



MEETING MINUTES

Meeting Date: Thursday, June 9, 2005

Purpose: Citizen Advisory Committee Meeting

Distribution: CAC Members, Project Development Team, public

From: Vicki Guarino, RVCOG

Prepared by: Pat Foley, RVCOG

Date Prepared: June 10, 2005

CAC Attendees: Rowdy Bates, Irving Citron, Jay Eastwood, Janine Law, Deanie Manning, Suzanne Myers, Jim Rafferty, Randy Repp, Bart Van Syoc, Ron Wright

CAC Absent: Alex Grossi

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

Other Attendees: 4 members of the public

1. Call to Order/Review Agenda/Approve Minutes

Vicki Guarino, RVCOG

Vicki Guarino called the meeting to order at 6 p.m. She reviewed the agenda. The CAC was asked if there were any changes to the May 12th minutes. The CAC approved the minutes as written.

2. Update on May 13, 2005, Project Development Team Meeting

Rowdy Bates, CAC Chairperson

Rowdy reported that the May 13th PDT meeting basically followed the same agenda as the CAC did the night before. When the PDT presented their conceptual alternatives, he was gratified to learn that the core elements of their concepts were the same as the CACs. One area that the PDT placed more emphasis on was bike and pedestrian facilities.

Rowdy invited the CAC members to telephone him if they have questions regarding the PDT meetings.

3. Report on Upcoming Project in Hwy 199 Project Area

Brian Sheadel, ODOT

Brain started by saying that his previous position at ODOT was in the Roadway Department. He has accepted a new job in the District Engineering Department. One of his duties in his new position is to administer small projects for the District.

Recently in the eastern section of the Highway 199 Project a median was installed near the new Les Schwab site. A new project has been identified that will extend this median eastward to Highway 238. This project will be completed some time this fall. The \$100,000 set aside for the median project is separate from the Highway 199 project. This median is being constructed as an immediate short-term project and will not preclude any plans that the CAC develops.

4. Presentation of CAC & PDT Alternative Concepts

Connie Kratovil, Parsons Brinkerhoff

Connie reviewed all of the alternative concepts developed by the CAC and PDT at their May meetings. The details of these concepts were viewed on an overhead presentation and handouts. Connie pointed out many common elements of all the concepts, i.e. the western section (Dowell Road to Midway Avenue); all concepts had a median and a signal at Hubbard Road.

Discussion:

The use of dyed concrete vs. painted medians was addressed. It is the consensus of ODOT engineers that dyed concrete medians are easier to maintain and more cost efficient.

Deannie mentioned that she thought her group did not include a signal at Hwy 199/Hubbard. However, when other members were queried, it wasn't clear if the signal was intended or not. The group agreed that a signal would be fine.

Regarding eastern concepts CAC-1B, PDT-1 and PDT-2; Ron Wright asked that the issue of access to businesses on Redwood Avenue be addressed in more detail.

Comments on East CAC 2: The group wanted to ensure that the slip ramp from Hwy 199 onto Redwood Ave is kept open.

5. Traffic Modeling Presentation – Dowell Road to Midway Avenue

Dorothy Upton, ODOT

Dorothy distributed a handout with information regarding intersection capacity, ODOT Highway Plan Standard, ODOT Design Manual Standards and v/c ratios at intersections in the western section of the project area. She gave an explanation of the meaning of terms in the documents and the relationships to this project.

When modeling in the future, existing and future no-build, she will be citing ODOT Highway Plan Standard to determine needs. Any alternative selected will have to follow the ODOT Design Standards.

Dorothy went over a modeling table showing the 2004 existing v/c ratio vs. 2025 existing v/c ratio for intersections in the western section of the project.

Some modeling results show:

Redwood Highway

Hubbard is now near failing.

Dowell is a signalized intersection with a failing ratio.

Redwood Avenue

Willow Lane and Dowell Road have a failing ratios.

Dorothy went on to explain that the transportation model shows what is projected in 20 years based on the Portland State University economic projections for population and employment.

Dorothy was asked if bike and pedestrian facilities are included in the model. She replied that bike and pedestrian traffic are not directly modeled. Once the vehicle/truck/freight traffic is known, then bike/pedestrian facilities can be worked into the concepts.

Because of the interest in installing a traffic signal at Hubbard, Dorothy prepared a preliminary Traffic Signal Warrant Analysis. She explained that in order to get a traffic signal there are eight different national standard warrants that can be used to determine if there is a need. The warrant she uses is based on minimum vehicular traffic as a relationship between the through traffic and the side street traffic. The warrant sheet she prepared for the existing conditions at Hubbard shows that traffic is not meeting the signal warrant during peak hours. There are seven other warrants that can be run. One of these warrants uses traffic accident data. This may be used for this intersection. This is a different type of research that has to be done by operational staff. Dorothy said that

right now it doesn't look like she can recommend a signal going in at Hubbard. If a selected concept includes moving traffic to Hubbard from another intersection, then the warrant might be tripped in the future.

6. Environmental Baseline Map Presentation

Angela Findley, Parsons Brinkerhoff

Angela handed out two maps showing the environmental baseline map. She stated that a preliminary environmental survey along the project corridor to identify resources has been done. The main goal of this project is to develop a design that is going to support complying with the National Environmental Policy Act (NEPA).

The maps identified existing resources. There are two streams in the project area, Sand Creek (western section) and Allen Creek (eastern section). Wetlands, historic and recreation resources are also shown. The irrigation canals, because they were installed quite a long time ago, can be considered a historic resource. Angela explained what may or may not affect the canal system. She went on to explain that when a reasonable range of alternatives have been selected, affected areas will be checked in more detail with a ground-truth process.

Another regulation that has to be complied with is called Section 4(f). Section 4(f) is an Act that aims to protect recreation and historical resources. Section 4(f) says that if you have a viable alternative that avoids 4(f) resources, versus one that will impact these resources, you need to choose the alternative that avoids the resource.

Allen Creek and Sand Creek have culverts. Some of our alternative concepts include extending the culvert at Allen Creek. This is a concern because the culvert goes under Highway 199 and continues another 700 feet. If this culvert is modified it triggers the Fish Passage Law that states that if one portion of the culvert is modified then the entire culvert has to be made fish passable. This is the one of the more critical environmental constraints in this project. It could be very expensive to mitigate.

10 Minute Break

7. Evaluation and Recommendations on Alternative Concepts

Jerry Marmon, ODOT

Jerry said that the CAC would be concentrating on the western alternative concepts tonight. The goal is to filter out some of the concepts using the evaluation criteria that have been developed. He proposed to the group that some of the concepts be combined because many of them are very similar.

The first combined concept, "West 6", includes a combination of concepts West 1, West 5, CAC 2, West PDT 1 and West PDT 2.

The second combined concept, "West 7", includes a combination of concepts West 3 and West CAC 1.

Jerry explained the commonalities between these concepts. All concepts have: 1) a median, 2) left-in at Willow, 3) signal at Hubbard and 4) some type of work at Dawn/Arbor (this area has to be studied in more detail). The main difference between the two concepts: West 7 has Dawn Drive connecting to Redwood Avenue.

Discussion:

Bart Van Syoc explained to the group present and future plans for the college that would be affected by the proposed combined concepts. He feels that the two combined concepts as presented would cause congestion at the east entrance to the college and would affect the circulation pattern within the college. He would like a right-in/right-out (eastbound) and a left-in to accommodate westbound traffic at the north entrance.

Jerry asked the CAC to vote on this modification to the concepts. The vote was unanimous to include a modification for the West 6 and West 7 concepts to include a westbound left-in at the north entrance to the college (a configuration similar to the one at Willow). Both concepts will include right-in/right-out for eastbound traffic.

Two other concepts, West 2 (2-way left-turn center lane) and West 4 (mini-couplet) have different features than the combined concepts and need to be evaluated separately.

Jerry reviewed the evaluation criteria matrix which was handed out at the beginning of the meeting. The ratings in the matrix were developed by members of the Project Management Team. During the review an explanation for the reasons for each ranking was given. Jerry invited CAC members to modify the matrix to reflect their own rankings. After reviewing the evaluation criteria, Jerry asked the CAC if they were comfortable with making recommendations to the PDT on the four west concepts discussed tonight. He pointed out that none of the concepts are set in stone. Changes can be made.

During discussion CAC members indicated that they were not in favor of West 2 or West 4 mainly because of safety concerns. Also, the cost of land acquisition for West 4 is a minus. The CAC would like to keep their options open and not completely eliminate design elements that may be incorporated into an alternative in the future.

The CAC voted on whether to drop or forward a recommendation(s) on concepts to the PDT. The following is a summary of the votes:

<u>Concept</u>	<u>Description</u>	<u>Recommendation</u>
West 2	2-way left turn lane	Drop – unanimous
West 4	Mini couplet	Drop – unanimous
West 6	Combination W 1 and 5, CAC 2, W PDT 1 and 2	Forward –unanimous
West 7	Combination with Dawn Drive Connector	Drop – 6 votes Forward -4 votes

These recommendations will be forwarded to the PDT.

Jerry told the CAC that the east concepts will be addressed at the next meeting.

8. Public Comment

Vicki Guarino, RVCOG

Vicki asked if members of the public had comments.

Art Peary: Question: The West 6 Concept, shows a multi-use path. Is this path going to be similar to the existing path that does not have a barrier protecting users from traffic? Answer: The new proposed path will be on the north side of Highway 199. At this time the path is just a concept. Design refinements will be addressed later.

Del Robertson: He feels that the maps that are being used for this project are tiny in nature and hard to read. He offered the CAC use of a 20' colored map that includes property lines. He feels that this would help the CAC when making their decisions.

Randy made a motion that a map of this scale should be provided for CAC reference.

9. CAC Comfort Check

Vicki Guarino, RVCOG

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

Bart Van Syoc: I'm comfortable and like what we are doing. We are making progress.

Deanie Manning: I'm fine.

Janine Law: I'm fine

Ron Wright: Okay

Jim Rafferty: I'm fine. I could not find the draft PDT minutes. Vicki replied that the minutes are not distributed for the CAC or PDT minutes until they are approved. Rowdy also added that the CAC is invited to telephone him with an update on the PDT.

Irv Citron.: Okay

Suzanne Myers: Okay

Rowdy Bates: Fine

Randy Repp: Stay positive on the signal at Hubbard

Jay Eastwood: Fine

10. Wrap Up/Adjourn

Vicki Guarino, RVCOG

Gary Leaming, ODOT, announced that there will be an open house in Cave Junction highlighting four projects on the Highway 199 corridor. The Highway 199 Expressway Upgrade project will be included. The open house will be from 4:30 to 6:30, Tuesday, June 14th at the Cave Junction City Hall.

The next CAC meeting will be July 14, 2005, 6 to 9 p.m.

Meeting adjourned at 9:05 p.m.