barnett overpass. The new interchange should be where South Stage Rd. is and come in to barnett by highland or Ellendale. This would leave a alternitive raught. Lots of people use barnett interchange and it would be a inconvienent for people, stores, and gas station. So if you

SOUTH MEDFORD INTERCHANGE PROJECT
ALTERNATIVES & SOLUTIONS

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NAME _____ *ADDRESS* _____

PHONE _____

Leave Barnett interchange and also make a new one somewhere south of Barnett, it would make it easy for people to chose: which exit they would want to take. Even if we took out Barnett interchang, the other one would have the same problem, but in a different place. So I believe if we left barnett interchange and made one South of barnett it would give cars more than one interchange and help the car problems also the enviorment.

November 21, 2001

Greg Holthoff, ODOT
1158 Chemeketa NE
Salem, OR 97310

Dear Mr. Holthoff

Concerning the South Interchange Project I am in favor of the No-Build Alternative. I believe both the Ellendale and the Highland Alternatives will create urban sprawl. It will not reduce traffic on Barnett enough to support either the Ellendale or Highland Alternatives. I also don't believe that Barnett will be able to handle the additional traffic of 409 more cars per hour in the next 20-30 years, even with widening Barnett to 7 lanes (4 traffic lanes and 3 turn lanes). The engineers say yes, but ODOT approved exit A & B at the Beltline in Eugene. In addition to the off ramps at the Beltline there are on ramps just car lengths between. This does not give me much confidence in their projects. There has been purposed 5,000 homes to be constructed in Southeast Medford off of North Phoenix to Coal Mine Rd Area in the coming years. Does it make sense to have this additional traffic coming down Barnett to enter the Belkamp location? For this reason I am recommending fixing the present interchange and put in service the South Stage Interchange. ① ② ③

My suggestion is to fix the present interchange by lengthening the existing on and off ramps as in the new proposed single point interchange with double lanes. Eliminating freeway failure. The present bridge deck could be widen to handle the traffic on Barnett. There could possibly be a spur off the off ramp coming from the north for traffic going to the westside. This could be accomplished by branching off at the vacant property just north of the Cedar Homes Business and continue onto Hwy. 99. Possibly continue on to Holly Street, which is being planned for expansion by the city of Medford to disperse traffic. Isn't one of the reasons this all came about is the **danger** to traffic backing up on the freeway. Won't this cure that problem? ⑤

By fixing the present interchange this would allow us to go ahead with the South Stage Interchange. I don't believe if we construct a new South Interchange at Belknap that the ODOT or the Federal Hwy. Dept. will approve an additional interchange at South Stage that close to the Belknap Interchange. Do we want to **jeopardize** the much needed construction of the South Stage Interchange? We have been told by various city councilman than if we fix the present interchange we could go ahead with South Stage Interchange. Do you know that 100% for sure? Do we have that in writing? If we don't get the South Stage Interchange we will see Urban Sprawl for sure. If 500,000 cars per year use the present interchange and 50% are going to Rogue Valley Medical Center it makes sense to have the South Stage Interchange and a spur road on Murphy Rd. and Golf View to RVMC. South Stage Interchange would eliminate a great deal of the traffic on Barnett. If ODOT's video is correct in saying 50% of the traffic is going to the RVMC and Medford Medical Center, then doesn't this make more sense? Presently South Stage

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Interchange would need an exception to build as Skip Knight stated. Rules and Regulations change and I would not want lose this opportunity because Ellendale or the Highland Alternative being located to close to South Stage

Another reason I am in favor of the No-Build Alternative is that I want to see the South Stage Interchange, which is the ideal location for traffic going to Jacksonville. Jacksonville is a big tourist destination. By providing this exit out-of- towners could easily reach Jacksonville without wandering around Medford and getting lost and impacting our city streets. Would you like to be an out-of towner lost in a strange town wandering around? Is that visitor friendly? Do we want out-of-towners impacting our local streets?

I think our money would be better spent with the changes to the No Build Alternative. I would imagine it would be less costly. The money would be better spent else were. Do you want to spend 55 million on a project that does not best serve our community long term or short term? Wouldn't it be better to look ahead 10 years and have a better infrastructure? Wouldn't it be cheaper to purchase undeveloped land now and have a clean slate rather than trying to plan around existing development?

The Ellendale and the Highland Alternative impacts our existing neighborhoods and Bear Creek Park. With the Highland Alternative having 5 lanes merging into 2 lanes at Greenwood creates a dangerous situation. Presently we have the same situation on Delta Waters behind Costco. Drivers run out of road during peak periods. This is approximately the same location as the entrance to the entrance to the Skate Park and BMX arena. Highland will not be handle 70% increase. The on street parking will be eliminated. The park does have a new parking lot proposed, but they do not have the money for the project. With the lost of the on street parking on Highland, do we want to be responsible for denying our citizens of the most widely used park?

The present skate park is only 20 feet from Highland. If it is purposed that the 5 lanes are to be on the west side of Highland on the park side, then it only stands to reason when Highland is widen to Siskiyou, Highland will abut the skate park. I ask you can we be responsible for this dangerous traffic situation and for the danger to our children going to and from the park

Rerouting traffic from Belknap Interchange location to Barnett is costly indeed. This brings the traffic from the overpass on Barnett 2/10 mile to the east of the present interchange. The only traffic it will be eliminating is the westside traffic. This accounts for only 20-30%.

I know everyone has dedicated long tiring hours to this project, but can't we all continue to work together as a community for a successful outcome?

Sincerely

Karla Jenkins

(4)

Brian & Kay

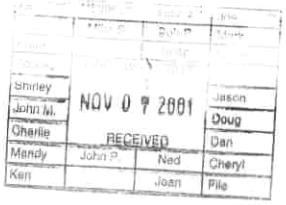
From: "Brian & Kay" <nustad@ccountry.net>
To: <FRANK STEVENS>
Sent: Sunday, November 04, 2001 6:26 PM
Subject: BEAR CREEK PARK

DEAR MR STEVENS, I AM VERY UPSET AT THE PROSPECT OF THE HIGHLAND DRIVE ALTERNATIVE.

(1)

IT WOULD BE LESS DANGEROUS AND WOULD MEET THE NEEDS OF THE CHILDREN OF THE COMMUNITY
TO USE THE ELLENDALE DRIVE ALTERNATIVE FOR THE INTERCHANGE. AFTER ALL WHAT IS MORE IMPORTANT OUR CHILDREN OR TO INCONVENIENCE GOLFERS ? ARE YOU WILLING TO TAKE THE RESPONSIBILITY OF THE SAFETY
OF THE CHILDREN? THE OWNERS OF PACIFIC RETIREMENT ARENT THE ONLY TAX PAYERS OF MEDFORD THAT
MATTER OR ARE THEY?

SINCERELY KAY JAMES
208 N PEACH
MEDFORD ORE 97501



/

Monte	John V.	Mike A.	Joe
Debbie	Mike S.	Bob B.	Mark
Frank		Brian	Shawn
Access	ODOT WHITE CITY		Dave
Shirley	NOV 16 2001		Jason
John M.			Doug
Charlie	RECEIVED		Dan
Mandy	John P.	Ned	Cheryl
Ken		Joan	File

Mr. Frank Stevens
200 Antelope Road
White City, Oregon 97503

November 7, 2001

Dear Mr. Stevens,

I know you are involved with several projects on the drawing board. There is one I would like to address at this time – the Highland alternative for the I-5 off-ramp. As a resident of East Medford and a frequent visitor to Bear Creek Park, I want to express my disdain for the proposed off-ramp next to the park. Not only does it create a more dangerous setup for children crossing the street(s) to get to the park, the additional traffic congestion will lower the quality of life in and around the park. My six-year old son loves to ride his bike to the park to go to the BMX track. I would feel very uncomfortable allowing my boy to go to the park with his eight year old sister knowing more traffic was circulating around the park. I realize this project won't be completed for a few years, but I'm speaking for the parents who have toddlers now and will want to use the park just as much as my son and daughter do at this time. (1)

I know it's impossible to satisfy every concern of every resident in the area, but I hope you really scrutinize ODOT's plans before final approval and realize there are a lot of people who truly appreciate Bear Creek Park for its serenity and beauty. Before you act, think of the long-term impact this will have and understand that the children are going to be affected by this in a big way... (2)

Your consideration with your co-workers from ODOT to use the Ellendale route is the only solution regardless of its impact on Quail Point Golf Course. Even if you are an avid golfer, there are numerous public golf courses in the valley as opposed to public parks. I encourage you to use good sound judgment and be open to any comments from all sides. I know you have a difficult decision to make; I just hope it's the right one. Thank you for your consideration and time.

Sincerely,

Mark Millner
12 Ashland Avenue
Medford, Oregon 97504

RECEIVED
NOV 20 2001

SOUTH MEDFORD INTERCHANGE PROJECT
ALTERNATIVES & SOLUTIONS

Draft Environmental Impact Statement
Public Comment Form

Public hearing: Oct. 30, 2001, Scottish Rite Center, Medford. You may use this form to comment formally on the Draft Environmental Impact Statement. You make leave your written comments at the hearing, or dictate comments to a court reporter. Also, you may mail comments to Greg Holthoff, Environmental Project Manager, Oregon Department of Transportation, 1158 Chemeketa St. N.E., Salem, OR 97301. Comments must be received by5 p.m. Dec. 3, 2001.

NAME Emily Schwendener *ADDRESS* 1916 Old Military Rd
Central Point, OR 97502 *PHONE* (541) 772-9836

As a student at South Medford High School both the current and proposed interchanges are in close vicinity to my everyday destination. On most days however I do not need to go any further east on Barnett than the ~~corner of Stewart~~ intersection at Stewart. Therefore the proposed interchange even further down road would greatly decrease the amount of traffic I would need to encounter. Resulting in less time in the car and less pollution. Overall I think the proposed interchange will, for a student living in Jacksonville, be a change for the better. (1)

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NAME Whitney Grant ADDRESS 2276 Hillside Dr.
Central Point, OR 97502 PHONE 734-4664

As a student at South Medford High School, I have become aware of the proposed movement of the Barnett Road interchange. Through Contemporary Issues class, I have gathered a substancial amount of information. As a student who uses this interchange often in transit to school and home, I feel it would be an inconvieniance to move it. I stand for a vote of no action. If something must be done to releave traffic from Barnett road, go ahead and add the Highland or Ellendale interchange in addition to Barnett's. That surely would releave the traffic flow on Barnett's interchange. Why can't the growing city of Medford have three interchanges? ①

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NAME Meagan Miller ADDRESS 2034 Archer Dr.
PHONE

I am a student at South Medford High School, and I believe that the South Medford Interchange would not be a good idea. This new interchange would not really affect me as much as some of my family who lives on Greenbrook, by Highland and Ellendale. Although that exit is most convienan for me and my family, this new interchange would be more of an inconvienence. I think ① it might bring even more traffic, effect the residential neighborhoods. Also the children ② and parents who use the skate park and Bear Creek Park. I just dont believe this interchan will cure or improve anything. I personally think that it would be best to leave exit on Barnett the way it is. Sincerely, Meagan Miller

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Comments must be received by5 p.m. ~~Dec 3,~~ Nov 27 2001.

NAME Jason Works ADDRESS 301 Windsor Ave

Medford OR, 97504 PHONE (541) 858-9088

As a Student at south medford high school and a resident of the neighborhood that the interchange will effect. I have thought about this proposal and have discussed the issue in my Classes at school and come to the conclusion that we need to leave the on and off ramps on barnet. We should also build anothter exit. If you just move the interchange you only move the problem. If you add another exit, people wont want to sit in a long line instead of driving a few ~~extra~~ miles out of the way to save some time. So if we leave the existing ramps you disperse traffic. ①

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Comments must be received by5 p.m. Dec. 3, 2001.

NAME Brianna Deihl ADDRESS 370 Golf View Dr.

Medford, OR 97504 PHONE (541) 772-4468

As a student at South Medford High I currently use Barnett Road on a average of 10 times a day. I know the best times to use this street and when the traffic is to much and to avoid the overpass. Traffic on this street is out of control and there is far to much. In my contemerary Issues class we have gathered information of this interchange and I am very much in favor of creating a new interchange. I have no prefrance to where this interchange is built, as long as it takes place. Something must happen. ①

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Subj: (no subject)
Date: 11/1/01 11:36:39 PM Pacific Standard Time
From: EILEIL7
To: JBRISKEY@MAILTRIBUNE.COM

Jill: Re your article 10/31 on the hearing ODOT held on Tuesday. I was unable to attend but do hope many people expressed concern that only 2 options are being considered, both predicated on replacing the Barnett interchange. An MT editorial did complain about this being very restrictive but I believe it leaves out major real concerns and the best option by far. You quote Dick Simonson as favoring the new interchange at S. Stage Rd and I heartily agree for the following reasons: (1) Medford needs a beltway approach to excessive traffic on Barnett and its various feeder intersections and S. Stage could be tied into N. Phoenix Rd., which is already being upgraded and will tie into Foothills eventually to create a long needed East Medford/Phoenix Beltway. This would re-direct MANY travelers away from Barnett entirely and relieve many neighborhoods of burdensome traffic. 2. Since the main development is scheduled for the S.E. foothills with 5 to 10 thousand new residents, this is the only sane approach to prevent gridlock on Barnett. Many of us who live up here already use N. Phoenix to get to the freewy or other points S of Medford just to avoid the heavy traffic and poorly timed signals on Barnett. (3) Other cities of similar size have more interchange options than does Medford—what we need is an additional interch., not fewer, with existing ones used for those travelers who do desire to exit near Medford businesses and close to downtown. (4) S.Stage was designated earlier and preparations already made to extend it beyond Hwy. 99 and it is being up-graded as major beltwy. from East to West. (5) retaining Barnett spares many businesses from probable disruption if not extinction. (6) Ellendale can continue to reasonably serve R.V. Manor and other retirement complexes, a much needed service for growing # of retirees. (7) Highland needs to be modestly widened & sidewalks added for safety but solves no problems when you consider it dead ends at E. Main st. in terms of an interchange route. Why ruin these neighborhoods and one of our few great city parks!! I hope you will pass on my concerns to the MT Editorial staff and look forward to seeing the Tribune play a more pro-active role in this extremely important decision which will have drastic and permanent impact in our community. Thank You. Eileen Ashpole, 290 Harvard Place; Medf. 97504. phone 541-773-1235

① ② ③ ④

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lgarbert.txt

DEIS comments

-----Original Message-----
From: Lynn garbert [mailto:lgarbert@mighty.net]
Sent: Saturday, December 08, 2001 12:58 PM
To: LEAMING Gary W
Subject: Subject: South Medford i-5 exit

Dear Mr. Leaming:

My comments are late, concerning the Mail Tribune article of October 15, 2001, because I've been a 24/7 caregiver for my husband. You gave me your card, when we talked outside the Phoenix Post Office, concerning the traffic congestion at Phoenix/I-5 junction.

I have a suggestion:
Move the Barnett off-ramp to exit just across the street from Rogue Federal Credit Union, on Center Drive. I don't like seeing residential neighborhoods destroyed by heavy traffic and this would provide quick access to go ALL directions, including emergency vehicles going to RVMC.

① ②

Thanks for listening!
Sincerely, Mrs. Lynn Garbert
P.O. Box 991
Phoenix, OR 97535-0991
535-7892

147

HOLTHOFF Greg

From: John [jmorrison@rvcog.org]
Sent: Friday, December 14, 2001 11:00
To: HOLTHOFF Greg
Subject: FW: psneed@ccountry.net

Greg, Comment just came in thorugh web site.
John
-----Original Message-----
From: griffith@vweb.mind.net [mailto:griffith@vweb.mind.net]
Sent: Thursday, December 13, 2001 2:57 PM
To: john@rv.cog.or.us
Subject: psneed@ccountry.net

perry sneed
72 south keene way dr.

medford
or
97504
psneed@ccountry.net
Submit Query

We support the Highland alternative as it makes much better logic considering future growth areas around Medford. However, myself and all my neighbors right around me want the Barnett interchange to stay as it is. Medfords growth requires more than two Freeway off ramps. With both ramps at Belknap and Barnett, traffic on both is reduced over a longer growth period, saving additional expense in the future. Also it allows those of us who use the Freeway to transverse from north side of Medford to south side to get off nearer to our residentcies and the same for transversing to the north where we are travelling to shop the large chain stores. Normal traffic flow will dictate which exit people will use as it will only take one time for congestion at one exit to cause people to go to the other and the traffic will be self balancing at each exit ramp. We in our neighborhood believe leaving the Barnett ramps allows a compromise that brings alot people into supporting the Highland ! alternative, creating much less controversy and general acceptance. We would like to plant the thought for future planning that significant truck traffic on 62 can be illiminated by extending 140 to I-5 at north Central Point interchange which is just south of Kirkland Rd. Listening to the C B radios of truckers in that area one finds there are lots (hundreds) of vehichles daily that must get to I-5 from 140. Thanks for the extra opportunity to get the thoughts of our neighborhood in late. Like most changes people don't get involved until they feel they are about to lose something very beneficial or the impractical is about to happen, somehow it is assumed the right answer will be executed without their input, thanks again.

(1) (2) (3)

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lmurdoch_2.txt

-----Original Message-----
From: John [mailto:jmorrison@rvcog.org]
Sent: Friday, December 21, 2001 7:53 AM
To: HOLTHOFF Greg
Subject: FW: lmurdoch@cdsnet.net

Comment from website, John
-----Original Message-----
From: griffith@vweb.mind.net [mailto:griffith@vweb.mind.net]
Sent: Wednesday, December 19, 2001 10:45 AM
To: john@rv.cog.or.us
Subject: lmurdoch@cdsnet.net

Lee Murdoch
205 Mariposa Terrace

Medford
OR
97504
lmurdoch@cdsnet.net

I understand and support the need for a new interchange---but I cannot understand why we would scrap the old one. I understand that ODOT thinks that the Barnett Rd congestion would not change unless the Barnett Rd interchange is closed. In that the majority of the people using that interchange are local folks--I for one could figure out an alternative if there was one. (I don't believe the ODOT conclusion)

(1)

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HOLTHOFF Greg

From: John [jmorrison@rvcog.org]
Sent: Friday, December 21, 2001 8:02
To: HOLTHOFF Greg
Subject: FW: ryan@medply.com

Comment from website, John
-----Original Message-----
From: griffith@vweb.mind.net [mailto:griffith@vweb.mind.net]
Sent: Sunday, December 16, 2001 6:45 PM
To: john@rv.cog.or.us
Subject: ryan@medply.com

Ryan Roher
32 Eagle View Drive

Eagle Point
OR
97524
ryan@medply.com
Submit Query

Although the South Interchange is currently unable to support that amount of traffic that flows through that region, I do not believe that moving it is the final answer. Instead of removing what has been existing, how about building something new. (1)

For example, I lived in Winston-Salem, North Carolina for about a year. It was growing rapidly when I lived there. Years ago, (probably a long time ago) they had one freeway, which was Interstate 40 passing through downtown. Now they have what North Carolinians call Old 40-the original highway, and New 40-The new interstate. I'm not suggesting that you create a new highway. Obviously there is not enough money to do this. However, add off ramps in key locations near downtown. Do you have any idea how difficult it is to get to downtown? Sometimes its easier to use North Medford Interchange and sometimes easier to use South Medford Interchange. Imagine how much traffic it might alleviate if you had even just an off ramp in the downtown area. Don't even think about an on ramp... Just think of how many people that would benefit by having a way to get off the I-5 in downtown Medford... (3)

I am disappointed in hearing the ideas that are state comes up with sometimes. The idea of removing interchanges sounds silly when compared to the reality that we need more interchanges and not less. Face it, this area is growing and the state is not able to keep up with it's growth. We drive highway 62 constantly and see areas which could be improved. Simply by changing the timing of the lights in some instances, I believe that improvements might be made. (2)

Please, Please, use your heads and add an interchange instead of wasting taxpayer money on removing something...

Ryan Roher

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HOLTHOFF Greg

From: John [jmorrison@rvcog.org]
Sent: Friday, December 21, 2001 8:03
To: HOLTHOFF Greg
Subject: FW: ScottSK@consultant.com

Comment from website, John
-----Original Message-----
From: griffith@vweb.mind.net [mailto:griffith@vweb.mind.net]
Sent: Sunday, December 16, 2001 12:34 AM
To: john@rv.cog.or.us
Subject: ScottSK@consultant.com

Scott Knowles
3555 S. Pacific Hwy. #28

Medford
OR
97501
ScottSK@consultant.com
Submit Query

I hear alot about how it will do this and this, but what would be REALLY helpful for the average person to be able to understand the changes would be a map showing the areas affected before and after the project so the areas affected are clear.