



MEETING MINUTES

Meeting Date: February 7, 2007

Purpose: Fern Valley Interchange Project
Citizen Advisory Committee, Project Development Team Meeting

Distribution: CAC Members, Project Development Team, Public

From: Sue Casavan, RVCOG

Date Prepared: February 2007

CAC Attendees: Bob Korfhage, Joan Haukom, Dack Doggett, Pauly Hinesly, Lee Carrau, Lenny Neimark, Tani Wouters, Mark Gibson, David Lewin, David Lowry, Madison Taylor, Carlos DeBritto for Terry Helfrich

Project Team Attendees: Jerry Marmon, ODOT Environmental Project Manager
Gary Leaming, ODOT Project information
Brian Sheadel, ODOT Senior Designer
Christina Fera-Thomas, ODOT
Peter Schuytema, ODOT
Nancy Reynolds, URS Project Manager
Vicki Guarino, RVCOG
Sue Casavan, RVCOG

Other Attendees: 25 members of the public signed in (sign-in sheet in file)

PDT Attendees: Jerry Marmon, Brian Sheadel, Christina Fera-Thomas, Peter Schuytema, ODOT; Jim Wear and Bruce Sophie, Phoenix; Dan Moore, RVMPO; Dale Petrasek, Jackson County

1. Introductions, Review Agenda, Approve Minutes

Vicki Guarino, RVCOG Facilitator

Guarino began the meeting at 6:35 and explained that this was a joint meeting with the CAC (Citizen's Advisory Committee) and the PDT (Project Development Team). She said Harry Page was home recovering and he had sent his comments and option choices to Vicki which she would read at the appropriate time. She added that Debbie Timms was out with injuries and Terry Helfrich was working out of town and Mayor DeBritto would be taking his place. The CAC will be voting and making recommendations tonight and she asked if the committee had any thoughts about the mayor voting in Terry's place. Joan H. said she was told when Muriel sat in for her that she could not be a voting member and was concerned about why it would be different for a City Council member. Committee members requested a vote on the issue:

Bob K. wanted to think about it and answered later that he agreed with Dave Lewin.

David Lewin said he was quite comfortable with Carlos speaking in behalf of the city but in terms of fair play if the other substitute could not vote there would be a real question about why the policy would change.

Mark G. agreed with David Lewin.

David Lowry agreed with Dave Lewin and thought the committee should be consistent.

Pauly H. wondered if alternates had been to enough meetings to be knowledgeable enough and she thought the committee had set a precedent.

Dack D. said he was okay with Mayor DeBritto voting.

Tani W. reminded the committee it is not a vote, it is a recommendation and the city had made clear their position and had made a policy decision about the direction they want to go and he is a city representative so she was for that.

Lenny N. said he had no problem with giving a city representative a vote and he felt if the committee was talking about precedence it only happened once and there were no votes taken at that meeting so the issue did not come up.

Lee C. said that Carlos was representing the city as he was and they stated their position at the last council meeting and he had no problem with Carlos voting in Terry's place.

Vicki G. said there were more people saying they should set the precedence of not having the mayor cast a ballot of recommendation although he could take part in the discussion and members will certainly hear the city council preferences.

Nancy R. commented that Terry H. has the option to send his vote in afterwards.

David Lowry added that if Terry H. has that option then that should be true for everyone not attending and he thought the committee should be consistent or they would be making exceptions.

Bob K. asked if a person is a member of the CAC committee and because that person works for the city are they obligated to vote or stress the same views of the City Council.

Vicki G. responded that would be up to them.

Bob K. commented that historically, Terry H. had not necessarily spoken his personal views in the same way that the city had and he was wondering what position people play on the committee if they are obligated.

Vicki G. explained that the only record staff had goes back to the selection where they would be speaking as representatives of the council, assuming that the council has different views amongst themselves it is just two positions for the city council.

David Lewin added that Terry H. was not at the last council meeting and commented that what we don't know is if Terry would have been present maybe the council would have voted differently.

Madison T. arrived later and was asked what she thought; the vote was 6 against and 4 in favor of Mayor DeBritto casting a vote. Her vote would not change the outcome. Vicki G. briefly explained to Madison prior committee discussion. **(Did not hear a response)**

Vicki G. said the outcome was that Mayor DeBritto would sit in, in terms of the discussion, but not cast a ballot for Terry H.

Vicki G. said the committee will replicate the meeting they had last October and will begin by having an option by option discussion. Brian S. and Peter S. will begin by giving a brief synopsis of each alternative. Each member will comment and discuss on each option. After discussion public comment would be opened to share some of their thoughts with members. She said committee members would then be asked to fill out the paper ballot and rank their choices.

Vicki G. asked if there were any changes or corrections to the January minutes. It was noted that Bruce Sophie had attended the January meeting and should be added to the PDT Attendee list. Dack D. said in his 'Comfort Check' quote that he would like a line added that said he was concerned about the impacts the Bolz option would have in taking businesses and homes. Minutes were approved with subsequent changes.

2. Project Update

Debbie Timms, ODOT

No information presented due to Debbie Timms absence.

3. Options Review and Discussion

Brian Sheadel, Peter Schuytema, and Christina Fera-Thomas, ODOT

Nancy Reynolds, URS

Nancy R. said there would be a brief design discussion of the West Side, Interchange, and East Side options. Committee members will then comment on each option.

PBA West

Brian S. gave a brief description of the revised cross-section of the option.

David Lewin asked if the trucks would have difficulty turning and if they would take the outside lane with the bike and ped lanes in there.

Brian S. said any time a lane is tightened it slows truck traffic; it is designed so they can go side by side whether that happens it is hard to say.

Peter S. added that this option does not allow for future growth beyond what is shown in the comp plan. He said there are sensitivity issues, queuing that propagates from the intersection of Highway 99 by 2030 almost continuous to the interchange itself.

CAC Comments

Bob K. – Long queues, short-term fix for a long term problem, not very bike/ped friendly for the east side people to get to the west side

David Lewin – Concerned with folks on Cheryl using Ray's to head northbound on Highway 99, dependent on the goodwill of Ray's, appreciate the willingness but I do not see this as an ideal solution.

Mark G. – Concerns about lack of long-term growth potential however I feel like it is mitigated by the fact that it is business friendly and I think that is important too, a little concerned about the turn on Bolz Road for trucks

David Lowry – The question I have is what happens 20 years from now, I can sympathize with people who have businesses that would be impacted by some other design, looks like in 20 years there will have to major rework which will certainly impact those businesses, we suffer now from lack of long-range planning, 20 years from now it will be far more expensive, I don't think this plan meets that criteria.

Joan H. – I am concerned also with the long-range effects, I feel very uncomfortable with the traffic going through Ray's parking lot onto Cheryl and am concerned with long queues developing.

Pauly H. – It comes about as close as we can get with connecting the west side to the east side. It seems to be all right with Ray's having the traffic go through there, however I am a little concerned about what happens in 20 years; when the South Medford interchange becomes available I wonder if it will take part of our traffic.

Madison T. – I think it is more pedestrian-friendly for anyone that lives to the north of Fern Valley Road, less environmental damage with the one bridge over Bear Creek, and it creates less of a problem for the low-income community north of Fern Valley Road.

Dack D. – Everyone is concerned with the traffic through Ray's, the fact is we are ready to take on that challenge for traffic control. The interchange at South Stage Road will alleviate some of this; I can't feel good about the West Bolz with traffic by the schools I want to keep the imprint of the city working. This option meets all the goals and objectives and it is the only choice in my opinion.

Carlos D. – I agree with Dack, we are all looking for a perfect solution we need to do the best we can and come to a solution that we all can live with.

Tani W. – We are all expected to look at the comp plan for 20 years for all the alternatives this does that. We want to preserve whatever footprint remains in Phoenix, I see other cities do it and they survive it, I support PBA West.

Lenny N. – I agree with the comments for long-term planning. It does meet all the actual requirements and there is a reasonable chance with future improvements on Highway 99 and the South Stage situation that it would be an effective option. None of these solutions are perfect and this is a compromise solution, I believe this is the right compromise solution right now.

Lee C. – They have all said it so I will say me too, I agree with Lenny and Tani.

Table 1 West – Bolz w/Ray’s Signal

Brian S. gave a brief overview of the option. Peter S. said this option operates better than any of the other west side options. The v/c is lower than PBA West and it does allow for keeping the original access to Ray’s with the signal. There would be no more bridge across Bear Creek and it would allow for access enhancement to the triangle parcels as well as residents to the north of Fern Valley.

Jerry M. noted that Fern Valley would be a cul-de-sac in this option.

CAC Comments

Bob K. – Pass

David Lewin – Concern of spill-over traffic in proximity of high school. This option appears to be removing buildings that I don’t think have been added to the cost of the alternative.

Mark G. – Nothing to say

David Lowry – I have nothing

Joan H. – I share concern about the high school, but I do like the fact that people can walk from the north side, I feel sort of neutral towards this one.

Pauly H. – If you had to buy the properties it would be much more costly.

Madison T. – Less pedestrian friendly, difficult emergency vehicle access, ROW would cost more. I think it would give a strange look to Phoenix, dead-end Fern Valley Road, seems to me it makes the corner unusable.

Dack D. – I agree with Madison, I second the impacts to the school. Reaffirm a lot of student pedestrian traffic a.m and p.m. Wrong area to flood traffic coming through Bolz.

Carlos D. – I have nothing to add to this.

Tani W. – I don't like the additional impact, would be more difficult for existing businesses, we have already compromised with bike/ped. I think it would not be Phoenix anymore.

Lenny N. – I keep wanting to like it, I don't think it works, one giant intersection with flow to the school. The PBA splits traffic between two intersections; we should preserve the gateway to Phoenix. There is nothing on the table for improvements to Bolz down the road and there are very significant wetland issues.

Lee C. – I am with Lenny on this, too much of an impact on Bolz Road, apartments will be wiped out, the post office will have problems, serious wetlands problems. Talk about the livability of the town taken away, the gateway which this does and it is just congestion, don't like it at all.

Lenny N. commented that he thought the cost of the option would be much higher than stated. Tani W. added that she thought it would be better to take the time and build something right than do it quickly and be wrong, we have to live with this.

Table 1 West-Bolz w/ Cheryl signal

Brian S. briefly explained the design details. Dack D. asked if there was a median right across the entrance to Ray's. Brian S. responded yes. Dack D. asked if the only entrance to Ray's would be off Cheryl, Brian S. said there would be a right-in right-out off of Hwy 99. Peter S. explained that the option worked generally the same as the Ray's option, less congestion between traffic signals. He said the Cheryl traffic cutting through Ray's would not be much of an issue. He looked at local traffic distribution with the addition of a fourth lane to Bolz it causes a redistribution of local traffic so local traffic would go in and out between Cheryl and Bolz more or less the same. There would be a tendency for local traffic to use Bolz, it would streamline local traffic into neighborhoods. He said he did not see non-local traffic using the Bolz route and that there were numerous options to discourage those kinds of movements. David Lowry said the connection from Hwy 99 to the freeway goes off to the right and wondered why it couldn't intersect at existing Fern Valley Road. Brian S. explained that when a new interchange is built it cannot be built on top of an old one, the interchange needed to be maintained during construction. They could be put right next to each other or moved to the side.

CAC Comments

Bob K. – I have a question for Dack, if you could only pick between Cheryl and Bolz from a student standpoint and a school perspective if one is better than the other, if he could address this question

David Lewin – I have a summary comment, there is no ideal solution, when I weigh the options we have talked about so far for the west side I come out fairly close between the Bolz West and

the original Fern Valley alignment. I am inclined to defer to the folks most affected in the immediate area so I am inclined to make the PBA West my first choice in balancing everything.

Mark G. – I have nothing to say.

David Lowry – This has the greatest capacity over the long-term. I think it is strange that someone has to go through a grocery store parking lot to get to an important street like Cheryl. I think this is the cleanest from a likely layout standpoint.

Joan H. – I would like someone to explain to me what the gateway to Phoenix is and why is it so sacred. As far as I can tell from my many trips across Fern Valley Road there is nothing really special about coming into and dumping off into the parking lot. Having said that I also have concerns about access coming into Ray's parking lot.

Pauly H. – When it comes into Ray's you are going into all the other businesses as well, its not just one business there are several.

Madison T. – No access for the businesses. Take into consideration of who is affected most. When you make a decision like this I think you need to look at the businesses that already exist. As far as the gateway goes I would rather drive into a business area than the post office and it is very unrealistic to have a freeway off-ramp go into a school area.

Dack D. – Not in support of either Bolz option but this alternative would force more traffic to take shortcuts; there would be major impacts and problems. It would hurt existing businesses. I don't support these alternatives when we have the PBA West on the table that keeps everything working.

Carlos D. – Very valid points, the gateway is very important in terms of economic development, to have a nice gateway is to draw people to the area.

Tani W. – Phoenix is at this place of growth, we have a lot of businesses that are empty for many reasons and if you can't get to them money will certainly not be invested in our town. We have another compromise on the table, taking all the traffic away from the existing businesses would not be good.

Lenny N. – Fern Valley is clearly not a physical gateway but it is certainly a gateway by name. It is the way everyone recognizes in and out of Phoenix. This is an opportunity to create a physical gateway at some future time.

Tani W. said she wanted to comment that it is quite common to have a T-section at an intersection for business access.

David Lowry wanted to clarify he was not commenting that it was a T into a shopping center what he was commenting on is that you have to go through a shopping center parking lot to get to another important street.

Tani W. said there is an opportunity here to improve that.

Lenny N. said he had seen some of the engineering plans that Ray's has drawn up to make that an extension of Fern Valley Road.

David Lowry thought it would be very helpful to see those plans.

Dack D. added that they are talking about widening, stop signs, speed bumps, and slowing traffic down.

Lee C. – I think it is cumbersome and destructive, same problem with wetlands and businesses. The median will isolate the city, it is a disaster on Cheryl, and I think we should move on.

Vicki G. (written comments from Harry Page) – Harry P. favors the Bolz alternative and he did not specify which one. He prefers Bolz over PBA West because it takes the traffic off of Fern Valley Road where it crosses the entrance to the mobile home park. He said we have had a school bus accident at that entrance and it is not safe.

Madison T. said there is no crossing Fern Valley.

Fern Valley Interchange 6-Lane Diamond w/SE Loop

Brian S. explained the traffic movements. Peter S. added that it is a workable option, however it does not have the lifespan of the other options.

CAC Comments

Bob K. – I have problems with truck traffic, I think we have better options on the table.

David Lewin – No comment.

Mark G. – Made up my mind on the interchange and this is not it.

David Lowry – More expensive and more impacts than others so I am not in favor of this.

Joan H. – I agree, not in favor.

Pauly H. – I think it is all right.

Madison T. – I agree, it is better than the SPUI.

Dack D. – I agree with everyone else, there is a better alternative for the interchange.

Carlos D. – Same here.

Tani W. – I look at this interchange as ODOT thinking outside the box, we have another alternative I like better.

Lenny N. – I like that Madison said it is far superior to the SPUI but we have a better option.

Lee C. – No

SPUI North

Brian S. briefly reviewed the interchange alternative. Peter S. said it has better operations than the diamond and better operations than the CDI although it is pretty close.

CAC Comments

Bob K. – There is a better option.

David Lewin – Ditto.

Mark G. – I agree.

David Lowry – Considerably more expensive than the CDI which delivers essentially the same thing.

Joan H. – This would be my second choice.

Pauly H. – I agree.

Madison T. – Huge footprint, large for what we need.

Dack D. – I agree with all the comments.

Carlos D. – Not sure if I have experienced a SPUI in Southern California but if it was I never want to see one again.

Tani W. – I studied the SPUI a lot and I think it is too expensive and we have found a better solution.

Lenny N. – No comment.

Lee C. – No.

Crossing Diamond Interchange

Brian S. briefly reviewed the CDI interchange and the traffic operations. Peter S. said it falls in between the diamond and the SPUI as far as operation, does not last as long as the SPUI and is insensitive to future growth.

CAC Comments

Bob K. – I really like this, very bicycle friendly, flows easily, my only concern is that ODOT look at tweaking it for easy access for the folks on the east side from a pedestrian perspective, I think it is good, I like it.

David Lewin – I like it.

Mark G. – I think it is an excellent option, there are a couple trucking issues specifically oversized movements, I think it is definitely the best alternative.

David Lowry – Most attractive price and the best performance, it would be my choice.

Joan H. – This is my choice and I especially like Peter saying it is insensitive to future growth.

Pauly H. – I like this one.

Madison T. – Feel like I am seeing two different connections. Brian S. said there were two different connections.

Dack D. – I am for the CDI.

Carlos D. – I think what Dack said is exactly right.

Tani W. – I really like this one, it is innovative and efficient, and the first one in Oregon.

Lenny N. – I think it presents us a great opportunity.

Lee C. – CDI is the only way to go as far as I am concerned, I am for the concept but not this particular one.

East Side / N. Phoenix Thru

Brian S. briefly explained the option. Peter S. said of all the east side options this one handles the traffic the best with the shortest queues and least sensitive to future growth.

David Lewin commented that it looked as if it handled the trucks pretty well but there was quite a bit of detour for bikes and pedestrians and wondered if it was possible to arrange a shorter trip.

Brian S. explained a route that they could arrange that would not be real expensive.

CAC Comments

Bob K. – I like this option, I like the way it pulls the traffic from Medford and dumps it right on the freeway. Having previously lived on the east side I think the farther you get the traffic away from that area, the better. I am concerned about the isolation for bike / ped.

David Lewin – I already made a comment and I will have a summary comment later.

Mark G. – There are two alternatives that I like and this is one of them. It does some reasonable things for the trucking traffic and helps isolate some of the east side neighborhood.

David Lowry – Comes down to this and TPAU East because the PBA East only works with the Diamond and no one wants that. In contrast with the TPAU East in my opinion this has several advantages, higher capacity, TPAU East has real access concerns for various property owners and divides the properties much more than North Phoenix Thru.

Joan H. – When talking to the neighbors on the east side, this I strongly support I really like the long distance between Fern Valley and North Phoenix moving traffic north. The bike/ped access is extremely important to the east side. I strongly support this one.

Pauly H. – I really don't see a whole lot of difference between the two of them, I go with Joan.

Madison T. – I think it would be detrimental to the truck stop, don't like the aesthetics.

Dack D. – I am not in favor of this, massive choke point, divides Phoenix. We are back to impact and devastation to existing businesses and more distance for emergency services.

Carlos D. – I think this alternative will completely cut off the east from the west.

Tani W. – V/c ratios are an insignificant difference in queuing when connected to the CDI. The emergency vehicle access is farther, bad for businesses, divides Phoenix and eliminates connectivity.

Lenny N. – I do not favor this alternative, it is devastating for a number of businesses and concerns for east side isolation. I know businesses are opposed to it. This is not just about longevity it is about livability what that means is compromise. All the businesses down here are concerned with access issues.

Lee C. – I live over here, emergency vehicle access is limited. Businesses would like to see this go away and I would like to see us move on.

TPAU East

Brian S. briefly explained the option.

David Lowry said on the website it showed the connection with the existing Fern Valley Road was straight through not curving down shown here. Brian S. said they could do both. Peter S. said when future growth was applied to the option the queues on the intersection deteriorate much faster than the North Phoenix Thru.

David Lewin asked Christina F. if queues of the trucks running north/south on South Phoenix Road would back up across present Fern Valley into the residential neighborhood. Christina responded yes.

CAC Comments

Bob K. – I think we are looking at a bigger nightmare here. I cannot envision the mess, all that traffic having to make a right turn, from a bike/ped perspective it will be a mess; pollution and noise will be unbearable, I don't like this one.

David Lewin – The first group we heard from was from the east side and they were expressing concern about pollution and noise although this is an improvement I think eventually we will be right back in the same box. I would like to hear what the people who live there think, as much input as possible before I make a decision.

Mark G. – I like this alternative basically for one reason, minimizes truck route distances.

David Lowry – Property has more divisions and it is taking access away from prime commercial property destroying a lot of it with excess roads. I would guess if these two plans were put before the state the impacts to the properties the state would not find acceptable.

Jerry M. said when he made that comment it was for lands zoned Exclusive Farm Use (EFU) and particularly with bisecting parcels that is true, but typically that is outside the UGB with respect to the continuing function of farmland by not bisecting it.

Joan H. – A survey was done on 195 residences, 200 people signed a petition where they wanted to see the major intersection as far away from the residences as possible, and this does not accomplish that goal. I want to respond to the people who think certain options will divide Phoenix. I don't know how you cannot be divided when I-5 goes right through the middle of our town, that is the dividing line. In my mind it is not how the overpass is designed it is more the design to move traffic about in the most efficient and safe way.

Pauly H. – To my estimation this one is better than the other, I like this one.

Madison T. – This is better than the other in keeping continuity going with the city. I-5 is the division point but if you have to go out of your way and come back you are dividing it further.

Dack D. – I agree with that. I feel the division would have a major impact on existing businesses the out of direction travel would hurt local businesses. I think we should try to preserve what is Phoenix.

Carlos D. – There is a connectivity issue that we must try to maintain.

Tani W. – There was a question raised about the queuing backing up on the residents on Fern Valley. Christina clarified Tani's question: are you saying looking at North Phoenix Thru that 0.58 will the queues eventually affect residents on Fern Valley. Christina F. responded they will increase and it is a way off but she felt it was a significant difference.

Tani W. said in time we might have a different regional plan in the entire area, just a point she wanted to make.

Christina F. said that yes there was potential for problems we don't see yet if there is more growth, but it will be worse in this case because we already have a problem with the queuing.

Tani W. – I suggest finding a solution and not closing the door. I do prefer this; it leaves the connectivity and is faster to get to the other side.

Lenny N. – To me the mess is going way up to the north and mess is interpretive.

Bob K. responded that the mess that exists out there now, in his opinion is the same thing that will occur at this new intersection.

Lenny N. - As David pointed out, a lot of that mess has been cleaned up considerably with the signal that is there now.

Bob K. responded that was your opinion.

Lenny N.- To me in my mind this is a great compromise, there are so many people harmed in a major way with North Phoenix Thru. I understand ways in which it is better, but it comes at

great expense to a number of people. I find it incredible that so many people are willing to sacrifice other people's livelihoods or businesses or homes when we are able to create a viable, affordable compromise solution. I think this is the right compromise and I think we can make it work.

Lee C. –I'm kind of with David it cuts up his property, it is a compromise and I still don't like it at this point.

David Lowry - I would like to respond to some of the comments that were made, Lenny is saying that this is a great compromise but I can guarantee you the effect on me would be far greater than the effect on Ray's or any other property. You can say we need to look out for the existing businesses and I agree with that but I think you need to look at the existing businesses as an asset for those people that have those businesses. Just because this property is not developed does not mean it is not as important asset. I can guarantee that this will be a far greater impact on the people that own this property than any other businesses. This is a 35 acre piece, unique in Southern Oregon. There is not another commercial 35 acre piece along any interchange in Southern Oregon that is still available for commercial development. It is an important asset not only to me personally but to the region and specifically to Phoenix.

Nancy R. asked the committee to move on. The key points were understood.

Jerry M. said since there was no committee interest in the 6-lane diamond they did not need to look at PBA East because it only works with the diamond.

4. Public Comments

Vicki Guarino, RVCOG Facilitator

Leone Holden – I have a business on the east side and live in the Phoenix Hills Development. I have heard a lot of comment from the person who represents the east side. I personally like the TPAU East option and don't want to go all the way around the loop and fight all the people trying to get into Home Depot. Seems there are some access issues with Mr. Lowry's property but it seems perhaps it could improve the value of the property with the nice big road, seems that would be good for commercial property. I want to make sure the east side is not presented as only having one opinion, I think there are a number of people on the east side who are for the TPAU East.

Rosalie Lindvig – Read the stated goals of CAC/PDT/ODOT. I have one question, what are the motives of the CAC promoting Bolz Road with North Phoenix Thru, could it be there is monetary gain in the future if Ray's Shopping Center loses its easy access. The best compromise for the citizens and businesses of Phoenix is PBA West / CDI / TPAU East. On Monday the City Council voted unanimously to support this alternative. The members of the CAC/PDT have an obligation as our representatives to vote the majority wishes and not with your pocketbook or your personal agenda.

Don Mitchell – One of the plans on Hwy 99 has medians and I know in the City of Talent the medians are ruining businesses. Maybe the medians should be reconsidered down Hwy 99,

no access. He commented on bicyclists passing through red lights without stopping, evidently it is permissible for the leader to announce clear. He said there is work to be done and when you vote on the issue I don't think we should vote our pocketbooks we should vote in the interest of the city what is best for the city.

Woman from Audience - I live in the southwest part of Phoenix not too far from Hwy 99. My concern is sending the traffic down Bolz. Siphoning the traffic in that direction might increase the traffic going south through a residential neighborhood and more of a city center when urban renewal comes in. I want to encourage people because Bolz road goes through there to take other ways to town, the freeway or another intersection.

Karen Jones - I live on the east side also. The east side and the west side are divided by I-5 and the only way to remedy that is to change the course of I-5, get over liveability, get over connectivity, get beyond these they will not be connected. We will build north of Petro and the subdivision. We are going to connect Home Depot, Peterbilt and all the subdivisions together. With Mr. Lowry's and Arrowhead commercial development going in it will make it easier for traffic and pull it away from the residential neighborhood. Please do the North Phoenix Thru.

Engineer for Petro - The TPAU East is definitely a compromise; we understand that something needs to be done. North Phoenix Thru would be total devastation for us and probably the hotel and adjacent properties. The out-of-direction travel for trucks would probably ensure they wouldn't come back. We would like to see TPAU East go through.

Alice Creech – I also live at Phoenix Hills. We all want to see Phoenix succeed. I have walked our neighborhoods and spoken to our residents and we know which plan the majority wants and that is North Phoenix Thru. We understand the impacts to businesses; we are just telling you what we like in our opinion.

Judy Kimball – I live at Phoenix Hills and am surprised that people say there would be a big division that would happen. I thought I was part of Phoenix. Surely an intersection will not stop me from shopping in Phoenix. I would like to see traffic moved away from my neighborhood and it won't matter to me the out-of-direction travel I will still shop in Phoenix and hope the west side Phoenix businesses will be preserved. The traffic will not go away; it will either be closer or further to us and I want to encourage you to keep it further. There will be more development to the north.

Lisa Sandroch – I live on the east side but not in the subdivision. Bolz Road has a high school, it is a kid hangout and always has been always will be. I think the TPAU East works best for me because I don't live in the subdivision. It is a compromise between both the options, bring it down a little bring it up a little that way. You don't need to combine it all, take an access road out for the people that go east.

5. Initial Options Screening

Vicki Guarino, RVCOG Facilitator

Vicki G. explained the ballot to the CAC. She informed the committee of choices for Harry Page who was absent. She said he prefers the CDI and the TPAU East option. She said the staff is asking the members to list 1, 2, and 3 on the ballots, your three top choices and if a member has only one top choice that would be fine.

David Lowry said last time his understanding was listing the 3 options as 1- 2 -3 were in order of preference and wondered if that was the way it is tabulated.

Vicki G. responded that we just relay the total vote, how many voted for each option.

Jerry M. added that we were not trying to weight them. We were simply trying to get an aggregate number of the top three alternatives to move forward and that will be the same tonight.

Man from audience asked if they will be tabulated tonight.

Vicki G. said the actual votes would be tabulated tomorrow morning and sent into the PDT meeting which starts at 10:00 am in the Public Works Building.

6. Next Steps

Nancy Reynolds, URS

Nancy R. explained that the PDT will determine what moves forward and there will be further refinement to ready for EA. Jerry M. said whatever comes out of the decision tomorrow will move forward into the document. His sense was that next month's meeting will be the decision meeting and the committee will move through this phase.

David Lowry asked if there would be three choices that move forward.

Jerry M. responded that it depended how the voting turned out and what are the most feasible alternatives. If there was a third alternative with very minor support it would not be analyzed.

David Lowry commented that if the committee just recommends that is input to the PDT and if they go a different direction than they recommend that is their choice and just because we recommended something it will not be in the mix if the PDT does not agree with that.

Jerry M. explained that there needed to be a decision-making body, there has always been understanding that this is a recommendation group. He said the committee should feel confident that the PDT will take their recommendations into consideration. He added that there is still a public comment period where comments can be made on their decision.

Vicki G. asked staff if they anticipated a meeting in March. All agreed there would be a March meeting.

7. Public Comment

Wanda Long - I really care about this community and what happens. Whenever I have been asked to serve I get the opinions of the people I am representing. I feel some of the people have done a good job of that, others have taken their own opinion. The City Council did make a decision the other night and it was for the PBA West / CDI / TPAU East. I think there should be

alternates for committee members that are allowed to vote in their absence. Please consider what the citizens of Phoenix want.

8. Comfort Check

Vicki Guarino, RVCOG Facilitator

Jerry Marmon – I’m good, looking forward to tomorrow.

Peter Schuytema – I’m fine with it.

Christina Fera-Thomas – I’m good.

Jim Wear – Thought we backed up a little bit, but tonight has moved in a forward direction and I think we are back on track.

Bruce Sophie – I don’t think I will get much sleep tonight thinking about all these options and voting tomorrow.

Carlos DeBritto for Terry Helfrich – I have always left these meetings being very impressed with the quality of the deliberations

David Lewin – inaudible

Bob Korfhage – Keep going

Joan Haukom – I feel compelled to speak, the decision put forward by the PBA as representing the residents on the east side I feel uncomfortable with and I want people to know that there are many different sides to the issue and the small and large businesses have been well represented in this process and I think some of the resident’s concerns have been pushed aside because of the strong business interest, other than that I feel great.

Pauly Hinesly – I don’t have a business and I don’t live on the east side but I have sure enjoyed this meeting tonight, I think we are moving ahead just fine.

Mark Gibson – I’m good

David Lowry – inaudible

Dack Doggett – This is the Fern Valley Interchange project for Phoenix and the city has spoken, and Thursday the City Council working together. I hope the PDT chooses what the city wants PBA West / CDI / TPAU East.

Lenny Neimark – Compromise, we have an opportunity here to compromise to take care of residents and businesses on the east side and west side, future developments on the east side there is a compromise position that we can live with.

Tani Wouters – I feel compelled to answer Joan, the Phoenix Association of Business and Property Owners is just that, including citizens, it has never been about business interest. It was born out of citizen cooperation and we have made a point of informing not just the businesses but the community and linking everybody together to do that. We have worked hard at it, we have accomplished it, and we have done it. It is not slanted, it was slanted before, our interests were not represented not as citizens and not as businesses.

Madison Taylor –I think it all went really well.

Lee Carrau – I am comfortable so far, the compromise we have talked about so many times is still on the board

9. Agenda Build for Next CAC Meeting

Vicki Guarino, RVCOG Facilitator

Vicki G. said the committee will be meeting in March and asked if they had anything in particular they want to have on the agenda. She said to contact her if members had thought of anything. We will email the results of this voting and tomorrow's PDT voting.

10. Adjournment

The meeting was adjourned at 9:20 p.m.