



MEETING MINUTES

- Meeting Date:** Wednesday, October 11, 2006
- Purpose:** Joint Project Development Team and Citizen Advisory Committee Meeting
- Distribution:** CAC Members, Project Development Team, public
- From:** Vicki Guarino, RVCOG
- Prepared by:** Pat Foley, RVCOG
- PDT Attendees:** Laurel Samson, Jim Raffenburg, Jon Jordon, Jeff Hunter, Dorothy Upton, Jerry Marmon, Tracy Rico and Jason Sheadel
- PDT Absent:** Tanya Henderson
- CAC Attendees:** Irving Citron, Jay Eastwood, Alex Grossi, Deanie Manning, Suzanne Myers, Jim Rafferty, Janine Law and Randy Repp, Bart Van Syoc and Ron Wright
- CAC Absent:** Rowdy Bates
- Project Team Attendees:** Art Anderson, ODOT Rogue Valley Area Manager
Jerry Marmon, ODOT Environmental Project Manager
Debbie Timms, ODOT Project Manager
Dorothy Upton, ODOT TPAU
Gary Leaming, ODOT Public Information
James Burford, ODOT Roadway and Bridge Design
Jason Sheadel, ODOT Roadway Design
Bill Boyett, ODOT Construction Information
Angela Findley, Parsons Brinckerhoff Consultant Project Manager
Vicki Guarino, RVCOG
Pat Foley, RVCOG
- Other Attendees:** 92 members of the public signed in. Several attendees said that they had already signed in at the ACCESS table.

1. Call to order/Review Agenda/Review, Approve Minutes

Vicki Guarino, RVCOG

Vickie called the meeting to order. She then went on to review the agenda and to explain the purpose of the meeting. The purpose of the meeting is to update the committees and the public on the technical work that is going into the Environmental Assessment. The July 13, 2006 CAC and July 14, 2006 PDT meeting minutes were approved as written.

2. Project Update

Debbie Timms, ODOT

Debbie reported that meetings over the last couple of months have been held with the Grants Pass Chamber of Commerce, the City of Grants Pass and the Grants Pass City Council. An overview of the remaining alternatives was presented. Debbie went on to explain to the committees the refinements that have been made to the alternatives since the July meeting. The Phase 1 access road from Allen Creek Road to the fairgrounds has been truncated so that it now ends at Pansy Lane, (to provide access to the YMCA and fairgrounds). The access road section from Pansy Lane to the fairgrounds is no longer in Phase 1. If this access road section was built during Phase 1 it could possibly require more ROW dollars than are available. It was decided to leave this section for Phase 2. It will be examined during the South Y study.

3. Review Alternatives

Jason Sheadel, ODOT

Adding to Debbie's statement, Jason explained that there were extra lanes on Ringuette Street at its intersection with Highway 199. These extra lanes were originally designed when the full frontage road concept was developed in 2005. Because the frontage road is not being proposed for Phase 1, these lanes were no longer needed. So, the dual right turn at Ringuette Street (coming from the north) has been changed to a single right. These changes were made to both Alternatives A and C. In addition, to help traffic operations on Alternative C, a second right turn was added to Highway 199 at the Allen Creek Road intersection.

Jason went on to say that another discussion item at the July meeting was the feasibility of a boulevard treatment. The city asked ODOT to look at this issue. Using overhead projections, Jason explained the features that can be used on an expressway. Jason showed drawings that include trees planted in a landscape buffer between the curb and sidewalk, low growing shrubs in the median. Potentially more can be done in the lower speed areas around the fairgrounds. This conversation is ongoing with the city.

Discussion/questions:

Laurel Samson asked how far west do the three lanes extend. Jason said three lanes go out to Dowell Road.

Jim Rafferty asked if this concept is just for vegetation or for traffic movement as well. Jason said we are focusing on keeping this section at three lanes for reduction of congestion.

Suzanne Myers asked where does the boulevard concept start and end. Laurel Samson replied that this concept would start at Ringuette Street and end at Allen Creek Road.

Janine Law asked what happens to the pedestrian and bicycle traffic at Ringuette Street. Jason replied that the multi-use path that starts at RCC and runs to Union Avenue on the south side of Highway 199 would be retained. Another section of multi-use path between Dowell Road and Hubbard Lane on the north side of Highway 199 would be added. There will be sidewalks on the north side of Highway 199 from Tussey Lane to the fairgrounds and on the south side of Highway 199 from Nebraska Avenue to Ringuette Street.

Jim Rafferty, asked (referring to Jason's earlier statement regarding lower speed area around the fairgrounds) what is the speed going to be? Jason explained that the speed is now 35mph and no speed changes are proposed. Dorothy Upton added speed changes have to be done after the fact; they cannot be made in anticipation of a change.

4. Present Environmental Assessment Technical Reports

Angela Findley, Parsons Brinckerhoff

Angela reviewed the environmental process for completing technical reports and preparing the environmental assessment. At the July CAC and PDT meetings two alternatives were forwarded for detailed environmental study, Alternatives A and C. Angela summarized some of environmental impacts that have been identified through analysis. Angela took the committee through the different environmental disciplines studied, the method of study and the impacts associated with each alternative. Angela invited the committees to ask questions or give comments during the presentation.

1. Air Quality – Study Method

- Ensure consistency (or transportation conformity) with the Clear Air Act
- This project is located in a air quality maintenance area for PM₁₀ (particulate matter less than 10 microns)
- Determine impacts of PM₁₀ by analyzing number and emissions of stopped vehicles at signalized intersections

Air Quality - Impacts

- Average annual daily traffic (AADT) and truck percentages on the roadway are below the conformity threshold
- Project is not considered an air quality concern
- Project conforms with the Clean Air Act

Questions/Comments: None

2. Archaeology – Study Method

- Review databases and maps for known archaeological resources
- Conduct site investigations, including subsurface probing
- Coordinate with the State Historic Preservation Office

Archaeology – Impacts

- Alternative A and Alternative C have the same impacts
- Four resources were identified, three are in very disturbed areas

- None of the resources are considered significant
- No long-term adverse impacts are expected

Questions/Comments: None

3. Biology – Study Method

- Review databases and maps for known biological resources
- Conduct site investigations, including fish, wildlife, and plant surveys
- Coordinate with: US Fish and Wildlife Service, NOAA Fisheries, Oregon Department of Fish and Wildlife and Oregon Department of Agriculture

Biology – Impacts

- Vegetation removal, mainly in the west segment
- Increased impervious surface (Alt A = 10.5 ac; Alt C = 12 ac) generates additional stormwater runoff. Water quality and quantity of runoff impacts into Sand, Sparrowhawk, and Allen creeks would be minimal due to proposed stormwater treatment.
- No effect to ESA-protected Coho salmon
- Median barrier may pose a wildlife passage obstacle to wildlife

Questions/Comments:

Laurel Samson: Laurel asked if stormwater, and the treatment of, will be a part of the project. Would something be built to treat stormwater coming off of the highway? Angela said the project includes stormwater treatment facilities.

Bart Van Syoc: He asked if there are any plans for the stormwater treatment that will slow the run-off process and have it go back into the aquifer. The college is looking at projects to do that. Angela replied that the quality and quantity of water are all variables in the treatment system. Jerry Marmon added that both sides of the facility are such that post project run-off into the creeks will not be any different than what currently occurs.

4. Hazardous Materials – Study Method

- Review databases and maps for “recognized and potential environmental conditions” (RPECs)
- Conduct site investigations and photo-document observations
- Assess each alternative for impacts associated with RPECs

Hazardous Materials – Impacts

- Alternative A and C have the same impacts
- 28 sites are RPECs
- Public health and environmental hazards could be adversely affected by the amount of hazardous materials above and below ground
- Increased impacts to the environment through exposure of hazardous materials
- Removal of hazardous materials would be a positive benefit to the environment and public health

Questions/Comments:

Janine Law: She asked, of the 28 sites, are we talking about things that exist that we would have to move or work next to, i.e. a gas station. Angela said that we are trying to avoid having to work in any known contaminated sites. We could be working next to one and as they dig or excavate they may find out that there are materials that can seep into the work area. The technical report in the Environmental Assessment will identify where these sites are and will show how we will try to avoid them.

Bart Van Syoc: He asked if a sample would be taken before work starts (i.e. near a gas station). Jerry Marmon said that when there is a preferred alternative there will be a Phase 2 site assessment where subsurface probing is done that will clearly identify areas that are contaminated.

Bart Van Syoc: Once a site has been identified as having a hazardous substance, what is the liability to the owner? Jerry said that all of the sites that are already identified are public knowledge. With potential sites where we are acquiring ROW, we will have to determine if that site is contaminated

Deanie Manning: Deanie asked whose responsibility is it to clean up these areas. Angela said this typically falls on the owner. This is complex at times. Angela said that if there are sites that are contaminated or potentially contaminated, ODOT is going to initiate studies to confirm the presence of contamination. Negotiations during ROW acquisition can determine who will clean up the site.

5. Historic Resources – Study Method

- Review databases and maps for known historic resources
- Conduct site investigations, including assessment of historic attributes of structures 45 years in age or older
- Coordinate with the State Historic Preservation Office

Historic Resources – Impacts

- 16 9 buildings and structures were identified as being 45 years in age or older
- Only 1 resource retains historic attributes and is eligible for listing on the National Register of Historic Places: Grants Pass Irrigation District Water Distribution System Linear Historic District
- 3 crossings of this canal occur with both Alternative A and Alternative C
- Minimal impacts to the canal crossings would occur

Questions/Comments: None

6. Land Use – Study Method

- Review state, regional, and local plans and maps
- Conduct site reconnaissance of existing land uses
- Determine if project would be consistent with statewide planning goals and local plans

Land Use – Impacts

- Alternative A and Alternative C both comply with applicable plans
- Type II Land Use Permit required from city
- Ministerial Land Use Review and Permit required from county

Questions/Comments: None

7. Right of Way – Study Method

- Standard ODOT right of way liaison procedures were used to estimate impacts on properties, businesses and residences
- Preliminary design overlaid on aerial maps to determine acquisition
- All properties and impacts verified with field visits
- Actual acquisitions and relocations may change based on subsequent final design of the preferred alternative.

Right of Way – Impacts: Alternative A

- ~120 parcels (12.5 acres) affected by acquisition
- 2 full acquisitions
- 5 residential relocations
- 8 business relocations
- R/W Cost = \$15.2 million

Questions/Comments:

Laurel Samson: Laurel asked if the EA would identify which of the 120 parcels are publicly owned. Angela said that this information is available.

Jon Jordon: Jon asked if there was a differentiation between business and residential. Angela replied yes.

Ron Wright: Ron said that notice should be given regarding relocations/acquisitions of businesses: Using Jim Rafferty as an example, Jim knew he was going to have to move. It is not a sudden cause and effect thing. There are businesses and buildings that are already predetermined that they will be leaving. That has been known for some time.

Jay Eastwood: Are these numbers for Phase 1 and Phase 2? Angela, these numbers apply to Phase 1 only.

Right of Way – Impacts: Alternative C

- ~116 parcels (11.5 acres) affected by acquisition
- 2 full acquisitions
- 3 residential relocations
- 9 business relocations
- R/W Cost = \$15.4 million

Questions/Comments:

Randy Repp: He asked if the project has found more money. Jerry Marmon said that this project will have to be phased.

8. Section 4(f) / 6(f) – Study Method

- Review databases and maps for park, recreation and historic resources
- Conduct field visits

- Determine if resources are applicable to either: Section 4(f) of the US Department of Transportation Act or Section 6(f) of the Land and Water Conservation Fund
- Section 4(f) / 6(f) – Impacts
- Alternative A and Alternative C have the same impacts
 - No resources are applicable to Section 6(f)
 - Resources are applicable to Section 4(f): Grants Pass Irrigation District (3 canals), Picnic pavilion, playground area, and equestrian arena at the fairgrounds, Recreation field on RCC campus
 - No impacts to Section 4(f) resources on fairgrounds or RCC campus
 - Minimal impacts to the 3 GPID canals crossings

Questions/Comments:

Bart Van Syoc: Bart said he would like to see the project extend the multi-use path another 60 feet at the canal crossing to the RCC track. This would be within the state ROW.

Jim Raffenburg: He asked if the impacts applied to the BMX track. Angela said the BMX is not a publicly open, accessible recreation facility. It is gated as opposed to the field at the college which is open 24 hours a day and available to public access. It is not protected under the federal regulation, so impacts to the BMX track are not discussed as a Section 4(f) impact. Impacts to the BMX track are discussed in the right of way and socioeconomics technical areas.

9. Socioeconomics – Study Method

- Gather demographic data from US Census Bureau, state and local sources
- Conduct field visits to inventory businesses
- Assess project compliance with: Environmental Justice Executive Order, Limited English Proficiency Executive Order, Civil Rights Act and Oregon Bicycle and Pedestrian Plan

Socioeconomics – Impacts

- Impacts common to both alternatives: Decreased congestion which improves safety for vehicles, bicycles and pedestrians, Access more limited on Hwy 199, No disproportionate impacts to minority, low income, elderly, or limited English-speaking populations
- Alternative A: 5 residential relocations, 8 business relocations, including the BMX course and various retail businesses
- Alternative C: 3 residential relocations, 9 business relocations, including a medical supply store, the BMX course and various retail businesses

Questions/Comments: None

10. Transportation, Study Method

- Model existing (2004) and future (2024) traffic conditions for: No Build Alternative, Alternative A and Alternative C

Volume / Capacity Ratio (2024)

Hwy 199 at:	No Build	Alt A	Alt C
Midway Av	0.17*	0.17*	0.18*
Hubbard Ln	2.28*	0.47	0.47
Willow Ln	0.42*	0.42*	0.42*
Dowell Rd	0.86	0.86	0.86
Allen Creek	0.84	0.95	0.78
Redwood Av(east)	0.89	n/a	n/a
Fairgrounds R	0.90	0.13*	0.13*
Ringuette St	1.24	0.84	0.82
Hwy 99 -6 th	1.72	1.78	1.78

* Unsignalized Intersection

Questions/Comments:

Bart Van Syoc: He noticed that the Hubbard Lane intersection asterisk (denoting unsignalized intersection) has been removed. Angela said this has been modeled with a potential future signal. There will not be a signal when the project is constructed but some time in the future before the 20 year horizon, there may be a signal.

Laurel Samson: Laurel asked for more information about the Allen Creek Road intersection. Why is Alternative A higher than the others. Dorothy Upton answered by saying that Alternative A has only one northbound through lane on Allen Creek Road which restricts the traffic. Alternative C has two lanes. Alternative A does not have two through lanes because vehicles would get “trapped” as many vehicles maneuver to turn left onto Redwood Avenue and others continue north to the access road.

Measures of Effectiveness

	No Build	Alt A	Alt C
Travel Time (minutes per trip): South Y to Midway Ave			
Eastbound	18.8	14.0	13.3
Westbound	8.8	7.4	7.2
Travel Delay (minutes per vehicle): South Y to Midway Ave			
Eastbound	13.4	8.6	7.5
Westbound	3.6	2.0	1.7
Average Speed (mph)			
Eastbound	13	18	19
Westbound	29	34	35
Queues (greater than 2 blocks)			
Eastbound	South Y Ringuette St Fairgrounds Redwood Av	South Y (thru Ringuette St)	South Y (thru Ringuette St)

Questions/Comments:

Laurel Samson: Laurel asked how the team dealt with the difference between a.m. traffic going in and p.m. traffic going out. Dorothy answered that these numbers reflect peak hour traffic. Different committee members asked if the figures were backwards. Dorothy said

these figures reflect traffic volumes in the future, at which time the South Y interchange will cause lengthy delays to eastbound traffic.

11. Wetlands – Study Method

- Review databases and maps for known wetlands
- Conduct site investigations to identify and map wetlands
- Coordinate with the federal and state natural resource agencies

Wetlands – Study Method

- Wetland types affected by both alternatives include: forested, scrub-shrub, emergent, open water
- Alternative A and Alternative C would require filling approximately 1.5-2.0 acres of wetlands
- Wetland fills are mostly “sliver” fills across several wetland rather than whole wetlands
- Vegetation and wildlife associated with these wetland impacts would also be affected

Questions/Comments:

Laurel Samson: Laurel said that she assumed that mitigation for damaged/impacted wetlands will occur. She asked if mitigation is done here or someplace else. Angela said it is preferable to mitigate as close to the impact area as possible. As part of the wetland permit, a mitigation plan will be developed. Jerry Marmon added that the priority from the regulatory agencies is to always mitigate on site or within the watershed impacted so that the result is no net loss. If there is no opportunity to mitigate within the watershed, then sites outside the watershed would be investigated. The majority of ODOT projects are able to mitigate on site.

Other environmental studies being done include noise analysis and water resources. This information will be presented and discussed in the Environmental Assessment.

Break

5. Committee Discussion

Vicki Guarino

Vicki opened the group discussion.

Jim Rafferty: Jim said that the idea of taking out a couple of things at the fairgrounds isn't suitable to him. One is the BMX track and the other is the fairgrounds signal. The BMX track is very important to the community. If we lose it, we will probably lose it for good. I don't know if it can be relocated. To say that it is not public, I disagree and feel that it is public. Even though it is fenced in, there are other things that are fenced in such as the YMCA. There are historical buildings on the fairgrounds. They have been there for a long time. It is a historical part of our community. Another thing, the fairgrounds light needs to stay. We can turn it off when it is not being used and then turn it back on when the fair is in process. Also, we need to take a look at Willow Lane. I believe Willow Lane needs to have a signal. Forget about Hubbard. It is very important in my opinion, and to

the people I have talked to in my store, that Willow Lane is a thorough way to the college. It makes a lot of sense to use that road as an artery (arterial). I have talked about this before. I think we should table this side of the project (east side) and work on the west side until we get the South Y taken care of. Table this for now. Put it on the back burner. Leave it the way it is. Turn the light off at the fairgrounds until we need it.

Jon Jordon: Jon asked Jim Rafferty, “When do you think the fourth bridge will be built?” Jim said that he did not have a clue. It was supposed to come through my store on Redwood Avenue. I went into my store knowing that that could happen fairly soon. It has not happened. As far as I know the location of the bridge could be at that location or to the south (west).

Jim Raffenburg: The Josephine County Board of Commissioners has tentatively supported this project with a couple of important caveats. The first is the fairgrounds light. We do not want to see that light go out without the impacts to the fairground being mitigated. We also have a problem with the loss of economic impacts to the properties along the beginning of the slip ramp and the road to the fairgrounds. That road is crucial to the fairground’s function. Another problem with the light at the fairgrounds being taken out, there wouldn’t be a big impact at fair time with the light turned off. The impact will be during day to day use (i.e. Home Builder’s show). Every weekend we have something going on at the fairgrounds. The overall revenue produced at the fair will be impacted if people don’t show up and groups do not hold their activities there. So, what is the alternative? One of the things that we have proposed to ODOT is to look into acquiring the property that is a part of the school district (located between the fairgrounds and county property, occupied by Laidlaw and the Extension Service) and create a new entrance to the fairgrounds on Ringuette Street. That would allow for a fairground’s entrance relocation. These are the things we have talked about. There was a proposed driveway, along the access road, to the fairgrounds. That apparently has been taken out of the project. So what they are showing me on these maps is an entrance to the fairground’s parking lot off Pansy. That is a question for me. I would prefer leaving the light at the fairgrounds and find some way to mitigate impacts, turn the light off at fair time. I don’t think it is viable to turn right out of the fairgrounds and make a U-turn and come back into town. It is not a viable option for the Board of Commissioners. As far as the long term process, the frontage road is not an alternate that we will approve that at all. We will have it come out back of the fairgrounds. We need to work with ODOT more to see if that is viable. I think it could be a nice entrance to the fairgrounds.

Ron Wright: Ron asked Jason to expound on access to businesses along Redwood Avenue because many feel that they are going to be cut off from traffic and not be able to get in and out. We (CAC/PDT) have had access explained to us. People who have not come to the meetings do not understand. He asked Jason to explain that it is not a barricaded road. Jason explained that ODOT’s access management group looked at how we would access the properties adjacent to any improvements. ODOT is committed to either providing alternate access or buying the property if access cannot be provided. He went on to explain how businesses in this area would be accessed.

Jay Eastwood: Jay said that throughout the process the CAC was told that they needed to make sure that what ever was done did not adversely affect other areas not within the study area. He went on to say, on both Alternatives A and C; there are signalized

intersections that would be the local jurisdictions' responsibility. He asked Dorothy Upton if those intersections fail in 2024 will the city immediately have to put in a signal. Dorothy replied that according to the traffic analysis these intersections, such as the one at Redwood Circle, do not show that a signal is needed. If the city feels that a signal should go in, we are trying to make sure the signal could be accommodated. We are not saying that it would be required because of this project.

Bart Van Syoc: Bart said that one assumption that is being made by a lot of people is that the traffic flow will remain the same. The traffic is going to be moving further down the highway. The intersection at Redwood Avenue and Dowell Road is under construction right now. I think that people are going to bypass their normal pattern of lines. Instead of getting in line on Redwood Avenue they are going to move closer to their destination before they get off of the highway. Your conflict points at this intersection are going to be reduced by that new signalization further out on Redwood Avenue. Dorothy Upton added that we are proposing the signal where the slip ramp comes off. That will also introduce gaps in the traffic at Redwood Circle.

Jim Raffenburg: When ODOT and the Board of Commissioners discussed this it was our opinion that the intersection at Allen Creek Road, Redwood Avenue, and the access road was a mandatory signal from day one to mitigate impacts to the fairgrounds because of the current volume of traffic. I think the volume of traffic coming off of the Highway onto Redwood right there, if it is not controlled by a signal, it will pretty well mean that anybody using the fairgrounds, even the YMCA, would be faced again with the possibility of right turn only. Now they have to go all the way down to Dowell Road to come back. If I understand correctly what I am hearing right now is that this is also being given to the city as an option for putting a signal in. Debbie replied that if the project is approved we will construct that intersection to include a signal. But, as a city signal, there may be a process that the city will have to go through, just as the state has to. It will be a city signal. We will build the intersection to meet the needs.

Jim Rafferty: Jim asked for process clarification. As we are going through this process are we still allowed to make changes if we have a better plan? Is that still true? Jerry Marmon replied that is true. We will forward these alternatives into the Environmental Assessment. We will publish the Draft Environmental Assessment. After we publish the Draft Environmental Assessment, there is a thirty day public comment period. Two things happen during the comment period. People are allowed to give comments on the alternatives, what they like and don't like. They may also bring in new alternatives that have not been considered. Within the thirty day public comment period would be the appropriate time to do so. Within that thirty day public comment period, we will also hold formal public hearing. Jim went on to ask, what is the scheduled timeframe. Jerry said that we anticipate publishing the Draft Environmental Assessment in the next couple of months.

6. Next Steps

Angela Findley

Angela explained that we are starting to prepare our Environmental Assessment which is being done in compliance with the National Environmental Policy Act. We are scheduled to have this document completed by the end of December 2006. When it is released for

public review, this will initiate a thirty day public comment period in January. We will keep the committees updated on this progress.

7. Public Comments

Vicki Guarino, RVCOG

Vicki invited members of the public to make comments.

Duane Schultz: Duane said he is the attorney and spokesperson for a newly formed organization known as Association of Concerned Citizens Endorsing Sensible Traffic Solutions (ACCESS). He went on to say that this group is not intended to be a war group. This group is hopeful of being a very positive, constructive and cooperative group to assist you all in the overall process. Our mission statement emphasizes just that as well as our ultimate objectives. Our mission statement is: In cooperation with the CAC, PDT, ODOT and local governments, develop traffic solutions in the Redwood Highway/Redwood Avenue area which preserve existing business accesses, traffic signals and the westbound Redwood area connections by maximum widening the roadways, effective signal synchronization, dedicated turn lanes and perhaps an eastbound access highway. We believe these are positive, constructive alternatives that need to be scored further. I am encouraged by several of the things I have heard here this evening by Commissioner Raffenburg and Commissioner hopeful Rafferty and some of the others relating to the fact that the frontage road is not the preferred alternative, suggesting that we need to stand back and take a closer look at all of this, suggesting that perhaps we are putting the cart before the horse by focusing on the east-west before we finalize the South Y solution. Part of our group input will be that we are in the process of, and have in fact hired our own engineer. He is looking at not only these proposals, but other alternatives. I can tell you that at this point Alternatives A and C are not fully acceptable by our group. On the other hand we do appreciate the good work you all have done and ODOT has done and certainly there are good elements in those alternatives that need to be retained and need to be examined further. We hope to provide input to you all through the EA process and will suggest to you that there are other alternatives and options to study further. Your work is very much appreciated but we ask you in all due respect to please keep an open mind on other alternatives and please let's not simply have this simply be an ODOT project. Let's make this a project in the best interest of our entire community.

Richard Sackett: Richard feels this kind of talk should have begun two years ago. He had a question about Alternative A. Does the traffic on Redwood Highway go like it does today onto Redwood Avenue? Is that the way it is going to be or it will swing out a little bit more? Jason said that was true. Another question on the three lanes, before it seemed like it was only going to go to Allen Creek where tonight it seems there are going to be three lanes all of the way to Dowell Road. Jason said the disadvantage to these maps is showing a big enough scale for people to see what is happening. We have always had three lanes out to Dowell. Richard went on to say, talking about the boulevard, the city likes the boulevard, the boulevard is nice over in Ashland, but I think it is pretty expensive to put in and to keep up. I don't know if the price of it is what you want or not. The Environmental Assessment is coming up next. After that, is that when you go through saying you are going to have to buy some of this property. I don't know where you are going to get the money to get this property. Now is the time to try and buy some of it. Regarding the volume to capacity ratio; Richard sees a need to put a light at Willow Lane and eventually

one on Hubbard Lane. He thinks there should be a light put in at Willow Lane when you do the west end of the project. Regarding traffic, there will be at least 150 more houses added in the next year or two. A light needs to be at Willow. I think the city wants a light at Willow. I think a lot of people here would like a light at Willow. I don't know why we are stuck on the blockage there.

Walt Miller: Walt apologized because he hasn't been involved in this process before. He asked who drew up these proposals, a government agency or a private agency. Who did all of the figures? Jerry Marmon replied that all of the alternative development phase that we were in for approximately a year was jointly done by the Citizens Advisory Committee and Project Development Team. There is not one entity that developed these alternatives. The public was invited to all of the meetings. Walt went on to ask, "I see Alternatives A and C. Where is Alternative B? Where can I look at it? Who decided to throw it away and why?" The CAC replied that we all decided to eliminate it. Janine said we had A, B, C, D, etc. Walt said we don't get to see any of that; we have to take what you guys put up on the board this evening. Ron Wright replied that if you came to the meetings that were open to the public, every plan that has either been looked at evaluated or rated has been open to the public. If you did not come to the meetings you don't know what we have looked at and what we haven't. Alternative B was looked at and every person in this crowd did not like that option because it had huge business and personal impacts. We did not think it was viable. Janine said she would sit down with him after the meeting so that he could look at every alternative studied. Walt was told that the website has minutes posted of every meeting that showed the maps that we worked with. The website also has a link where you can see alternatives considered and dismissed. It not only has the drawings of the alternatives considered and dismissed but it has a matrix of the reasons why. Ron Wright added we have been doing this for two years. We have seen a few things. There are a lot of people that come at the end and say 'what'. They don't look or research what has been done.

Bob Martin: He realizes a lot of work has been done. It seems to him that according to the population we are going to have to have a bridge sooner or later on the west side. He thinks the proposals are a band aid, they should alleviate the problem. A bridge could eventually be tied in to alleviate all the through traffic that is not going to stop in the city anyway.

Steve Swerington: Steve is a member of the Josephine County Fair Board. He said we wants to go on record that we have talked to ODOT, city and county to say that Alternatives A and C would have tremendous negative impact on the fairgrounds. I don't know if we could operate with either one of these if they are imposed on the fairgrounds. Question: If we are going to have only a right turn coming out of the fairgrounds, how are trucks and trailers going to turn around and come back and go east on Redwood Highway. Where is that going to happen? Jason replied that we are going to provide for U-turns. I know that is hard. If you come out of the fairgrounds and turn right on either alternative you will be able to go to Redwood Avenue and work your way back around.

Gordon Anderson: He thanked the group on all of the work that they have done and complimented them. He summarized what he is hearing in his office and what he has heard from Senator Atkinson and Representative Richardson; the western half of this project is the half that most people really want to see you progress on. It is the safety

features that will hopefully stop loss of life. This seems to be most important to people. Secondly people do get emotional about saving the fairgrounds. Thirdly, and I think very important for economics, the changes that you are considering off of Allen Creek going to the west and the plan in Phase 2, which evidently has been dropped, that impacted a number of the businesses, some very new, is not real popular with people that are calling into our office. A question to you; as I look at both Alternatives A and C, it appears that, you are creating an archway to get to the east from Allen Creek coming off of the highway. You made it go straight back to Allen Creek on Alternative A and then from there, there is a slight footprint that connects up with what is now denoted in yellow. C is essentially the same thing. Why are we spending money to put that connector in when you won't even consider it for five or ten years? Jason replied that at the last meeting that access went all the way to the existing fairgrounds entrance. We moved that back to avoid the impacts to the fairgrounds. We still need that access road for properties on Pansy Lane and Flower Lane and the businesses on Redwood Avenue.

8. CAC & PDT Comfort Check

Vicki Guarino, RVCOG

Jim Raffenburg: The county is still waiting to see what we are going to come up with on the plan with ODOT on the entrance at the fairgrounds. His comfort level had decreased tonight from what he has heard regarding the main entrance to the fairgrounds, the light and Alternative C. I also found out tonight that Alternative C to this point had been preferred of the two. I think that the county and ODOT need to have more discussions before the Board of Commissioners can fully support this.

Jason Sheadel: He is okay. Since I deal with this project on a daily basis, I can see that there is a lot more work to do to ensure that as many people as possible are happy with what we are proposing rather than spending money in a way that the citizens of Josephine County don't find useful.

Jerry Marmon: Jerry thanked everybody for coming out this evening. It is great to get the public involved in this process. He thinks that we will have a lot of comments on the draft document. He encourages that.

Jeff Hunter: It is good to see a lot of input. We haven't had this over the last two years. At points we felt like we were on an island. The more input we get, the better the decisions we are going to come up with. There are a lot of other possibilities out there. Let us see them. We will make a decision from that point on.

Laurel Samson: She thinks this continues to be a good process. She appreciates being able to meet with the CAC. We have done this before and I think this is real healthy. We are both hearing the same things and moving forward at the same pace. I like having this preview of what we are going to see in the environmental document and having a chance to think about it so that when we get the real one we will have a better idea of what we are looking at. I look forward to working with ODOT on some of the city issues that have been mentioned so we can get some of details worked out and come up with something that works.

Jon Jordon: He thanked everyone for coming tonight. Two of the goals that were established in the beginning were to move traffic and make it safer. People have told me there is not a traffic problem. There is. I travel south a lot and at A Street traffic will be backed clear across the bridge. Regarding safety, before I was director of the Chamber, I was a paramedic and ran the streets for twenty years. I have picked up many people on Redwood Highway. It is a dangerous highway. It is wonderful that we are working now to spend this money to save lives. It is different when it is you family member that is killed on the highway. Money cannot replace that. Safety is imperative. I am here to protect business. I know change is difficult. Whenever you do anything that affects anyone's life it is difficult. We have to look for the greater good of community. We have a wonderful place to live. I know ODOT is working hard, the citizens group is working hard, we want you involved too.

Tracy Rico: Tracy reemphasized all that was said by others. She is the citizen-at-large. She does not have a vested interest in any of these groups. She does have an interest in what the community wants to tell us. For you to come out tonight to express yourself, either at the mike or pulling us aside later on, great. I appreciate your being here. If you can bring up a new and better solution, bring it on.

Dorothy Upton: She said that she knows that sometimes this process feels frustrating. In most any project the interest ebbs and flows. She appreciates everybody's dedication for coming out for a couple of years. It is good to see people finally taking a real interest in doing this. I wish this would have happened more through the whole process.

Angela Findley: Angela seconded all of the comments about appreciating the public input. Written comments will be useful and meaningful input for the environmental document.

Debbie Timms: Ditto to what everybody said. She appreciates the folks coming out.

Bill Boyett: Bill works in Medford for Joe Thomas who is the ODOT Project Manager for all construction in the valley. Bill has been doing this since 1999. He worked on the 6th and 7th Street project and the recent 7th Street project. He is now heavily involved in the South Medford Interchange project. He is delighted to see the number people that are here tonight because it is very difficult for folks interested in building roads. Redwood Avenue/Highway 199 issues are vital to this community. He has two reasons for being interested. Number one, I have to build whatever you give me. Secondly, I live in Grants Pass. I love this town. I guarantee you that I will uphold ODOT's interests and also my own because I live here.

Randy Repp: A couple of years ago when we started with this process everybody was asking what has it got to do with you. Now you know. It is going to affect you no matter what we do. He wants the public to go to the website and look back at the things that we have already looked at. You can save yourself a lot of frustration. I get frustrated a lot of times because I want certain things to happen and they are not necessarily going to happen. But, there are reasons for everything. The process is going to affect you. There is no question about it. Look at what has already been eliminated and look at what is happening and if you have creative influence for making a better changes, do it. We can all be happy

about what we have decided to do or we can sit on the sidelines. Become involved and help us.

Suzanne Myers: She said she is really pleased with the work that is being done on the design concepts with the landscaping and making the project fit into a community and not be a barrier. She is really concerned about whether Willow Lane will remain an intersection. She hopes that in some way the Environmental Assessment can do some more work on options at Willow Lane.

Jay Eastwood: When he first started working on this project, and I think a lot of other people also thought when looking at the timeline, that we can fix this in about three or four meetings. Here we are two years later it is evident that there is no quick fix or easy solution. There is going to have to be a sacrifice somewhere. We are looking at minimizing that. It is very easy to look at this and be critical but we have spent hours talking with people. It has been difficult. If somebody has an idea our phone numbers are available. You can call us. He encouraged people to take time to look at the website. Hopefully we can get something that everybody will be happy with.

Alex Grossi: Alex thanked everybody for showing up. We would have liked to have seen you sooner. We were given this project and told that there are people dying and there are traffic jams. Having lived on the highway for thirty years he has seen it come and go. This particular configuration of the highway has been in use for over a half a century. The entire county now lives within about five miles of where the problem is. Everybody is going to have to give a little to get the end results. If your pet right-in, intersection or driveway is affected, like mine will be, that is called progress. We all live here. We all have had people move into the area that we know. It is going to get worse before it gets better because project isn't going to happen tomorrow. He appreciates the hard work that has gone into the environmental study. He feels they have done an excellent job. His comfort level is up.

Janine Law: She wondered if the people know how the members got here. Nobody elected us. We all got something in the mail that said people are dying and we need people to volunteer and we want to know why you want to volunteer. Write us an essay. I wrote an essay because I live here and I know half of you here tonight. I feel attacked by people cheering like we did something wrong and you are going to show us that we did it wrong. We are really trying to do it right. I want you to do something creative and keep the spirit of All American City and Brady Adams and his bears in our community. It goes all along our highway. She doesn't want anybody to be unhappy but somebody is going to be unhappy with the fix that we have to do. She does not want anybody else to die but she wants you to ride your horses. She does not know where the lights need to go. We were told that we have to work within certain parameters. We are committed to be here until there is a solution. She will stay here until every single one of you tells me what you think is a good idea and we will see if it can happen. That is our goal.

Ron Wright: Ron feels that there is misinformation going around. People who haven't been coming to the meetings are not getting the information. They do not know what has been done, what has been looked at, what hasn't been looked, what has and hasn't been evaluated. We have looked at all sorts of things. Most of you don't know any of that. He asked people to please go to the website. It is very important that we don't get the

misinformation because it gets everybody with a bad taste in their mouth. Half of this audience has been in his and Jim's buildings. We have our books with us. He has made copies for Pipers. He was asked if the maps could be reviewed. He asked people to come back with options. It doesn't help the process for people to moan and cry. He is the only person on this committee that is a business owner that is affected by why happens. He is here trying to make a difference. He is making sure that the businesses around him are taken care of at the same time. His goal is to take care of the people around him, eliminate the misinformation, get people on the same page and to get people talking. People can come to his office anytime to look at the maps and ask questions. His goal is to make sure that people are talking and not sitting with somebody who doesn't know what is happening, who is not attending the meetings, showing up and saying something else is going on. That does not help anybody. If you want information go to the website or ask any one of us. We will all talk to you. There is not a single person who will say go away. We are all available. We are all trying to find the correct answer. It is not going to be a perfect answer for everybody. What is the most practical and what is going to save lives. We want it to be safe.

Deanie Manning: She is glad that we all have the opportunity to have input. This is something that we can all do. This project has been going for two years. We have reduced speeds. We have barriers up. We have different traffic controls. She is interested in knowing what impact this has made as far the of the numbers. The statistics that we have go back two years. Dorothy replied that we had some of that information presented at our June meeting.

Jim Rafferty: Jim is looking forward to the new concept in addition to concepts that we already have to look at. He knows that in spite of the various concepts, I just assumed that in this process here we would table these concepts and just work on the west side. He is glad that all of the people came out and looks forward to their concepts.

Bart Van Syoc: There are a lot of different people in this development project. We all had different opinions at times. It has been an interesting process to be a part of. He is thankful for the experience because he has got to meet a lot of people and has been able to see the mechanics of this work. He would like the audience to think back on a few things. How did you used to get to Fred Meyers? Where did you shop before Fred Meyers opened? What did we do before we had the Parkway? How did you get to Crescent City before we had Highway 199, you took Redwood Avenue. Change impacts people, some good and some not so good. When the highway was built there were a lot of people and properties that were displaced completely. Change can be good but it is often times uncomfortable. He asked them to think back on some of these things. He can remember when we only had five numbers to dial to call someone. He asked the audience to bring in their ideas forward. He wished they could have been here at the beginning and participated.

9. Wrap Up/Adjourn

Vicki Guarino, RVCOG

Vicki thanked everyone for their participation and comments. The meeting was adjourned.