



MEETING MINUTES

Meeting Date: Thursday, November 3, 2005

Purpose: Citizen Advisory Committee Meeting

Distribution: CAC Members, Project Development Team, public

From: Vicki Guarino, RVCOG

Prepared by: Pat Foley, RVCOG

CAC Attendees: Rowdy Bates, Irving Citron, Jay Eastwood, Alex Grossi, Deanie Manning, Suzanne Myers, Jim Rafferty, Bart Van Syoc and Ron Wright

CAC Absent: Janine Law and Randy Repp

Project Team Attendees: Jerry Marmon, ODOT Environmental Project Manager
Eryca McCartin, ODOT Project Manager
Jason Sheadel, ODOT Roadway
Dorothy Upton, ODOT TPAU
Gary Leaming, ODOT Public Information
Angela Findley, Parsons Brinckerhoff Consultant Project Manager
Connie Kratovil, Parsons Brinckerhoff
Scott Smithline, Parsons Brinckerhoff
Vicki Guarino, RVCOG
Pat Foley, RVCOG

Other Attendees: 7 members of the public

1. Call to Order/Review Agenda/Approve Minutes

Vicki Guarino, RVCOG

Vicki Guarino called the meeting to order at 6 p.m. She reviewed the agenda. The CAC was asked if there were any changes to the October 13th minutes. The CAC approved the minutes as written.

2. Update on October 14, 2005, Project Development Team Meeting

Rowdy Bates, CAC Chairperson

Rowdy reviewed the PDT meeting. The CAC had forwarded five recommendations to the PDT on whether to keep for further study or to drop alternatives. The CAC had recommended dropping Alternatives East 2 and East PDT 2. The PDT also voted to drop these alternatives. The CAC recommended keeping Alternatives East 1, East 5 and East CAC 2 for further study. The PDT voted to keep Alternatives East 1 and East 5. They voted to drop from further study Alternative East PDT 2. Referring to the PowerPoint presentation, the reasons they gave for not advancing this alternative are:

- Problematic in both the east and west sections
- Difficult right turns from driveway collectors onto a busy highway
- Difficult turning movements at Allen Creek Road
- Would move the safety problem from Highway 199 onto Redwood Avenue
- Likely socio-economic impacts
- Harms viability of a fourth bridge
- Safety
- Significant impacts to neighborhoods
- Driveway collectors are not a good long-term answer

Rowdy said that even though he had voted the previous evening to forward this alternative, after listening to the discussion and hearing new information, he probably would have voted to drop East CAC 2.

A handout titled “East CAC 2 Considerations” was given to the CAC. Angela Findley reviewed this handout which gave detailed information regarding the concerns about traffic operations and the efforts made by the design team to resolve traffic operation issues and a map sectioning off different areas of concern.

3. East Section Refinements

Angela Findley, Parsons Brinkerhoff
Connie Kratovil, Parsons Brinkerhoff

Connie started by referring the committee to another handout, “Draft Concept Status as of October 25, 2005”, which gave a history of the alternative process for the last six months.

The PDT recommended forwarding East 1 and East 5. They also asked the design team to modify East 5 using the bulb-out at Ringuette (East 1) instead of the bridge. This configuration, combining the west portion of East 5 and the east portion of East 1, was displayed on a map designated as Concept East 5B. East 5 (a structure over Allen Creek and a structure over Ringuette) was renamed East 5A.

There were several reasons the PDT suggested using the bulb-out instead of a bridge:

1. Ascetics
2. Visibility of businesses
3. Access pertaining to the retaining wall associated with the structure.
4. Minimize right-of-way impacts by the bridge
5. Cost of bridge construction

Connie went on to explain how the bulb-out and bridge structure (at Ringuette) options would operate. She noted both the pros and cons of each alternative. It appears that East 5B minimizes access problems and the costs associated with the bridge.

A discussion ensued on whether certain elements regarding the problems on Redwood Avenue should be funded by the city. Eryca explained that the next step in the process is to go forward and analyze the concepts against the no-build alternative, i.e., right-of-way, access, traffic and environmental issues. When you compare the differences between the selected alternative you will be able to determine what the impacts are to Redwood Avenue. This project is not responsible for fixing Redwood Avenue. But if the difference between the no-build and the selected alternative is huge we will have some responsibility to help fix those problems. Dorothy Upton gave an example of impacts to Redwood Avenue. By pulling the signals that this project has intentions of pulling there will be impacts at Allen Creek and Redwood Avenue.

After discussion regarding the pros and cons East 5A and East 5B, Jerry Marmon asked the committee if they would like to see further analysis done on the bridge option (East 5A). The committee was in general agreement that they preferred the bulb-out option (East 5B).

Bart Van Syoc asked if the extension of Tussey Lane could incorporate the city's planned realignment of East Park and West Park. Jerry Marmon said this idea will be taken into consideration.

4. West Section Refinements

Eryca McCartin, ODOT

Connie Kratovil, Parsons Brinkerhoff

A revised West 6 Concept map was given to the committee. Connie reviewed the results from the June meetings. Concepts that were dropped from further analysis at that meeting were West 2 (2-way left turn), West 4 (Mini-couplet) and West 7 (combo with Dawn Drive connector). West 6 (Combo) was carried forward for further study. The West 6 concept had a box incorporating the area around Dawn Drive. This area was to be studied further by the Project Management Team.

Connie discussed the different intersection details at Highway 199 and Midway Avenue/Dawn Drive/West College Entrance and Hubbard Lane. She also explained the details of the extension of Hubbard Lane to Demaray Lane.

Jim Rafferty asked if it would be possible to install flashing yellow lights at the unsignalized intersections. Dorothy Upton said flashing lights are a design detail and are usually used only if a proven problem exists.

Rowdy asked if the intersections at Hubbard and Midway are being built to accommodate intersections in the future. The intersection at Hubbard will accommodate a light when the warrants are met. There are no planned intersection improvements at Midway.

The area around Dawn Drive was evaluated by the team. It was decided the cost of having a collector road was unwarranted. Irv Citron stated that accessing the mail boxes is a safety factor for those living on Dawn Drive. Jason Sheadel said there would be a turnout for mail collection if approval was received from the postal service.

U-turns were discussed. It was shared that U-turns are safer than making left turns across four lanes of traffic because a driver is only dealing with one direction of traffic at a time.

The West College entrance will have a left turn pocket similar to the one at Willow Lane. The committee discussed the need for acceleration and de-acceleration lanes. Dorothy Upton said these are design features that will be looked at during the analysis. There was also some discussion on whether there should be access to the college off of Highway 199. The reasons cited for not having an access included limited visibility and young drivers.

The aesthetic treatment of the center highway barrier was discussed. Construction of the Hubbard extension may slip in phasing until the signal is installed and coordination with the county is completed.

A break was taken

Eryca update the committee on additional comments received from the public open house. These comments included the continuation of the multi-use bike path on the north side all the way east to Allen Creek, a frontage road along both the north and south sides of the highway between the college and Midway Avenue instead of a median and collecting all driveways with one access point in the middle.

Regarding the signal at Hubbard Lane, Eryca told the committee that the team worked hard to get the signal approved. She went on to explain the process for getting a signal. The Hubbard Lane signal is not going to meet the warrants during the planned construction year of 2009. By continuing to work with the city and county to get updated information the signal can happen in the nearer future. The design of the intersection will provide for the installation of a signal, i.e., road width, turn lanes, etc. Meanwhile the city is planning to improve Hubbard Lane north of Highway 199 to Redwood Ave. so that it will be a more attractive route for traffic. The traffic warrant is based on the number of cars going straight across and making left hand turns onto Highway 199 at Hubbard. Right turn movements do not contribute to the traffic volumes. Dorothy Upton reviewed several different traffic scenarios that were modeled in an effort to push more traffic to Hubbard.

Eryca went on to say that if a signal is put in that does not meet the warrants there is a liability for the State if anything happens at the intersection.

The safety of bike/pedestrian users crossing Highway 199 at Hubbard was discussed. One option is to have a curb cut installed in the center median that would allow users a safe haven before crossing the final two lanes.

5. Next Steps

Angela Findley, Parsons Brinkerhoff

Angela reminded the committee that at the first meeting the NEPA process was discussed. Now that the committee has selected the alternative to be studied in detail, the project is to the point of beginning the technical and environmental analysis. February is the anticipated date when the information will be available for the CAC to review.

In the coming months the team will be preparing their NEPA document. Once this document is approved by FHWA it will be released for public review. There will be a public hearing in the spring or summer of 2006. There probably will not be monthly committee meetings after February.

Dorothy Upton and Jerry Marmon thanked the committee for its hard work.

Deanne asked if the alternatives selected cannot be moved forward because of environmental reason, do we go back and start over.

Angela replied the criteria used to screen the concepts up to this point looked at potential fatal flaws. The concepts will not be reduced any further until we take the environmental assessment out to the public and get input from this committee and the PDT. The environmental assessment will give you the ability to compare the different concepts. After final input is received our recommendation will be forwarded to the FHWA.

Eryca told the committee that the Project Development Team is available to answer questions during the next three months. You can contact team members by telephone or email.

6. Public Comment

Vicki Guarino, RVCOG

Vicki asked if members of the public had comments.

Art Peary: Art wanted to know if the Union slip ramp was still a part of the project. He was told that the Union slip ramp had been dropped.

Art asked what are the intersection details on the development of the Demaray/Hubbard alignment. He was told that there will be left-turn lane on Hubbard. The lanes on Demaray will be determined in the study.

Dick Sackett: Dick feels that project money would be better spent in another area rather than using it for the Hubbard to Demaray extension. He added that the only way Hubbard Lane is going to get improved is with a LID which is far off into the future because a portion of Hubbard is not in the city's UGB. Dick went on to explain what the city is planning to do in the area.

Dick has concerns with the proposed U-turn areas on Highway 199. He strongly feels that a signalized intersection is needed at Willow Lane. He would like to see further traffic counts done there. Dick feels that there is enough space between Dowell Road and Willow Lane to allow for a signal.

Shirley Rhodes: Shirley lives off of Highway 199. Shirley asked if there will be enough room for fifth-wheel trailers and RV's towing cars to make U-turns at Hubbard and Midway. Answer: The highway will accommodate normal U-turn traffic. The option for the Rhodes, when using their fifth-wheel, of traveling down Midway to Redwood Avenue and reentering Highway 199 at Dowell Road was discussed.

Shirley also inquired about truck traffic on Park Street. Dorothy explained that the idea of a frontage road is to give access to businesses. The intent is not to reroute truck traffic.

The Rhodes own property on the corner of Tussey Lane and Park and would like to be kept apprised of what developments take place.

Del Robertson: Del would like the group to look at a combination of frontage roads and driveway collectors at Dawn Drive and Arbor Ridge.

Del stated that in April 2004 the city council took the position urging ODOT to take a hard look at a traffic signal at Willow Lane. Subsequent to this meeting, the meeting memos and attachments went to the Oregon Traffic Commission in Coos Bay on April 28/29th 2004. Since then a median barrier was constructed. Willow will never meet the warrants for a signal with the median barrier installed. He went on to say that there are still some people who are going to press for a traffic signal at Willow Lane. The basic reason is that Willow Lane is the most centrally located north/south route between Redwood Highway and the river within the urbanized area with the highest rate of development. He also suggested an alternative access into RCC off of Hubbard Lane by using either Canal or University

Del expressed his amazement that money is being spent on the Hubbard/Demaray extension. He feels that if something needs to be done there, Josephine County Public Works and the county commissioners should look at paying for the construction.

7. CAC Comfort Check

Vicki Guarino, RVCOG

Vicki said this is the time for each CAC member to let the project team know how they are feeling with the way things are going.

Suzanne Meyers: Okay

Jim Rafferty: Jim asked to have Scott Smithline introduced to the committee. Scott works with Parsons Brinkerhoff. He has been Angela's right hand person through out the process.

Alex Grossi: I am good.

Bart Van Syoc Happy Thanksgiving and Merry Christmas

Deanie Manning: Deanie feels that there is a lot of concern from the general public regarding the Willow Lane intersection. She asked if accident data has been collected since the barrier has been installed. Answer: There have been two accidents and neither one of them involved another car. From a safety standpoint, the intersection improvements have been a huge success.

Rowdy Bates: I am fine.

Jay Eastwood: I think everything is going pretty well.

Ron Wright: I am up par.

Irv Citron: I am fine.

8. Wrap Up/Adjourn

Vicki Guarino, RVCOG

The next CAC meeting is scheduled for February 9, 2006 from 6:00 to 8:30 p.m.