



Meeting Date: Friday, May 13, 2005

Purpose: Project Development Team Meeting

Distribution: Project Development Team Members, public

From: Vicki Guarino, Rogue Valley Council of Governments

Date Prepared: May 16, 2005

PDT Attendees: Laurel Samson, Steve Hodge, Jeff Hunter, Dorothy Upton, Jerry Marmon, Tracy Rico, Eryca McCartin, Angela Findley, Vicki Guarino, Dave Breshears (for Ray Lapke), Brian Sheadel, Connie Kratovil, Rowdy Bates, Jon Jordan, Jason Sheadel, John Vial.

PDT Absent: Tanya Henderson

Other Attendees: Del Robertson; Art Anderson, ODOT.

1. Call to Order/Review Agenda/Approve Minutes

Vicki Guarino, RVCOG Facilitator

Vicki Guarino called the meeting to order at 9 a.m. She reviewed the agenda and asked for changes to the minutes of the previous PDT meeting. The PDT approved the minutes as presented.

2. CAC Update

Rowdy Bates, CAC

Bates reported on the April CAC meeting. He said the CAC drew ideas for improving Hwy. 199, and said he would report in detail on the CAC alternatives during the committee's work sessions later in the meeting.

4. Approve Purpose and Need / Goals and Objectives

Angela Findley, Parsons/Brinckerhoff

Findley referred to the documents mailed out prior to the meeting. The purpose and need statement has been revised to add qualitative information on existing access control as the PDT requested. Other revisions include a few more details and statistics about accident history. Laurel Samson asked about Del Robertson's concern regarding the distinction between urban and rural on the highway,

especially considering future growth in Grants Pass. Findley said the purpose and need statement was changed to address that concern. It was noted that the CAC recommended adopting this version of the statement. By a show of hands, the PDT unanimously adopted the purpose and need statement as presented.

Findley referred to the goals and objectives, noting that the draft and the recommendations from the CAC and PDT members from previous discussions were distributed prior to the meeting. Findley said the new draft combines everyone's suggestions. In some cases, the wording has changed slightly, or the category has been changed. The committee reviewed the new draft. Jon asked about meaning of business displacement; Findley said the statement referred to moving businesses in the course of making highway improvements. She said the original suggestion was to preserve local access, but that doesn't mean that the project would have to keep the exact access or access width that a particular business has today. By a show of hands, the PDT unanimously adopted the goals and objectives as presented.

5. Introductions to Conceptual Alternatives

Connie Kratovil, Parsons/Brinckerhoff

Kratovil referred to a PowerPoint presentation of conceptual alternatives; copies were distributed to the PDT at the start of the meeting. She said the conceptual alternatives she would present came from project team meeting several weeks ago. The idea was to come up with some ideas for solutions to get the process started. Kratovil began by introducing some basic techniques of access control to address safety needs of the project, which were illustrated on the slides. She explained how each technique, in a template format, works.

Kratovil then presented 5 design concepts for the west project segment (Midway Avenue to Dowell Road) and 5 design concepts for the east project segment (Dowell Road to Tussey Lane). She said these concepts, as well as the concepts the PDT produces, will be tested for traffic operations and design geometrics, to make sure they meet basic standards and the highway's transportation needs. The group reviewed each concept, including the need in some cases to buy additional rights of way. Dave Breshears noted that the West 4 concept would be very expensive. He also noted that any proposed signal that the project might propose would have to meet warrants (standards) on its own, based on traffic needs at that time or within roughly three years, before the signal could be installed. In response to a comment by Steve Hodge, it was noted that warrants take into consideration bike and pedestrian needs. Hodge said he's concerned that pedestrian and bicyclists won't get the traffic signals they need for protection. Kratovil cautioned PDT members against eliminating any concept at this point, without further analysis. Sometimes an idea that may appear to be unreasonable or unworkable turns out to be very useful. Sampson wanted details about the number of driveways served by one of the proposed frontage roads; she was told that the driveways are visible on the aerial maps that the PDT would use when they break into smaller work groups. On east segment, Kratovil said several concepts considered would move local traffic off Hwy. 199 and on to local streets; however another concept looked at ways to keep all traffic on Hwy. 199.

Eryca McCartin talked about funding sources. She said this project will combine funds from several sources including funding for work around Allen Creek Road, including removing the traffic signal at Allen Creek Rd and Hwy. 199 and adding a signal at Allen Creek Rd and Redwood Ave; funding that had been appropriated for removing the signal at Redwood Avenue and the Fairgrounds; and additional funding for a median going out to Midway Avenue. She said that about half of the costs in the original \$10 million budget was for right-of-way acquisition. A separate project was proposed

but not yet funded for an extension of Redwood Ave/Frontage road from the fairgrounds, bulbing out around Ringuette St, and connecting into Tussey Ln. An early estimate for the combined costs was about \$17 million. Samson said U.S. Rep. Peter DeFazio is proposing an additional \$3 million for this project; Art Anderson said the money is in the new transportation appropriation, which passed the U.S. House, but is in negotiation at the Senate because the President has indicated he would veto any the bill larger than \$285 billion. So it appears there will have to be cuts to some projects. John Vial asked Samson if West Park going to place more signification role in the city's transportation plan; Samson the master plan calls for it to be something less than a collector street. She said that eventually there would be a way to go from Allen Creek Rd to Sixth Street, but the connection would be a 2-lane street, residential in nature. She also said that the City has a preliminary alignment from the consultant OBEC on the least expensive way to cross Allen Creek. There were traffic questions from the committee, and Kratovil said those would have to wait to be answered by the modeling that will come later in the process.

The team broke into two work groups to brainstorm design concepts on the west segment of the Hwy. 199 for 25 minutes. They drew on blank aerial maps and used templates of access control techniques provided by staff. Connie Kratovil, Dorothy Upton, Jason Sheadel and Brian Sheadel facilitated the groups.

(10 minute break)

The PDT reconvened after the break to present reports from the work groups, with discussion and questions about details proposed. Kratovil recorded the ideas that the work groups drew on maps and described in their reports. Rowdy Bates presented the CAC recommendations for the west segment. During discussion, Samson asked why no bike/pedestrian facilities are shown; the answer was that the CAC was focused on moving traffic and didn't have time to address ped/bike needs.

The PDT broke back into two work groups, this time addressing the east segment of the highway. Again, the groups were provided with aerial maps and templates. After working about 25 minutes, the PDT reconvened, and each group described their ideas, which had be drawn and noted on the maps. Kratovil recorded the ideas. Rowdy Bates presented the concepts proposed by the CAC for this section of the highway.

6. Evaluation Criteria / Next Steps

Angela Findley, Parsons/Brinckerhoff

Findley said the next major stage will be to start the process of whittling down the number of potential alternatives. This work will begin in June and July. First the design concepts that the CAC and PDT produced will be drawn on maps for the committees to review in June. Findley noted the new project schedule for the next six months, which was handed out at the start of the meeting. The committees will use the evaluation matrix, also a handout, to review each concept. She said the schedule shows a lot of work to complete in the next couple of months. She noted a break in the meetings in late summer and fall while staff works on refined designs and evaluating the environmental impacts.

To start the evaluation process for all of the concepts, Findley referred to the blank matrix handout that took the project's goals and objects, and listed them now as evaluation criteria. The PDT would start by evaluating the alternative concepts that staff presented. PDT members could get a head start on the process by filling out the form they received for review and discussion at next meeting. Samson said the staff concepts are very general, making them more difficult to evaluate. It was

agreed that the PDT could make assumptions about the details, noting those assumptions on the evaluation form. Findley said that at this point in the evaluation process they would have to make a lot of assumptions.

7. Public Comment

Del Robertson said he has been working on some ideas for addressing problems with access at Dawn Drive and Arbor Ridge Road. Also, he has drawings of ideas for improving other areas of the highway and he is continuing to work on this. He has been working with people involved with the BMX track at the fairgrounds to find them another location, which could further the Hwy. 199 project. In response to a question from Jon Jordon, Robertson said he has not contacted the ambulance service, which is located nearby.

8. PDT Comfort Check

Vicki Guarino, RVCOG

Guarino said this is the time for each PDT member to talk about how they are feeling about the process – if they're comfortable with what has gone on, or if they have concerns.

Tracy Rico: Good.

Jeff Hunter: Comfortable with the process.

Laurel Samson: Will show the staff concepts presented today to others in city government and gather their ideas and feedback.

Steve Hodge: OK

Jerry Marmon: Good. A lot of great alternatives have been proposed by the two committees.

Dorothy Upton: There are many good ideas proposed and it is going to be hard to weed out alternatives in the evaluation process.

Dave Breshears: Very happy to see the committees focus on safety.

Jon Jordon: This is the fun part of the process and he is enjoying it. Additionally, he said that he will contact the ambulance service to learn what their needs and concerns are and will report back to the committee.

Angela Findley: The sessions have been a lot of fun and valuable.

Eryca McCartin: Appreciated everyone's efforts.

Rowdy Bates: Glad to see so many good ideas; invited committee members to ask him questions about the CAC any time.

Jason Sheadel: Happy with the results, noting that staff had put in a whole day on the proposals presented today and was encouraged by the favorable responses from the committees to those ideas. Also, the project depends on local knowledge that the committees provide.

Connie Kratovil: This is the fun part; brainstorming ideas has been great.

John Vial: It has been interesting to see the ideas people have come up with.

Brian Sheadel: Great.

13. Wrap Up

Vicki Guarino, RVCOG

Guarino said the next meeting of the project development team will be 9-11:30 a.m., June 10, in the Rogue Community College board room. The meeting adjourned at noon.