



## MEETING MINUTES

**Meeting Date:** Thursday, January 31, 2008

**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, Janine Law, Deanie Manning, Suzanne Myers, Jim Rafferty, Randy Repp, Bart Van Syoc and Ron Wright

**CAC Absent:** None

**Project Team Attendees:** Jerry Marmon, ODOT Environmental Project Manager  
Jayne Randleman, ODOT Project Leader  
Jason Sheadel, ODOT Roadway  
Dorothy Upton, ODOT TPAU  
Gary Leaming, ODOT Public Information  
John Vial, ODOT District 8 Manager  
Art Anderson, ODOT Rogue Valley Area Manager  
Dan Dorrell, ODOT  
James Burford, ODOT  
Angela Findley, Parsons Brinckerhoff Consultant Project Manager  
Vicki Guarino, RVCOG  
Pat Foley, RVCOG

**Other Attendees:** Robert Bernstein, Consultant  
David Frasher, Grants Pass City Manager  
Duane Schultz, Attorney representing ACCESS  
40 members of the public

## **1. Call to Order/Introductions/Review Agenda/Approve Minutes**

Vicki Guarino, RVCOG

Vicki called the meeting to order. Vicki introduced John Vial, ODOT, and turned the meeting over to him.

John said that once a year there is a competitive statewide conference held regarding safety. It is called the Oregon Transportation Safety Conference. This conference is made up of law enforcement agencies and transportation officials throughout the state. Part of their program is to present awards. One of our CAC members, Randy Repp, has won. John read a statement that was given at the conference.

“On January 15, 2004, Randy Repp and his wife Shannon received a call that no parent wants to receive. Their eighteen year old daughter Holly had been killed in a car crash on U.S. 199 safety corridor. Thereafter Randy contacted ODOT to see how he could help with safety outreach efforts. Randy and his wife immediately became involved in a media campaign; they joined region and state staff on public television shows and participated in a monthly radio show in Grants Pass all to raise motorist’s awareness for safe travel on the Redwood Highway safety corridor. Randy and Shannon became members of the Josephine County Traffic Safety Committee and Randy was appointed to the U.S. 199 Redwood Highway Expressway project’s Citizen Advisory Committee. The Repps have been longtime dragsters, an activity they enjoy as a family. They have their own junior dragster club and have established a Holly Repp Memorial Race. Randy promotes safety to the club and holds them to high safety standards.”

Randy your name was submitted as the local traffic safety hero. John presented Randy with the award and congratulated him for his efforts.

Vicki went on to review the agenda and purpose of the meeting. She then asked if there were any changes to the August 9, 2007 CAC minutes. There were no additions or changes to the minutes. The minutes will be a part of the record as written.

## **2. Project Update**

Jayne Randleman, Project Manager

Jayne thanked the members of the Citizen Advisory Committee for the work and dedication they have given to the project over the last three years. Each member was presented with a Certification of Appreciation recognizing their time and participation for the project.

She then went on to review what has happened since the last time the committee met.

- August 10 – PDT added Working Group (WG) Alternative to range of alternatives studied in the EA
- September/November – ODOT and Parsons Brinkerhoff prepared a Supplemental Environmental Assessment (SEA)
- December 6 – SEA released, beginning public comment period
- December 19 - SEA public hearing / open house
- January 7 – End of SEA public comment period
- January – ODOT prepared responses to the public comments
- January 31 – Highway 199 CAC meeting

- February 1 – Highway 199 PDT meeting

Jayne reported that the west portion of the project (RCC to Midway Ave) will be built. The project will go out for bid in May and will be constructed by the end of this year. We think this is a good project and will support whatever alternative is selected.

### 3. Review and Discuss Alternatives Design Features

Angela Findley, Parsons Brinkerhoff

Using PowerPoint maps Angela reviewed the design features of the alternatives;

- Alternative A
  1. Segment from Midway Ave to Dowell Rd will remain a four travel lane section with a median barrier. The higher median will be added from Midway Ave to Rogue Community College. The median then transitions to a raised curb. Driveways in this section will be right-in/right-out accesses. There is a separated bicycle/pedestrian path on the north side of the highway between Hubbard Ln and Dowell Rd. This is in addition to the multi-use path on the south side of the highway from Rogue Community College into town.

#### Comments:

Regarding U-turns; Highway will be widened to 60 feet to accommodate U-turns. This will be done before barriers are installed.

Regarding signal at Hubbard Lane; Traffic counts were done during the summer and this intersection now meets warrants for a signal.

2. Segment starting at Dowell Rd (to Fairgrounds Rd) will transition into six travel lanes, three in each direction. There is a raised median for this segment. The Allen Creek Rd intersection remains signalized and will have additional improvements – additional turn lanes. On westbound Hwy 199 the slip ramp onto Redwood Ave is retained and realigned to the north with a new signalized intersection at Redwood Ave and Allen Creek Rd. There is a new local street that connects Daisy Ln to Redwood Circle. A small access road at Pansy Ln will allow access to the YMCA and fairgrounds. The current signals at Redwood Ave/Hwy 199 and Fairgrounds Rd/Hwy 119 will be removed. There will be bike lane/sidewalk improvements as well as landscaping added.
  3. Segment from Fairgrounds Rd to Tussey Ln will have six lanes with a median curb. The intersection at Ringuette St/Hwy 199 will be reconfigured with additional turn lanes. There will be bike lanes/sidewalks and aesthetic treatments.
- Alternative C
    1. Segment from Midway Ave to Dowell Rd same as Alt. A.
    2. Segment starting at Dowell Rd (to Fairgrounds Rd) will transition into six travel lanes, three in each direction. There is a raised median for this segment. The Allen Creek Rd intersection remains signalized and will have additional improvements. There is no slip ramp from westbound Hwy 199 onto Redwood Ave. Traffic is funneled through the Allen Creek Rd/Hwy

199 intersection. There is a turn lane at this intersection that turns into two lanes. There is a signal at the reconfigured Allen Creek Rd/Redwood Ave. This is a three legged intersection that includes Pansy Ln. There are bike lanes/sidewalks and landscaping treatments. The signals at Redwood Ave/Hwy 199 and Fairgrounds Rd/Hwy 199 will be removed.

3. Segment from Fairgrounds Rd to Tussey Ln is the same as Alt. A.

- Working Group Alternative (WG Alt.)

1. Segment from Midway Ave to Dowell Rd same as Alts A and C.

2. Dowell Rd to Allen Creek Rd has four travel lanes. Six travel lanes (travelling east) start near Allen Creek Rd. There are raised medians on Hwy 199 and Redwood Ave. The median on Redwood Ave extends to just west of Daisy Ln. Connector Road between Daisy Ln and Flower Ln. The signal at Hwy 199/Allen Creek Rd would require vehicles travelling southbound on Allen Creek Rd, who want to turn east, to continue east on Redwood Ave and use the signal at Hwy 199/Redwood Ave. Bike lanes/sidewalks and aesthetic treatments are a part of this section (similar to Alts A and C). Pedestrians will be able to cross at the signalized intersection at Redwood Ave/Hwy 199.

3. Segment from Fairgrounds Rd to Tussey Ln is the same as Alts A and C.

#### **4. Responses to Public Comments**

Angela Findley, Parsons Brinkerhoff

Two documents were prepared for public review: (1) Environmental Assessment, technical analysis on Alts A and C and the No Build Alternative; and (2) Supplemental Environmental Assessment, technical review on WG Alt which compared this alternative to Alts A, C and the No Build.

There were a total of (85) eighty-five comments received during the comment period in January – February 2007 for the Environmental Assessment.

A total of (37) thirty-seven comments were received during the comment period in December 2007 – January 2008 for the Supplemental Environment Assessment.

Comments were received by:

- Comment forms from public hearings
- Oral testimony at public hearings
- Letters
- E-mails

The comments were broken into (7) seven topics and responses were prepared for each topic:

- Alts A, C and WG Alt
- Environment
- Environmental Assessment Process
- Josephine County Fairgrounds
- Right of Way Acquisition and Access Management

- Safety
- Traffic Analysis

Exception: the letter from the city of Grants Pass (January 2008) was responded to point by point for each topic.

Some of the main comments and questions received referred to:

Expressway Designation – can it be changed?

- All alternatives considered were evaluated based on the current expressway designation for Hwy 199
- All build alternatives design represent a compromise to meeting expressway standards
- If the OTC changes the designation in the future ODOT is committed to reevaluating alternatives that meet the standards for the future designation

Aesthetics/Landscaping – prefer a better “look” for the Hwy 199 corridor

- Landscaping is part of Alts A, C and WG
  - Treatment include trees, shrubs, architectural lighting, stamped concrete
  - City of Grants Pass and ODOT working together on this treatment
- Visuals of conceptual treatments were viewed.

Integration with South Y Study – should ODOT delay Hwy 199 improvements?

- South Y improvements currently have no planning or construction funding, so any improvements would not occur for many years
- There is a current need for safety and congestion improvements for Hwy 199
- Alts A, C and WG improvements proposed for east section will be integrated with the South Y Study as much as possible

Phase 2 Improvements – impacts are not clearly stated in the EA

- ODOT agrees
- All Phase 2 improvements are dependent on the South Y study
- ODOT has removed all Phase 2 improvements from Alts A & C in the SEA
- Further consideration of Phase 2 or similar concepts may be considered in the South Y Study

Funding & Phasing – how will the project be funded?

- ODOT has funds to construct most of the west segment improvements
- Alternatives were selected that enabled improvements to be built in phases that match incremental future funding
- Each phase built provides incremental benefits to the overall system

Josephine County Fairgrounds – minimize impacts to fairgrounds

- Fairground Rd signal removal would redirect traffic currently making left turns into/out of the fairgrounds
- ODOT will not remove the Fairgrounds Rd signal until alternate access is identified
- All alternatives impact the BMX track. BMX track would be relocated under Alts A and WG; potentially reconfigured on same location under Alt C
- Right of way acquisition from the fairgrounds property has been minimized under the current configurations

Relocations – minimize relocations

- Alternatives were developed to minimize relocations to the extent possible, while balancing traffic operations and impacts to environment
- All right of way acquisition and relocation comply with federal and state regulations, including relocation assistance and compensation as appropriate

- One-on-one negotiations with property owners occurs during final design phase of the project

U-Turns – are they safe?

- U-turns start in a dedicated, protected left turn lane
  - Vehicles often have a signal that stops other traffic so U-turn is safe
  - Some U-turns can occur at unsignalized intersections. Must wait for gap in only one direction of traffic compared to both directions when making current left turns
- Comments: Road will be widened to accommodate U-turns

## 5. Alternatives Comparison Discussion

Angela Findley, Parsons Brinkerhoff

Environmental disciplines were looked at in both the EA and the SEA. Each alternative studied would have the same or similar impacts to most of these disciplines. The exceptions where there are different impacts: (1) Right of Way Acquisition and Relocation and (2) Traffic and Transportation.

Relocations & Right of Way Acquisitions

Potential relocations:

Residential: Alt. A - 5, Alt. C - 3 and WG Alt. - 3

Businesses: Alt. A - 8, Alt. C - 9 and WG Alt. - 4

The above represents acquisition of a full piece of property that has a structure. Not shown above is what happens when a part of a parcel is acquired.

Right of Way Acquisitions:

New Right of Way (acres): Alt. A – 12.4, Alt. C - 11.5 and WG Alt. - 9.5

Right of Way Cost (\$) Alt. A - \$17.1M, Alt. C - \$17.3M and WG Alt. - \$13.6M

The above figures include full and partial acquisitions.

Comments/Questions:

Bart VanSyoc asked are the lower acquisitions for the WG Alt. attributed to the distance between Allen Creek Rd and Dowell Rd because of four lanes of travel verses Alts. A and C with six lanes of travel? Response: Jason replied that none of the relocations are in that area. There are some strip takes to provide the three lanes. The WG Alt. savings are because they stay close to the footprint of the existing Redwood Ave.

Irv Citron pointed out that the collector road at Dawn Drive is not shown on the maps. Is that still in the plan? Response: Jason said that the first project in the west did not include this because of the timeline. Right of way impacts necessary to construct the collector would require an acquisition process which takes quite a bit of time. It will be looked at when we try to finish up the rest of the west.

2025 Volume/Capacity (v/c) Ratios

Volume to Capacity ratios are a metric used to look at congestion at intersections. The intersections east of Ringuette St and west of Allen Creek Rd were virtually identical. The intersections on Hwy 199 /Allen Creek Rd, Redwood Ave (east), Fairgrounds Rd and Ringuette St are where there are differences between alternatives.

- Highway Design Manual mobility standard for Hwy 199 (v/c = 0.70) has been exceeded at Hwy 199/Allen Creek Rd and Hwy 199/Ringuette St.
- Intersections improvements over the No Build: Hwy 199/Redwood Av. (east),

WG Alt. 0.86 verses 0.67. Not applicable to Alt A and C. Unsignalized intersection at Fairgrounds Rd/Hwy 199 (westbound), Alt. A 0.60, Alt. C 0.60 and WG 0.60.

Comments/Questions:

Deanie Manning asked why we are looking at 2025 for traffic flow and 2010 for costs.

Response: Jason said spending right of way money will be done in 2010. The year 2025 represents the design life.

Rowdy Bates wanted to know what makes the v/c ratio at Ringuette St go from 1.30 (No Build) to 0.79? Response: Dorothy replied that the added through lane plus the added left turn lanes makes the difference.

Bart VanSyoc, In the past there was a discussion of having a signal at Ringuette St. and Union Ave. If we had a signal there, would the numbers drop? Response: Dorothy said that it would affect the numbers slightly but not necessarily drop because doing the changes at Union Ave doesn't add more capacity at Hwy 199/Ringuette St.

Lane Configurations (westbound Hwy 199)

- Alternative A
  - \*Travelling from east to west (if you don't make lane changes) you are able to stay in the same lane to past Allen Creek Rd.
  - \*Right exits onto Redwood Ave at slip ramp and at Allen Creek Rd
- Alternative C
  - \*Similar to Alt A except for right turns
  - \*Right turn to access Redwood Ave can be made only at Allen Creek Rd
- Working Group Alternative
  - \*A foundation for this alternative was to address queuing in right lane westbound on Hwy. 199 in the eastern portion of the corridor. It was designed to allow for two lanes to exit from westbound Hwy 199 onto Redwood Ave.
  - \*If you are in the right-turn lane this lane becomes an exit only lane.
  - \*You can also get onto Redwood Ave if you are in the center lane.
  - \*The modeling for 2025 horizon shows there is a need to have three travel lanes throughout the corridor to just past Allen Creek Rd.
  - \*In order to address the projected volumes there was a need to add another lane once the right lane is dropped at Redwood Ave.
  - \*There is an added left lane between Redwood Ave. and Allen Creek Road that becomes the second through lane past Allen Creek Rd.
  - \*When you get to just past Allen Creek Rd westbound Hwy 199 transitions down to two travel lanes.
  - \*The right lane at that point merges into the center lane. This is where it differs from Alts A and C.
  - \*When you are at the Fairgrounds and progress through, if you are in the center lane at Fairgrounds Rd by the time you get to Allen Creek Rd you will be in the right lane. If you want to continue past Allen Creek Rd you need to merge over.
  - \*Similarly if you are in the left lane, without making any lane changes, it becomes the center lane and then the right lane.

Questions/Comments

Randy Repp asked, can that be modified to make the WG Alt. more similar to Alts A and C? Response: Jason said the alternative would lose what was added on to address the right lane congestion. Randy said he was addressing the area past Allen Creek Rd. Why do we drop down to two lanes as opposed to three? Jason answered the WG Alt. was trying to hold onto the least impacts possible. It is not needed for modeling after Allen Creek Rd. Randy said that every time we force an issue on somebody where you have to merge that is always an issue. In this case you would still have to merge again. I like a lot of the WG's ideas but this is one part that I do not like.

Rowdy Bates said that there would be a lot of transitioning. Jason added that with Alts A and C you would still have to merge over by the time you got to Dowell Rd.

Randy Repp, If they expanded it, it would impact more businesses. Dorothy said that there would be more right of way impacts because you are taking the strips along the Hwy 199 in order to finish putting that lane all of the way down to Dowell Rd. Randy said it is feasible to do this but it would raise the cost but wouldn't raise the cost beyond Alts A and C.

Angela showed a graphic showing all three alternatives' lane configurations. Addressing Randy's question which segues into a comment received on whether there is the ability to interchange design elements on the alternatives. The WG Alt. was set out with their tenants which was to minimize right of way impacts which was done off of the mainline using Redwood Ave and Allen Creek Rd. The reason for the dual right was to address congestion in the right lane as it is queuing up to get onto Redwood Ave. Alts A and C were developed looking at the safety and the congestion issues on the mainline on Hwy 199 to balance the improvements to address both safety and congestion. Dorothy added that one other difference is that Alts A and C are both done with dual lefts at Allen Creek Rd. The WG Alt did not have these dual lefts because one of their tenant is that you don't go after any additional right of way that you don't absolutely need. The WG Alt left turn on Allen Creek Rd doesn't need it.

John Vial said the WG Alt has changed several times around this area. If you are pulling out of the fairgrounds you have 200 feet before you are in a trap lane. If you are pulling a horse trailer, 200 feet is an extremely short distance to weave. Would we build that? Jason answered that that is the only way to allow right turns out of the fairgrounds. When we are working on our access management, what I have heard so far, it would be metered at Ringuette St, they would have times when they could do it with a gap. I would have to go for an exception for that because the standard length would put that solid line that you are not supposed to cross for that trap lane well past the fairgrounds. With the solid line past the Fairgrounds access people coming out of the fairgrounds would be forced into an illegal movement or onto Redwood Ave.

Bart VanSyoc, If they did take the Redwood slip ramp off and tried to turn left at Allen Creek Rd they would be forced to go down Allen Creek Rd because with the WG Alt it eliminates left turns from Allen Creek Rd to eastbound Redwood Hwy.

Rob Bernstein added you are talking about the WG Alt and the city was the one that developed it and there has been discussion of what the intent was. There was a lot of detail that is there and it has to be in order to do this full analysis. The fact is that the WG Alt that came from the city, the basic intent, the barebones of the thing, is to keep the signal at

Redwood Ave and retain the full connection to Redwood Ave and keep Redwood Ave basically on its same alignment. Anything outside of that are what you might call design details that we are willing to work with whatever works. If you don't like the lane configurations that is portrayed as the WG Alt then the WG Alt that I have described could be refined to include the lane configuration that you have for Alt A instead. So we don't want to see the WG Alt be thrown out because of a design detail that could be changed. It is just that, retain Redwood Ave connection and retain Redwood Ave on its current alignment is the basic crux. I think that was important as the underlying understanding of where we are coming from.

Alex Grossi said I am looking at future queuing in the intersections and in both Alternatives A and C they have a bulb out on Allen Creek Rd for queuing but the WG Alt doesn't add any queuing space to that section. Angela answered, no it doesn't. There are tradeoffs on all three alternatives.

Randy Repp, for clarification, we are not set in stone if we said tonight that we wanted to forward the WG Alt with modifications to the lane configurations. Is that still a possibility? Jerry Marmon replied that the WG Alt, the design on it was set specifically to minimize right of way impacts and to address the concern they felt was very important on the right hand queuing. Alts A and C were designed to try and balance the safety issues with the right hand queuing. They have positives and negatives to each one of them and I think tonight we need to focus on the alternative as it is and make a decision recognizing that we can go back during final design, with which ever alternative is selected, and address that area in more detail.

Janine Law asked what happened to the Purpose and Need Statement. The overwhelming majority of the Purpose and Need Statement on our table for two and a half years was safety. Now it is being changed to business. I am confused. Over two years ago when we discussed leaving the light and the slip ramp, the light at Redwood Ave and the slip ramp, we were told that that wasn't an option, not even minutely an option. It had to go. Now it is not. I don't understand. Dorothy said it is an option that the city has asked to put back in. Whether you as a team take, that is part of the decision that needs to be looked at. Jason added that it has to do with incrementally working toward the expressway standards and how you get there.

Bart Van Syoc, It is my understanding that the condition of getting the signal at Ringuette St and Hwy 199 was given that the two signals at Redwood Ave and Fairgrounds Rd would be removed eventually. To get Ringuette the city had to give up the other two. Jason said it was just the signal at Fairgrounds Rd. John Vial said that he made the agreement. The agreement was that the fairground's signal had to be removed in order for the Ringuette Rd signal to be installed. Ron Wright asked when the city signed off on that. John said this was done during the approval process to put the Ringuette signal in the city agreed that the fairgrounds would come out. The city was not on the hook to do that. The city agreed that the signal at Fairgrounds Rd would come out but it was not the city's responsibility to do so.

Jay Eastwood, On Alts A and C there are other signals that are going to be the local jurisdiction's responsibility. Do we know when those signals meet warrants for – stop signs or signals? Do we know what they are? Dorothy said that for the state to install a

traffic signal we need to have a warrant. Because those are on local streets, it is highly suggested that they meet warrants, but the locals need to make that determination whether they want the signal on their streets. Jay asked if these signals would be funded as a part of this process. We could actually construct this and have two failing intersections with no funding almost immediately. In particular, Alt C has intersections at Redwood Circle/Redwood Ave and Flower Ln. Jason said that those would be built as a same project. But, when we did our model we made sure that the highway would function as needed without them.

Jay Eastwood asked would the signal be the jurisdictions responsibility. If it is determined that the intersection is not failing and there isn't going to be a signal there, are we looking at a stop sign? Jason said there would be stop signs for the side streets. Jason was asked if that was determined by v/c ratios or level of service. Dorothy replied that on the local streets it is level of service.

Lane Utilization and Queuing

Angela displayed graphics shown in the SEA to illustrate queuing (lane utilization) for each alternative. Dorothy was asked if the more balanced those queues are the more equal lane utilization occurs. Dorothy said this is typically true. If you have the queues balanced across your lanes they are typically relatively balanced.

In Alternative A there is fairly balanced queuing. Alternative C provides the most balanced/even queuing. The WG Alt is less balanced. Dorothy said this is due to the lane that was dropped at Redwood Ave and the left lane that was added. This is a relatively short distance to get a good distribution across all of the traffic lanes.

**Break**

Conflict Points

Using the graphic shown below, Angela explained the conflict points.

Safety: Conflict Points between Allen Creek Rd. & Tussey Ln.

	<b>No Build</b>	<b>Alt A</b>	<b>Alt C</b>	<b>WG Alt</b>
<b>Conflict Point Type</b>	<b>Number of Conflict Points</b>			
Driveways & Stop-Controlled Intersections	50	25	24	24
Signalized Intersections	90	80	80	90
<b>Total</b>	<b>140</b>	<b>105</b>	<b>104</b>	<b>114</b>

Conflict points are where vehicle paths could cross one another: driveways, intersecting roadways. For each alternative, including the No Build Alt., this was calculated. All three build alternatives are an improvement over the No Build Alt. The three build alternatives are similar. The WG Alt is a little higher due to retaining the signal at Redwood Ave.

Safety: Location and Spacing of signalized Intersection

Using a graphic display Angela reviewed the spacing of signalized intersections. She explained that the minimum signal spacing standard for this type of roadway is one-half

mile. The No Build Alt does not meet the minimum spacing between Ringuette St/Fairgrounds Rd – Fairgrounds Rd/Redwood Ave – Redwood Ave/Allen Creek Rd. The WG Alt does not meet standards between Ringuette St/Redwood Ave – Redwood Ave/Allen Creek Rd. Alts A & C meet signal spacing standards.

Safety: Number of Stops per Vehicle

Using the graphic shown below Angela explained the number of stops per vehicle.

Number of Stops per Vehicle

	<b>No Build</b>	<b>Alt A</b>	<b>Alt C</b>	<b>WG Alt</b>
Number of Stopped Vehicles Along Highway 199 <sup>1</sup>	12,600	6,490	6,340	6,110
% Decrease	--	48%	50%	52%
Number of Stops per Vehicle In Study Area <sup>2</sup>	4.1	3.4	3.1	3.8
% Decrease	--	17%	24%	7%

<sup>1</sup> Total vehicle stops during Year 2025 PM peak hour.

<sup>2</sup> Measures the number of times an average vehicle must completely stop for queued traffic approaching a traffic signal on its trip in the simulation model during year 2025 PM peak hour.

Every time a vehicle slows or comes to a stop there is the potential for crashes to occur. The percent of decrease for all three alternatives for the number of stopped vehicles along Hwy 199 achieve relatively the same improvement. There is a difference in the performance when you look at the larger transportation system.

Questions/Comments

Alex Grossi asked how come there is a higher reduction on Hwy 199 for WG Alt especially since there is an additional intersection. Dorothy said part of this is due to how we are holding more local traffic on the local streets so that is not stops along Hwy 199.

Safety: Weaving & Merging Movements of Working Group Alternative

A graphic was shown to depict the weave and merge points of the WG Alt. using the same lane configurations discussed previously. The weave and merge points shown are not a part of Alts A and C. Drawing #1: In the WG Alt. if you are in the far right lane at Fairgrounds Rd and you want to move all of the way through the corridor you need to get out of that right lane before it becomes the exit only lane at Redwood Ave. You can move through until you need to merge when the highway goes down to two lanes at that point. Drawing #2: If you are in the center lane at Fairgrounds Rd. and you want to move all of the way through the corridor, it is about the same but you do not need to get out of the exit only lane. Drawing #3: If you are in the left lane at Fairground Rd. and you want to go southbound on Allen Creek Rd. (Albertsons) you need to get into the added left lane before you can get into the left turn lane. Also, if you are on Allen Creek Rd. /Redwood Ave. and want to go eastbound on Hwy 199 you stay on Redwood Ave. and go through the signal at Redwood Ave. /Hwy 199 because left turns are going to be prohibited under this alternative if you are on southbound Allen Creek Rd. Dorothy added that one concern is, if you have somebody visiting the fairgrounds that is not familiar with the area, they come out of this

access, they are at the Allen Creek signal, they see the light at Hwy 199, it may not register that they need to be turning on Redwood Ave. They would go through to the next signal thinking that they would be able to turn.

Angela addressed Janine's earlier comment regarding the Purpose and Need. Angela said the Purpose and Need for this project is to improve safety and reduce congestion on Hwy 199. We also had a set of goals and objectives to look at other things that we hoped to accomplish on this project. All of the alternatives that are in our range of alternatives meet that minimum threshold of improving safety and reducing congestion. There are some differences, though, in how each alternative achieves the project goals and objectives.

#### Comments/Questions

Jim Rafferty, regarding the WG Alt, they maintained three lanes through Allen Creek Rd and it was ODOT who decided that they needed to go to two lanes after Allen Creek Rd. Dorothy explained that where after (west of) Allen Creek Rd that the drop is located was to keep with the WG Alt. idea to not have any more right of way impacts. So that is only carried 300 to 400 feet verses going all of the way down to Dowell Rd. Jim said that the point is that the Working Group had three lanes past Allen Creek Rd. Jason said that he would have to check this out. The significant thing is the dual right off of Redwood Ave. Jason said that third lane could run to the coast. We will build it where it needs to be based on the traffic volumes. Is the fact that the weave is shown that concerns you. Jim said the concern that he is hearing from the CAC is that we are going to take this literally and that might be a point of rejection. Jason replied that it is still a piece of the WG Alt. Ron Wright said that would increase the dollar amount for the WG Alt.

Bart VanSyoc, The question I am hearing is, at what point between Allen Creek Rd and Dowell Rd it reduces to two lanes. Dorothy said it was drawn at approximately 500 feet past Allen Creek Rd which is a tenth of a mile. To carry it down to Dowell Rd is an extra seven tenths of a mile. We were including that in the other alternatives but we didn't include it the WG Alt because of impacts. John Vial asked, on Allen Creek/Redwood Hwy with no left turn, how do you phase that signal. People can still make a left turn. Dan Dorrell replied that people will make left turns because people will mirror that left because they will see the left coming to the direction and they will think they can do it too even if you have a sign up that says no left turn. John asked if the signal would be phased to where the through trip is also included. You will have a big conflict there. Jason said that the v/c ratio is lost if you add the left turn movement. Dorothy added that the phasing is set up so the northbound to westbound left occurs with the northbound, it gets shut off and then the southbound goes the same time as the northbound. Which movement a southbound driver might try to mirror would be a guess?

Jim Rafferty said this would be basically the same thing at Hwy 199 when you go into Seventh St. there are no left turns in both directions yet you still have people doing it. Jason said that Seventh St/M St. is a huge issue.

#### Out of Direction Travel

Angela explained the differences of out of direction travel for each alternative. Alt A out of direction travel was described for the triangle area. There is right-in/right-out access to the property where the Redwood Market used to be located. Alt. C does not have out of

direction travel. WG Alt. has out of direction travel when trying to access property in the triangle area and the property located west of Allen Creek Rd between Hwy 199 and Redwood Ave.

### Potential Future Access Points to Fairgrounds

A graphic was shown depicting a potential concept of access to the fairgrounds. There will be an ongoing independent process to deal with a circulation plan with the fairgrounds. ODOT is committed to working with fairgrounds in the future once to further develop this plan.

### NB Allen Creek Rd. Queues

A graphic was displayed which showed the queues for each alternative. The queues shown represent 2025 conditions. What is depicted is how filled up the northbound queues on Allen Creek Rd. are between Redwood Ave and the Highway. Alt. A: the left turn lane backs up about two-thirds of the actual capacity. Alt. C: the capacity is almost completely filled up. WG Alt.: the capacity is filled up and doesn't allow much of a transition zone. Angela said that the importance of the graphics is to think about future growth and which of the alternatives can handle future growth. Alt. C and the WG Alt. do not have much flexibility.

### Questions/Comments

Rowdy Bates, On Alt. A and the WG Alt. you have identified the transition area. On Alt. C, although the capacity is almost full there is no transition area. Is that because the design is set up so that there is no need for transition? Dorothy said this is because it is a through lane and you do not have to merge left. The through lanes are the left lanes.

Dan Dorrell asked did these 2025 volumes consider Allen Creek Rd as connected all the way through (eventually connecting to Hwy 238)? Dorothy responded no. The model when it was built (the constrained plan) did not have that connected with a system of roads of at least a collector or above. That connection may exist today but it is all local streets which are not included in the travel demand model.

Rob Bernstein asked how many left turn lanes do you have on the WG Alt. northbound Allen Creek Rd to Redwood Ave? Dorothy replied there is one. Rob asked why didn't you add a second lane like you did Ringuette Rd in order handle that better. Dorothy said we needed it at Ringuette Rd to do the v/c ratio. This is a city street so it is level of service.

### No Build Alternative

The No Build Alternative will be included on the voting ballot. The No Build Alternative is an alternative that is required to be carried through regardless of whether it meets the Purpose and Need.

- If this alternative is selected as preferred:
  1. Safety issues persist in the corridor
  2. Congestion continues to worsen as growth occurs along the corridor
  3. Funding is left for RVACT consideration

### Comments/Questions

Jim Rafferty, A fourth point might be that safety will persist and also would still be a high priority for ODOT to fix the problem. Is that correct? John Vial responded that if the No Build Alt. is selected the OTC would be very reluctant to add additional funding to revisit that. We have been doing this for three years and if this committee agrees that doing nothing is the best thing to do, they are not going to be excited about throwing more money down here to try this again.

Angela asked if there were any further questions regarding the comparison of the alternatives.

Jim Rafferty, the Hubbard Rd light now meets warrants. Is that part of the city's responsibility or ODOTs? Jason said this is a part of our build alternatives. We have been working with the city on helping us with some of the funding. Jim went on to ask, the fairgrounds light, is this the city's responsibility? Response: All three build alternatives do not have a signal at Fairgrounds Rd. Jim said that technically as it is drawn but as was said in the discussion the fairgrounds light stays until there is a circulation plan that is acceptable so that means the light is still there. Whose responsibility is it? Dorothy said that ODOT controls it. Jim said that all of these alternatives fail at the YMCA. Currently the YMCA has a driveway. As of right now according to the drawings there is one entrance and one exit. Jason, the only option that could have a YMCA access to the highway is Alt. C. Jim went on to ask if having only one entrance to the YMCA is a safety issue. Jason said there is a very wide area where emergency vehicles could pass. We have heard from the county saying that two access points to the highway is very important for fire and ambulance. That is what we are working towards.

Randy Repp asked are going to have the city give comments. Is the working group going to have an opportunity to give comments? Response: They are one and the same.

Jim Rafferty said he is opposed to using ballots for voting. According to the paper we are losing millions of dollars for the project. As I recall we started out with \$10M plus President Bush gave us \$2M. They are taking away \$5M. How much money do we have to build this project right now? My calculations indicate that we have about \$4M and that will be used on the west side. Would that also cover the Hubbard light? We are talking about 2010 dollars rather than 2006 dollars. Jason said construction estimates were 2010 dollars. Right of way estimates were 2010 dollars. Angela said that the costs used in the EA were for comparative use.

Jim Rafferty is opposed to the barrier mainly because of safety reasons. If you have something happening on one side of the barrier and you have to get to the other side you have to go all the way down and make a U turn and come back. I did not agree with Tanya Henderson when she said the barrier made it safer for emergency vehicles.

Irv Citron added you should live where I do. Come and try to cross now. A lot of people who live there know that it is getting almost impossible to get across four lanes. Three years ago this committee got together and the very first thing we did was talk about the west and how dangerous it was and we were going to put the barrier down. Everybody agreed with that at the time and then proceeded to work on it. Well some people said no I will take a chance and make a left turn and a lot of those people live where I do. We just had a lady that made a left turn and couldn't figure out where the lane was. We had an accident. Again I know I am sounding that same thing again, I don't think I am any worse

than someone ten years younger than I am. It takes time to judge how fast that car is coming. When you are looking at that now you are looking at a steady stream of traffic. You have to decide if they are in the fast or slow lane. At the college some people do not slow down at the stop sign. I didn't agree with leaving that left turn at the college. If we are going to close it off it should be everywhere.

John Vial explained that we put median islands on urban facilities frequently and work closely with emergency response vehicles. If you have mountable curbs and locations where they can cross generally the emergency response vehicles can deal with those very well. Another thing that the median island provides for is an opportunity for aesthetic treatments which is something that is very important for the city.

## **6. City Comment**

Rob Bernstein, Duane Schultz and David Frasher

Rob wants to speak to the technical issues and then Duane Schultz will speak on behalf of the Working Group and David Frasher will on behalf of the city government.

There is a lot of discussion tonight. We had some very specific comments and appreciate the responses. A lot of the discussion tonight and the responses, there are things that Dorothy and I disagree with but for the purposes tonight I would like to boil it down to its essence. The WG Alt. is the city's alternative and the basic intent behind it is to have an alternative that retains the Redwood Ave. intersection and the Redwood Ave. connection to Hwy 199 and retains Redwood Ave. on its existing alignment. The rest of it was detail that we needed to add in order to have a full alternative to give to the state to put through the process. We are open to modifications of those design details. Speaking of which, I am not here to tell you or the state on how to run their process but the fact is that the environmental process does allow you to choose a hybrid alternative, an alternative that is different as long as all of the aspects of it have been covered. In fact I don't think that I have ever, I have worked on dozens of these, I don't think that I have worked on a project where the preferred alternative that came out at the end was exactly like one of the alternatives that was analyzed. There was always something that needed to be changed. Furthermore in the real world whatever you choose goes to be built all of these questions, particularly the questions of lane configurations, how far you extend the third lane, whether we have a single or a double left turn lane out from Allen Creek onto Redwood Ave, all of those will be revisited during the design process. A design that works best will be chosen and built and as long as it fits within the framework of the selected basic alternative and has been analyzed in the EIS that is fine. Again our preference is for an alternative that retains the Redwood Ave connection and Redwood Ave on its existing alignment. In technical terms, if you look at the analysis that has been done by ODOT, in terms of congestion, traffic operations there is virtually no difference between the alternatives. They all do a great job. In other words the WG Alt, you can select that and not have to say it is not good enough compared to the others. The technical analysis for 20 some years out indicates that this alternative is acceptable. We think that it is better than acceptable because we have some exceptions with some of the analysis that were done but be that as it may. The technical analysis did not show that some alternatives were demonstratively better. Same is true on safety. If you look at all of the various safety indicators, the number of conflict points, safety issues dealing with conflict points or conflicts between vehicles, not conflicts at points, and the fact is that the Redwood Ave and Allen Creek Rd intersections are really, having those two intersections is not like having two separate arterials connecting instead of one it just simply a way of handling all the traffic flows going through that one particular

point and doing it at two locations and spreading it out. So the number of conflicts are the same because you have the same number of vehicles crossing the mainline. You have the same number vehicles turning left onto and off of the mainline in either alternative it is just that they happen in different places. The ODOT data indicated that the number of stops which is one indicator of how many rear end collisions you are going to get, the number of stops on the mainline is actually less for the WG Alt. All of the safety indicators if you just look at the numbers indicate that the WG Alt. is basically as safe or safer than A and C. In other words, safety is not a reason for dropping or choosing another alternative. In terms of the weaving issues, we can have a long discussion about that. We believe that the right lane queuing has been basically overlooked in this whole analysis. The queuing up of traffic over on the right hand side to get to Redwood Ave. and it would still happen with A and C. Be that as it may we also understand the issues about lane drops and so forth. These are all problems that can be resolved in the design process for any one of the alternatives. That gets back to the interchangeability. If you don't like the lane configuration that we proposed in order to deal with the right hand lane congestion then you can take the lane configuration from Alt. A and put it into what we are calling the WG Alt. In fact that is what would happen in the real world when it came time to build whatever it is that you choose. Take a look at what you need to do to make that segment operate. We are fine with that. Just because we proposed a particular lane configuration in a particular place does not mean that we are married to that. Again it is the connection to Redwood Ave. and keeping Redwood Ave. on its current alignment. Basically, if nothing else, the technical analysis is a wash. The technical analysis indicates that you can choose any one of these alternatives. We believe the WG Alt. should be chosen for other reasons.

Duane Schultz said his message is going to be very similar but only because we believe very strongly in the validity of the message. For the record I am Duane Schultz and I am the attorney for the ACCESS group. Obviously I am here to urge to support the WG Alt. I have prepared a statement so that I can move along quickly because I know there are many others that want to speak. First of all I want to thank you all and ODOT for allowing us to propose another alternative. We started out with just A and C and you graciously allowed us to submit the WG Alt. and I can honestly and sincerely say to you that the time and energy required to develop that alternative makes very appreciative of and very respectful of the work that you all have done the last three years because it is definitely a very difficult challenging endeavor. Now that we have three alternatives it is fair to say that the WG Alt., as has been pointed out, is not a radical departure from either A or C but actually is very similar in many respects and in fact ODOT's own analysis in the SEA concludes that all three are very close and that there are in fact aspects of the WG Alt. that are actually better than A or C. That has been pointed out in several regards. We would like to believe, and the reason we favor WG, is that it incorporates much of what is good about A and C but also includes more community based elements. It is for that reason, among others, that the city council, county commissioners, our ACCESS group and our elected representatives from this area all support the WG Alt. In fact the broad community wide consensus represents a collation of support rarely seen or experienced in this community before. Not only are the three very close but many of their design elements are interchangeable as has been said. This interchangeability factor was not only pointed out in the cities and the ACCESS responses to the SEA but has also been recognized by ODOT in its response to the city's SEA comments. In its packet attached is Attachment B, Section 2, Page 26 with the heading Interchangeability of Design Elements. Wherein, ODOT in discussing lane configuration, that we have talked about a lot here today, concluded that

although interchangeability is a complex issue this final evaluation of interchangeability can occur in the final design stage once the preferred alternative with its key components is selected. ODOT itself is acknowledging the interchangeability and the fact that it can be put into place with all of the different elements as a hybrid if you will. Please also remember that ODOT representatives have consistently, both publically and privately, stated that they will not build a project without city and county support. The regulations appear from the Federal Highway Administration also seem to require local government for whatever alternative is chosen. Of course, our city council has publically adopted a unanimous resolution rejecting A and C and endorsing the WG Alt. The Josephine County Commissioners have concurred with that endorsement. When all of the foregoing is considered together a clear course of action appears. Your recommendation here tonight could very well be the selection of the community based and local government supported WG Alt. with the direction to ODOT and local governments to work together to interchange and refine in the final design phase those design elements necessary to best balance the project with community preferences and ODOT technical concerns. This then would not only address the crux of a Courier article today but would also truly result in a win solution for everyone.

David Frasher is the City Manager for Grants Pass and I am here on behalf of our honorable mayor, Council President Tim Cummings. We have other council members here, Joselyn Richardson and Donna Jean Wendell. I think that was an excellent statement by Duane. I am an appointed person. I work for elected people as part of a democracy here in Grants Pass. As a professional city manager one of my tenants that I have to uphold is to be an advocate for democracy. I know all of you like me are appointed and you have been working on this for a long time. We respect your input and all of the work you have put into it and as Duane mentioned the longer our team worked on this, and when we say working group we need to keep in mind this isn't just the city, the two gentlemen over there from ODOT were with us all of the way through the project as well as county representatives. So when we say working group we are not just talking about angry business people. We are talking about a true group of people that were somewhat diversity on the committee and as I say as an appointed person and an advocate for democracy working in a democratic government you folks are all appointed like me but what I am trying to suggest to you is there is a democratic value underlying the hard work that you guys have all volunteered to do. And our consultant has pointed out to you and I think that ODOT staff would agree with this, the WG Alt. wouldn't be up there if it didn't function. If it didn't work, if they couldn't build it as John mentioned, would we build this, would we build that. The reason we are trying to say these are interchangeable is because we believe that they are. We believe ODOT's data supports that they are. If you are looking for a way to win and all things are equal, why not respect the democratic process that both the city council, county commissioners and you guys are right when you say where were you two years ago. Democracy is slow. It is making sausage nobody likes to see it but they like to eat it. They don't want to see it being made. That is what happened here. You guys went through all of that. I wasn't even here when all of this started. I have an easy way out of that one. But it would be very effective for you to just sit back and think democratically. If we can respect the values of the community and we have an alternative that works, think about my position, the last thing I want to do is have our council and mayor endorse an alternative that doesn't work because they live here. They are in the laundromat, the grocery store and if it doesn't work the person who is stuck in traffic is going to be saying it is your fault and then they are going to be talking to me about that. So we don't want to

get behind a proposal that doesn't mitigate the safety problems, doesn't help congestion. Those are big factors. That is why we actually wanted ODOT staff on the working group as a group. We wanted to say if we come over the mousetrap that works better for our community values we also want to make sure it meets the purpose and need because if it doesn't we live here and have to deal with that. I want to remind you that that is a very important consideration of ours. The last thing I want to mention, I know that we all saw that there is nearly \$4M difference between these alternatives, the WG Alt. being nearly \$4M cheaper than the other two. That is the one time project construction cost for right of way acquisition and if we need to extend that lane configuration out to Dowell Rd, you have some extra money there that you have saved by not going with A and C. You can use some of that money to put in some more lane configurations that really make this thing work. But if you don't go with the WG Alt. then you have forfeited the lane alignment for Redwood, you have forfeited the signal and we have got more controversy. I am really trying to find, I think Duane you said win solution. I think everybody wins with this WG Alt. as long as you remember that we are open to interchangeability on that lane configuration to make it safe for people. You know as a young law student about ten years ago I remember the first day of my trial procedure class the professor said that if you can frame the question you can get the answer you want. So if you say, if you are in a child custody dispute, and you ask one spouse, sir are you still beating you wife? Have you stopped beating your wife? There is no way to answer that question that doesn't box that witness into a corner. How you frame the question sometimes gets you the answer you are looking for. What we are looking for here is solution that doesn't box anybody in. It actually gives us the answer that we are all looking for. The long term effects of this \$4M while there is a \$4M difference, for the city and those businesses, somebody here talked about the economy, the economy is always the biggest problem when it is your job or your business that is on the line. There is a major difference in those businesses that are going to be affected here. So if you can do something to make this project work and make it safer out there and not impact those people in a negative way, please think about that because I am going to have my job anyway. You are probably are all going to have yours anyway but what about those people that are going to be affected. A lot of them are here tonight. We have to think about that if we take all that additional right of way for A and C the city's big concern is once those properties are taken from this project, we don't ever get those back. So that \$4M that is invested in the right of way, that property is off of the tax rolls, it can't serve this community, it can't create jobs, it can't provide gas stations, it can't provide services to this community in a growing area of the town. That is gone forever once that decision is made. We really do care about this because we are trying to preserve the future of Grants Pass.

#### Questions/Comments

Rowdy Bates said that in October 2005 this committee that you just addressed forwarded a concept (CAC 2) to the PDT. The footprint of that concept looked very similar to what you have come up with except a couple of minor details. The very next day on October 14<sup>th</sup> the PDT met and there was a representative from the city and a representative from the county at this meeting. The folks from ODOT will remember that during that meeting I happened to be the mouthpiece for the CAC and I argued to keep this on the table and I got no support from the city or the county. They voted unanimously to get rid of something that you are now bringing up. I just want it known that the city did vote against something almost exactly what you are talking about now.

David Frasher replied that it was hard for him to address something that happened a year before I arrived. I can tell you this about the democratic process. I know that you guys were working for a long time. Shortly after I arrived here in 2006 I think citizens, I will just say this up front, it is frustrating sometimes when you are doing projects at the city level, the state level or county level and you do all of these citizen outreach things and you think okay they are hearing us, they are listening, everybody is okay with this and then we get to a city council meeting, the staff has done two years worth of work and we are ready to let a contract and all of sudden people have heard about this and they fill the chambers at the council meeting and they say damn it we don't want it. That is frustrating to a staff person. It has to be frustrating to all of you. Where was the city for a year and a half? Where was the city for two years? The bottom line for our council members, they weren't hearing from an organized group of business people out here until pretty late in the game. Duane Schultz and about 25 members of this ACCESS group came to visit me at city hall one day and said we are outraged about these A and C. We don't like them. We want something different. We have our own ideas. I said that the first thing that is going to happen is when you say you don't like this ODOT, and I would do the same thing, is going to look at you and say do you have a better mousetrap. You have to have at least a mousetrap and it has to function. You have to have something to show them. I challenged this group. If you can bring to council enough of a rough draft and you can talk to them with enough commitment about this area I think they will listen to you. I cannot guarantee what ODOT will do. So that is exactly what those citizens did. They went out and got organized. And you are right democracy takes time. In this case it took them time to bring to bear their views to the elected officials. And then of course as soon as the council found out they were right away went out and hired Mr. Bernstein and we were off and running with this option.

Rowdy pointed out that the city had a representative on the committee. Rob Bernstein replied that projects like this in smaller areas are extremely difficult in this way compared to a similar project in Portland. I started my career with the city of Portland. I worked on projects like this as a city staff person doing basically for the city of Portland what I am doing for the city of Grants Pass. Because Portland was big enough to have professional staff and knew what to look for and knew how to participate in the process, these kinds of things tend to happen within the process. Staff and ODOT have had their disagreements about things but it happens in the course of the project and then move along accordingly. What has happened here is that yes the city was involved but it was a non-technical staff person who, even though she is a really smart person, just didn't have the background to know what to look for and how to react to it. That is kind of a common problem in smaller areas that don't have large technical staff.

Angela said she thinks that it has not been a straight line process. Rarely are complex projects a straight line. We are here to deal with three build alternatives and the No Build Alt.

## **7. Public Comment**

Vicki Guarino, RVCOG

Vicki asked the public to think in terms of comments for the CAC. This is not really a question and answer period.

Curt Ramme: I have concerns. I worked for 31 years as an ex-ray technologist. We had to learn how to do CPR. One of things we were told is to get to that person as quickly as possible for his survival. I oppose the divider down Hwy 199 prohibiting people to get to Arbor Ridge or to the nursing home on Dawn Dr. I have clocked it, from Dawn Dr to go down to Midway and back is an extra mile. For an ambulance or the fire department they will have to go an extra mile. I heard that the barrier was going to be a little low barrier. I was down in Medford one night on Biddle Rd. I had a patient that I picked up from the hospital. It was dark and raining. I pulled into Witham's to get gas. Normally I am on the outside lane at Biddle Rd but as I made my left turn I went over a barrier that I didn't was in existence. If we as people care, that service station attendant that there business dropped since ODOT put that barrier in. Secondly I appreciate Mr. Frasher and Mr. Schultz' comments. We are a community and I have had my conflict with Mr. Leaming. We the people, we are a constitutional republic. We the people tell our uppers what we want not what they want us to do.

Tom McMurray: I talked to the gentleman in the blue shirt (Jason Sheadel). The one thing out there that I have given up on is the barrier. I really want to know though is at Midway is about two miles from Hubbard and we are not putting any lights out there. I want to know why because it is still a bloody hazard to make a U turn. If you have a fifty eight foot with a tractor on it or a horse trailer with twelve horses in it why are we not considering lights? This is one of the worst things we could do. Ambulances, I just looked at those things. At least you could turn at the gas station at the fairgrounds to get into the emergency exit. You can't do it under this condition. If you are coming out of the west you have to turn and go down Allen Creek Rd, turn on Ramsey and then run into the back end of the emergency area. Coming the other way you can't get across. You have to go down and do the dipsy thing on Pansy. Somebody has to look at this.

John Vial said t reason you put signals in is to make the highway safer and to improve operations. Signals on rural high-speed facilities have proven generally to be more dangerous than those without signals. The number of stopped cars you usually significantly increase the number of very serious rear end accidents. When there is no signal people tend to drive safer. Our experience has been that rural high speed signals make intersections less safe.

Larry Carpenter: Because all three alternatives do not leave in the fairground signal I don't really favor them. I think that the WG Alt. is the best one. There are so many people that use the fairgrounds from both directions, like high school equestrian teams, 4H groups and others that want to go in there. There are so many events there I think we need that fairgrounds signal. I still can't understand why we can't keep the fairground signal. I have attended several meetings except when they were scheduled so close to Christmas. It is probably too late for this but a boulevard concept which was brought up last year I think is much better for this and still does it as an expressway. The boulevard concept fits into the type of town Grants Pass is. We don't need an expressway. We need a boulevard. If you have an expressway right next to the fairgrounds why wouldn't you have a way to get into the fairgrounds?

Paul Dean: I want to thank this committee for all of their work that they have put into it. I have been to a lot of the meetings but I want to thank you personally for all of the work you have put into this and everybody else too.

Randy Harris owns Fairgrounds Shell and Fairgrounds Towing. I understand why you are frustrated with this whole thing; I am getting a little tense over the whole thing too. Way back when the Master Plan was put in (1999/2000) I was attending meetings with the fairgrounds, county commissioners, city council and Jim Cartwright (Cartwright Meats) we all attended these meetings trying to put stuff together. At that time the county commissioner, the city council and everybody voted to keep the light at the fairgrounds in. At that time there was not half of what there is there now. The hospital is there. There are businesses going in there. There is a bunch more businesses that want to go in there that are waiting to see what that light is going to do. There are two pieces of property that is waiting to be sold that are held up because of the light. If it is going to be gone they are not buying. The thing of it is people need to get, I understand you want to take that light out because it is an expressway. We are inside of the city limits. We are not an expressway. It is down to 34 mph. You need a way to get in and out of the fairgrounds and you also need a way to figure out how to get those people from the hospital going out to the highway without running them five blocks out and around. I had one lady tell me I trade at Albertsons and if it was five blocks away. There are other gas stations in our area. Gas stations are all about access. People don't want to go five blocks to go to their gas station. There are a lot of businesses on Union Ave that are going to lose money because they are not going to have the access. Ringuette is not going to hold all of the cars. It is already over burdened. I run the tow company. I see accidents at the fairgrounds. I see accidents at Ringuette and Union Ave.

Joel Perkins represents Casablanca Coffee and Grill and Southern Oregon Sunrooms. We have done a good job of beautifying the properties and bringing them up to standards. If there is an expressway blowing through there is no sense in beautification. The problem that we are having, our business is 15% coming from the east and another 15% coming from the west and as Randy just said access is everything in a coffee and grill business. This was brought up in 1999/2000 and it was agreed on at that time to maintain the light. What I am hearing tonight is that there are a lot of question marks and that is concerning to the general public.

Sam Serrage represents the children of the River City BMX. They wanted to be here tonight but I am sure you guys are glad they aren't here. The question I keep hearing from the hundreds of children that use that facility is, why are you are taking my track. Every one of these alternatives basically wipes out our tack. In all due respect to the Working Group, I haven't been consulted by anyone from the Working Group to say what would happen to these children if you take the track. I want to hear you guys what is going to happen. I want to hear from ODOT what is going to happen. They have told me that while there would be relocation fees but no one can give me 100% answer. All they have been saying is you would be entitled but there are questions that they can't answer. We are on a lease. We are a non-profit organization. We don't have money to move. I want to know how the city is going to help us. No one has talked to us, not even the county. That is a real concern. In all due respect to the WG Alt group, I sent an email out, which was sent to the city council and other representatives. I got one email back. I haven't heard anything back. I would like to work with you guys to come up with an alternative. I want to hear what you have to say about that because I cannot support the WG Alt the way it sits because I haven't heard anything and I have told that to people. You can't just move that

track. You don't have enough room to move it with your alternative. That is my biggest concern with your alternative. I would like to work with you to come up with something.

Tim Cummings is on the city council. I got kind of involved because a number of the businesses called with concerns. I am here just to support those businesses. I think that the WG Alt is the plan that less impacts the businesses which makes our town a community. The other thing in this process that is kind of interesting is that we have been beat up with the growth in the Redwood area, core out development and that sort of thing. It is puzzling to me that we don't look at a fourth bridge location. We are kind of building this process in the middle but we haven't look at the South Y or the fourth bridge. I just am puzzled by all of this money being spent in the middle of this without consideration for how we get there or the other bridge. I am puzzled by that.

Joselyn Richardson is on the city council and represents the SW Ward. I live in the neighborhood that we are talking about. The reason that I support the WG Alt is that that little slip that comes off of Hwy 199 is actually the entrance to our neighborhood. When you take that slip away from us, you take away the sense of us being a neighborhood that we are connected to the fairgrounds and the rest of what is happening in Grants Pass. If you cause us to come in off of Allen Creek and move it on further you are taking us just that much further away from feeling that we belong to the center city. I am an engineer and I appreciate that engineering is wonderfully bloodless and you can reduce things to numbers and statistics. But what it doesn't do, when people elect you, suddenly you have to be responsible to the people, the businesses and to the children. They want to be in that neighborhood.

Ed Morey is a member of ACCESS. I thank everybody for the hard work that has gone into this. It is often said that the devil is in the details. The original WG Alt had the Allen Creek northbound shifted a little bit to the east. It wouldn't have impacted the BMX at. That easily could be done. The three lanes going up to the college were in the original WG Alt. Again this is the detail. The major objections that I heard to the WG Alt were the details that we all know can be worked out.

Chuck Lasoya is the owner of the Casablanca Coffee and Grill. In the Master Plan the light, we didn't know that the light was going to be taken out. The thing that came out that that has already been passed is news to me. This is the city. Why can't we just leave it there?

Ed Bowers is here to support a lot of friends and the ACCESS group. I also represent an activist group. I have had my dealings with the city both good and bad. I am here tonight to support the city and the ACCESS group. We represent a lot of people. Mr. Bates I can answer your question you asked earlier, why wasn't there more community input two years ago. We have had a change since David has come in here to try to bring more people in and make them more active, that is the reason. If we were starting over right now compared to two years ago we would have a clearer direction.

Mayor Len Holzinger thanked each and everyone for the work you have done. I want you to know that I support the WG Alt because it costs less money, it doesn't take the property away from the people that the other two alternatives do. I hope you support the WG Alt.

Donna Jean Wendle is a city councilor representing the SE Ward. Part of what we are talking about is an area that I represent. However we did unanimously as a city council take action and were supportive of the WG Alt. I am speaking, not just for myself, but for the entire council.

Art Anderson is the ODOT Area Manager. This NEPA process that you have been going through for the last three years is a tough long arduous process. There is a lot of responsibility in doing this job because what you are asked to do is to put aside your own personal preference. You are asked to look at a global scale and to represent the entire community at large. To look at what is the best thing for the entire community. I am not here to advocate for A, C or the WG Alt. What I am telling you is you need to take yourself from the South Y and drive through everything that you have seen tonight. You all here have more data than any of us other than people that are doing support because you have been doing this for three years. You need to say at the end, what do I think will be best for the entire community. That is the purpose of the NEPA process. The purpose of the NEPA process is democracy in terms of your vote but it tries to get out of influences that may cause you to go a certain way. It tries to get you to think about what is best in the whole grand scheme of things. That is why you have been hearing from people in your community. You have been hearing about the differences in the traffic numbers. You have been hearing about the differences queue lengths and all of this specific data. But in the long run you have to look at what is best for the community. You have been doing that thus far and I look forward to your vote tonight.

Question: Tim brought up the need for a new bridge. It looks like they are putting the cart before the horse. If we need a bridge put in why are we doing all of this and don't know where the bridge is going to happen or if it should happen which we all know it should. It has been a question for years on the table. We have a situation and I haven't heard anybody talk about that. I know I came into this program just today. Has this been discussed? Response: Yes it has.

John Vial is the ODOT District Manager. Several years ago I became very frustrated at an alarming trend on Redwood Hwy with the number of fatalities and very serious crashes primarily in the rural section. At that time I went to the Region Manager and suggested that we get a project on the books to start solving this problem. That is what has led to this group. I want to thank the CAC. I am guessing that had many of you known what you were signing up for three years ago you might not have done this. I sincerely appreciate your efforts. It is a long process and a difficult one. All of these alternatives are compromises. Personally I struggle with elements of all three. Between Ringuette and the South Y the number of accesses on the highway concerns me with all three alternatives. The frontage roads didn't work so we had to find something that works. All of these are comprises. I struggle with Alt. C and the WG Alt. with the signal spacing away from Redwood Hwy. It is very close and I am concerned about potential growth and how that will operate in the future. I have several concerns with the WG Alt. and my preference is, as the person who has to live with facility when it is all done, Alt. A. I have heard several people advocate for the WG Alt. and I appreciate the work that they have done. I do want to point out a couple of things with the WG Alt. that trouble me. Mr. Schultz made the comment that there is broad support for the WG Alt. I am not sure I know what the WG Alt. is. There is a plan here that is suggestive but I have heard a lot about interchangeability, that you can just change these elements. If you change those elements

what is the WG Alt.? It has been stated that these are design details. The number of lanes is a fairly major issue; it completely affects how a facility operates. The number of lanes is more than design detail. The right of way impacts are more than a design detail. I do believe that the WG Alt. has, in my opinion and it is my opinion, some fatal flaws. Signal spacing has been proven time and time again to be a very key element in making a transportation facility operate safely. Models only do so much and experience has shown that when you space signals close, the facility struggles in its operation. That is why standards are in place to address that issue. Mr. Bernstein made the comment that him and Dorothy have disagreed on several things and so the CAC has a difficult issue because as often happens with these kinds of exercises, you have dueling engineers. Who do you believe? What do you do? What I advocate for is to do what Mr. Anderson suggested. Go back to the goals and objectives of the project; an alternative is safe, clear, and easy to understand, makes sense to the public and solves the transportation needs. Using your judgment as drivers and using your judgment as citizens who live in this area and who drive this on a daily basis, pick the alternative which you think meets those goals and objectives the best. There is a reason that we asked lay people to make these decisions. We want and need your opinion. Select the alternative which you think best fits the goals and objectives and the purpose and need of the project. Thank you again. The work you are doing is very important.

Curt Ramme appreciates Mr. Vial's comments. But again, we are a constitutional republic. He is our servant. We pay his salary. We the people live here. I have lived here since 1973 and for eight years I drove from the old Dimick Hospital to take people home to Cave Junction. I know what a nightmare it can be by the fairgrounds and Ringuette. But as our city manager has mentioned, you would like to see it remain as a boulevard because that is part of the city.

Tracy Rico is a member of PDT. One thing that has not been addressed and has been in the back of our minds when putting this together, I have heard several comments about the fourth bridge. With Alts. A and C we did leave the door ajar to be able to incorporate that. I don't see where the WG Alt., the way it is lined up, that there was an attempt or even being adjacent with a potential fourth bridge. With that in mind you might want to take a closer look because if you are thinking of being able to reroute a lot of traffic, quite honestly if there was a fourth bridge, I would be the first one on it. If that is something that is in the back of your heads that might be something to look at.

Larry Carpenter doesn't know how she can say that because we don't know where the fourth bridge is going to go. I am just a citizen who lives in this area. I have been coming to these meetings since I have heard about it. I haven't lived here as long as Mr. Bates. I don't have a good impression of ODOT. As a citizen I can see how the WG Alt. fits best into the community. There are a lot more issues than just numbers, graphs and charts. It's how this plan fits into the community that matters to me the most. This is where ODOT doesn't really care about our community.

David Frasher said you are a citizen advisory committee. I work for a city council of citizens much like you. When you support staff, I know this from experience, we have a lot of technical staff at the city and we analyze everything from these kinds of situations to many other kinds of things like public safety stations, fire engines and utilities. All of those things, planning, land use decisions, zoning decisions, building codes require our staff to

provide our citizen council with technical information that can guide and influence their decision. When I make an informed professional educated decision recommending something to the city council they pay me in part for those recommendations and for my experience in judgment on those things. One of my jobs is to give them advice and recommendations supported with data to back it up. That has a big influence on the city council. If it doesn't I am not doing my job. Tonight you have technical advisors sitting amongst you. They are all from ODOT. There is not city representative sitting here tonight. No city engineer has been technically advising you and you have been influenced throughout this process by state engineers. You heard tonight from the Area Manager about his recommendations and his strong passionate feelings and preferences for one alternative over another. I am not pretending that I don't have a bias. I am here on behalf of the city of Grants Pass because this is what they want. But I wouldn't be recommending it as a professional if I didn't believe that it would work and be safe and effective. When you are thinking about the influences that you have really experienced in the last couple of years keep in mind that you haven't had city engineers and city managers and other people sitting next to you talking to you and feeding you information. I think that we all have opinions. We all have prejudices built in. We try to avoid it and I think engineers especially try to avoid it but it does happen from time to time. Somebody mentioned is the WG Alt. effectively deal with growth. I spent a lot of my last four years before I came here in and around the city of Minneapolis where a grade separated freeway goes right through the middle of a major US city with the same thing in Chicago, St. Louis, Kansas City. When you get heavy urbanized areas, grade separation is the only long term solution that will work. The WG Alt., long term phase, is the only one that really addresses that. It calls for grade separation at some point down the road when 15 or 20 years goes by and we can't predict the future. It is the only one that provides you an adequate long term solution for growth. I just want to be sure to remind you of that before you make your decision. Thank you.

Jerry Marmon answered, any of the three alternatives can be grade separated in the future. That is not an element that is specific to the WG Alt.

Angela said that in respect to the time she asked the committee for direction on how to proceed. Alex Grossi made a motion that we close public comment and vote. Ron Wright said we have not had discussion among the CAC. A few more public comments were taken before the CAC deliberation.

James Lowe has lived on the south side all of his life. We always got the back end of it until lately when the hospital came on. John is correct when he talks about the signals although the only thing I want to comment on that is doing inter-connects. When that was put in all of that was supposed to be interconnected. I know everyone of you drive 6<sup>th</sup> and 7<sup>th</sup> Street and see how nice that is going with that inter-connect which is set at 25 mph. The Redwood Hwy can be done the same way between the hours of 2 and 5 pm when you have the rush hour going out and in the am going in. Put it where those signals are dominate going out and they can queue up. There is no reason not to do that. John says it is in writing somewhere that Ringuette that the Redwood light was supposed to go out when Ringuette went in. I could never find it because I was at every one of the Master Transportation meetings that the city of Grants Pass and we fought terribly for the fairgrounds. We won every time at least with the city council in the Master Plan. I have a problem with it and I have been fighting it for 10 years. I feel that driving that, I live on

Leonard Rd, and I go through this every day and I really think that the WG Alt. is the way to go if you synchronize the lights. The area near Fred Meyers is similar to our area because we have grown.

Holger Sommers said I am always the last one who get to speak because a lot of people don't want to let me speak. You have very clear standards and objectives in front of you. You have three alternatives which are measured by those standards and objectives by your staff. Just look at it and take all the emotions out and make your decision.

## **8. Recommendation of Preferred Alternative**

Angela Findley, Parsons Brinkerhoff

CAC Discussion:

Ron Wright said here are a couple of things that I don't like about the WG Alt. Initially I took offense to the city saying this is our group and you are going to do it. That kind of defeats the process and wastes three years of our lives sitting at this table going through everything talking about the fourth bridge, South Y and everything we have evaluated in the process. Having said that, looking at the facts, I cannot support the WG Alt. with two lanes turning off on Redwood Ave. I know the council woman said that that is her neighborhood and she doesn't want to take that slip ramp away. If you are taking a single ramp and adding two lanes and then coming back to one lane what have you done? You have taken that community from that intersection, it is gone already. To me that is a moot point. You are putting a massive more amount of traffic on an avenue. The whole purpose of the boulevard or the highway or the expressway is for the traffic to flow down that street. Now you are trying to cram that many more cars onto an avenue and then add signals at Redwood Ave where you are going to back it up and then you are going to add signals, potentially two of them. I have a serious problem with that let alone it is going to take out the front of Ed's place and the front of my place and where the Cowboy Corral is that is owned by the Messmans. You don't want to put that many more cars on the avenue. You have the light that just went in at Dowell Rd, you have the light going in at Willow Ln that traffic needs to go on the highway where the traffic should be and turn that avenue back into the family streets and get it off of there. The conflict points are so much higher with the WG Alt. That bothers me. The safety stops just over Alt. C roughly 66% more failure safety wise on the WG Alt. Those are facts. Again the two lanes going to the Y on the Avenue, people coming out of the fairgrounds are going to have to jump two lanes pulling horse trailers that is a huge safety concern. It is bad enough now at the South Y where you have people turning right onto Redwood Hwy and you have people coming straight or left off of Williams Hwy they are moving and merging. This is a real conflict point. You are going to shorten that and increase it with a right turn only lane. It is not safe. Between the out of direction travel and merging I don't see it going. I would love to see the grade separation but we all know we don't have the money to do it right now and until we do have the money it is not going to happen. The effects to the BMX, we have talked about the BMX and it is in the public record, I will say it again, my son is a heavy equipment operator and you tell him where you want it we will move it.

Irv Citron stated I don't lose temper very much. The first thing that was said is that we weren't democratic. That gets me up because every single person sitting at this table represents a group of people where he lives and talks. They may be city, they may be county and if they are doing their job they are talking to their neighbors. We are trying to do the best we can. A gentleman spoke about the time they were going to save by leaving

the middle lane open and not putting in the barrier. How much time does it take to drive two miles at 50 mph? Compare that with the time the man coming from the hospital to serve these people has to stop at that signal and then he has to stop unless he wants to kill somebody waiting for time to get across to where the accident is. That is a false statement to say don't put the barrier in. How can you beat that time? A gentleman in the audience said you could make a direct left turn onto Dawn Dr. Irv replied that you still have stop at Dawn Dr to get across and you have to look at those cars coming at that speed.

Jim Rafferty, Regarding the fourth bridge, I have been talking about that as to whether this project has to be first before we do the South Y or the fourth bridge. We will integrate it later. We always have the time and the money to do it over again we just don't have the time to do it right the first time. The fourth bridge is a key point and I still think that should go first. The boulevard concept absolutely. 35 mph from the South Y all the way out to the college or to the California border if you are going to make the boulevard concept work. In the boulevard concept traffic signals aren't an issue anymore particularly if they are timed. We were told a long time ago that the traffic light at the fairgrounds can't be timed because it is too old. We have \$4M. Let's replace it. It was mentioned here that it too bad the city and the county didn't have adequate representation. As a critique to the process I would say that the city and the county should have adequate representation from now on because this creates a lot of problems if we don't. If they don't have the staff to do it then they should hire somebody.

Rowdy Bates said I didn't criticize anybody's representation. I just mentioned that the city and the county both voted against something very similar to what is being presented. I am not criticizing any one person.

Jim Rafferty asked if the CAC have the privilege to see the final design after this is all over? Jerry Marmon said absolutely. Jim added that it was said some time ago that the ACCESS group worked on it for about a year. We worked on it for about three years. This is our 17<sup>th</sup> meeting. They have met every week so it is not like they put in less time than we have.

Bart VanSyoc said we have learned a lot about the process on how this whole project can go together. The criteria that we have carefully drafted in the beginning that was our measuring stick for every intersection out there, every move that you could possibly imagine, we had some very creative ones, and I think it is time for us to take the tools that we have been given to make a decision and make our recommendation. We know that the recommendation that we make may not be the one that is decided upon but we as citizens recommending what we feel is the best move for our community. Personally I got involved in this because I wanted to see the loss of life cut down. That is what it is all about. That is what the community is, people, and we are killing them on this highway. We need to fix that.

Alex Grossi stated I did listen to the public comments and I would have to say that the majority of the community wants the No Build solution. They don't want to lose any businesses. I don't think that is the answer. The highway was built 50 years ago. It was adequate 50 years ago. It is no longer adequate. The city now is very concerned that we didn't have enough input from skilled engineers. We are not morons. We can look at a situation and figure it out. I know personally that many of these people on this committee

have experience with roads and engineering and other issues. I wasn't appreciating that. The city basically does not want to lose any tax dollars. That is their number one objective. Their number two objective was to over build the Redwood area before they put in a fourth bridge which now they are going to have to suffer by losing some tax dollars because when they over built the Redwood area they didn't consider the road. The road was put in to go from I-5 to the coast. Medford started using I-5 for a local road that is not a good idea. The stop light for me in the WG Alt at Redwood Ave is a killer for the deal. Currently people are running that red light in the morning commute because they have to get to work and there is so little traffic that can get through there that they are blowing the light now. My position is that we have three choices and the No Build and I feel Alt. C is the best compromise of all of those.

Randy Repp explained I think different than a lot of people because I am obviously thinking about stopping people from getting killed. We addressed that. We weren't real concerned at the beginning about the fourth bridge. We looked at all of that stuff. We spent three meetings on the death and destruction. The rest has been talk about congestion and business. It starts getting old. You spend all of your time doing that and then you are questioned by other people who come in later. I understand that everybody has got their opinions. It is a tough place to be when you have spent of you time to be looked down on in some regards. Obviously we are only fed the information we are fed. We can't make every decision. We are doing our best. One thing about the WG Alt that I like is the simplicity of it but it is almost too simple. It is not really addressing a lot of the issues. Right here between the two signals it is going to back up. In twenty years it is going to be a mess. One of the big things that comes to mind is this; the city is apparently very excited about this. The elected officials are very excited about this. Does that excitement mean that they are going to put money into the deal if it goes their way? This will play into some people's decision because it takes money to build these things. Personally I like Alt. A better than I like any of them but I do like the simplicity of the WG Alt. It is very unfinished. It is a shame that it came in so late that we couldn't look at it because it is one of the very first ones that we looked at – preserving the stuff everyone is used to and just tweaking it a little. We are not able to tweak it because we have no time. It is do or die tonight.

Ron Wright said the whole reason we are in this situation is because of the over building in the Redwood Ave area which the city is carte blanche given the developers the go ahead to build. The only reason they got sewer and water in here is because they got sued. Now you are asking if they are going to put money into a road or a light. Not until somebody sues them. They have never been, to date, pro-active in making any of that happen. Everybody knows they are building like crazy out there but they are not making them pay for any of the infrastructure. Everything is coming after the fact. If Steve Doob had not taken it to court there wouldn't even be water and sewer down the Avenue.

Randy Repp, We have to make a decision. For this process in the future let's get the players together a little earlier and they will have all of the information and have time to work on it. This is tweakable but anything is tweakable given enough time. We are going to have to make a vote and hand it over. We will see the finished product when we are driving on it.

Janine Law really loves the dynamics of our group because like Irv I get this pressure that comes up and I just want to go and then I listen to Bart and he is back where I am supposed to be. I have to address the members of the public as well in that it is not us against them and it never has been because this is a citizen's advisory group. We all volunteered by mail to join this committee because we also have a stake in that area. We didn't just join ODOT and get pay check. All of these people from the city have their motivations based with their constituents whereas we all volunteered. They get a pay check as long as they do what they want. There were people who said they were volunteers. Janine pointed out that Duane Schultz gets a pay check. All that I am saying is that I volunteered for this. My goal was to make the road better mostly with the safety on the west end and the access and movements on the east end. It seems like it should be a common sense decision. It doesn't work that way. Yes we wanted to leave the light in. Yes we wanted to leave the slip ramp in. We were given parameters in which to work and these are what we came up with. We haven't been sitting here going and saying we will do whatever you want. We asked all of the questions that you all have asked. We have offered all of those same alternatives and that is not where we are. If you are frustrated with the light being gone at the fairgrounds, it is not something that we addressed. The city already did that. We don't have that option. It is not something that we were given. I don't know what the right alternative is. I just want us to not be hasty and angry and us against them with it. We still want to do the right thing. But I feel like we have already said no to the WG Alt. and it was kicked back. That lets me know that it is not something that we have a lot control over. We are making a good suggestion.

Bart VanSyoc said from my view of the Redwood area what I see being set up in the WG Alt. is for Redwood Ave to become the artery for the Redwood area. It is still one road. That used to be the way we got to the coast. That was before this highway that we are working on was built. We outgrew that. Now we are working on fixing the highway and the Redwood area perhaps instead of developing the one street running through there is develop all of the ones that drop onto the highway. Willow Ln, we have talked about that having a signal. Someday that may happen. They are putting one in on Redwood Ave/Willow Ln so people are going to feel safer crossing the intersection because cars will stop. That is going to create a habit that I don't to get in line like you do on 6<sup>th</sup> St to get across the bridge. Everybody jumps in the center two lanes and then everybody else flies by you on the sides. That is what Redwood Ave is becoming. If you put two lanes of traffic down there and you choke them into one, just remember you just got through that on 6<sup>th</sup> St and now you are going to get into it on Redwood Ave. That is where I have a problem because there is not enough room beyond that to expand the street more. You will be chewing up right of way all of the way down if that is the source. So if you look at developing Dowell Rd, Willow Ln, Hubbard Ln and where ever else the urban growth boundary extends out beyond there, because that is going to expand. We have to look at that whole area and what is the best way to address it. If we can move the cars faster on the highway that is the place to put them instead of on Redwood Ave.

Rowdy Bates, When we started this process we were pretty confident that when we came out it we were going to be excited to choose our favorite of the last two or three alternatives. We were going to be heroes. I am telling you that didn't happen. As a matter of fact every concept on the table, it is kind of like a multiple choice question that you don't really answer to so you do the seclusion thing where that one sucks and that is kind of where I am with this. It is like the worst of the evils but we know that something has to be

done. There were some things that we supported that didn't make it. That is life. It is democratic. Anybody that says this wasn't a democratic process wasn't here for the whole thing. I think that we have all evaluated the criteria ourselves. I would deplore anybody listening to understand that ODOT did provide us information. I am not above saying that maybe there was some bias in some of it but if there was I would hope that it was something that we can consider out. I disagree with some of the data and I voted accordingly. I think that other people did from the discussions that we had. Bottom line is I like Alt. C because it is a balance. We are not destroying tracts of land and at the same time we are moving traffic and most important we are not killing people.

Jay Eastwood said lets vote. We have analyzed this to death. Everything has been said. Everything has been analyzed. It is flat out time to make a decision.

Deanie Manning reminded the CAC we are strictly advising. We voted on things 9 to 3 and it went to the PDT and it was changed. Keeping things in perspective, what our position to do here is strictly to advise. We have the information. We have our community at large. As I see it that is part of our responsibility to remember the people that we are representing. We don't agree with all the aspects of any of alternatives. We need to go with what we feel best for a number of reasons; practical, for all of the work that Dorothy has done in putting together.

Suzanne Meyers said one of my biggest concerns is the fact that it is an expressway designation because I think a half mile signal spacing is way to big in an urban area. I want you to remember this is a community, an urban area. It is unfortunate that that is the conflict that we found ourselves in. I think I have to support the WG Alt. because it provides a way to get across the street at Redwood Ave. I think that is really important in an urban area. I wish there were other ways for people to get across the street.

Jim Rafferty said other members of the CAC have made their preference known. I support the WG Alt. with some exceptions. The WG Alt. seems to be the best alternative to modify the exceptions.

Ron Wright added it goes back to what Mr. Somers said. We have had this discussion many times. When you are on a committee you have guidelines that you have to follow. I know that everybody in the crowd has an emotional ties and aspects to it. We still have to follow the guidelines. Number one is the safety issue. Whatever decision you make remember that is our priority here tonight.

Irv Citron Isn't it amazing that when we started we had \$4M for safety to take care of people being killed. We elected to go ahead with safety and now we see, read the paper, it has been divided like we suggested between the east and west. The east section is an expensive way to go. It is going to have to cost money and it should be considered as a separate item. I think that is one of the things. I think the real purpose that we should be here for is to take care of that first thing of taking care of the people that were getting killed on the highway.

Deanie Manning thinks that has been addressed. Because of the severity of the accidents occurred at that end so that is being accomplished. That is the main goal. The numbers

that we were given said that the rate of speed directly affected the fatalities and accidents. If nothing else we are accomplishing that.

Ron Wright added most of the accidents were east of Allen Creek. The potential for more problems on the east section still exists.

## 9. Results/Wrap Up

Vicki Guarino

Vicki explained that we are looking for a strong sense of a preference. This will most likely happen in an elimination process. The alternative that will become your recommendation will be the alternative that receives a majority of votes, at least 6 votes. We will have successive rounds of voting until there is an alternative that emerges with 6 votes. If six of you agree on an alternative during the first round voting then we will be done with the voting process. The alternative that receives the least number of votes will be dropped for the next successive round. There are paper ballots. Chose one alternative and give your reasons for choosing that alternative.

Vote Results:      Alt. A – 2 votes      Alt. C – 6 votes      WG Alt. – 3 votes

Alt. C received the majority vote and will be forwarded to the PDT as the preferred alternative recommendation.

Vicki asked if there were any further comments:

Jim Raffety, Maybe we should as a group or individually critique the process. If we like the way the process or if there is a way we can improve the process for future CACs may be we can do it somehow. Vicki said that if members want to critique the process they can send her an email and she will compile your thoughts and bring it up at our regularly scheduled teleconferences. She will write up the critiques and email it to CAC members.

Jerry Marmon thanked the group for the three years of commitment.

## 10. Adjourn