

The logo features a blue curved line that starts on the left, curves upwards and then downwards to the right, resembling a stylized 'C' or a road curve. The text 'Highway 62 Corridor Project' is written in a bold, blue, sans-serif font, positioned to the right of the curve.

Highway 62 Corridor Project

Date: June 23, 2005
From: Pat Foley, RVCOG
Re: **CITIZEN ADVISORY COMMITTEE (CAC) MEETING MINUTES for June 22, 2005**

Members in Attendance: Bill Blair, Curt Burrill, David Christian, Mike Gardiner, Bob Plankenhorn, Susan Rachor, Don Riegger, Wade Six and Nanci Watkins.

Members Absent: Becky Brooks, Mike Malepsy, Mike Montero, Richard Moorman, Dale Shaddox, and Paige West

Location: Jackson County Public Works Auditorium

Guests: 11 members of the public

Staff Present: Debbie Timms, Jerry Marmon, DeLanie Cutsforth, and Gary Leaming of ODOT; Terry Kearns, and Jamie Snook of URS; Jim Hanks of JHR; Kathy Helmer and Pat Foley of RVCOG

1.0 Welcome/Approval of Minutes

Curt Burrill, CAC Vice-Chairperson

Curt Burrill convened the eleventh meeting of the Highway 62 Corridor Project CAC at 6:05 PM. He then asked for approval of the May 25th minutes. The minutes were approved with the following change: David Christian was not in attendance at the May 25th CAC meeting.

Curt reviewed the meeting objectives. 1) to recap progress to date and steps over the next few months, 2) to review the concept groupings and identify potential connections, and 3) to review and discuss Evaluation Criteria.

2.0 Project progress to date & future steps

Terry Kearns, URS

Terry started his PowerPoint presentation by explaining to the CAC that the group was at a critical juncture in the project, the end of selecting a wide range of alternatives. The next major step is to prepare the final decision making tool, the Evaluation Criteria.

The modeling for the No-Build alternative has been started. Next month the CAC will start reviewing the No-Build modeling results. In order to start the modeling on the other alternatives, two things have to be determined:

1. Are all of the alternatives represented?
2. Are all connections represented?

Terry briefly went over the accomplishments to date, namely, the development of: 1) Traffic Problem Statement, 2) Purpose and Need Statement, 3) Goals and Objectives and 4) a wide range of alternatives. The next step is to start the screening process in order to reduce the set of alternatives. After this is done, there will be a break in the CAC meetings in order to allow time for the technical analysis process. After the technical analyses are done a Draft Environmental Impact Statement (DEIS) will be produced. Forty five to sixty days after that will allow time for public and agency comments. The DEIS will be brought forward to the CAC. The CAC will then make a recommendation to the PDT on which alternatives best meet the Purpose and Need, Goals and Objectives and the Evaluation Criteria. One alternative has to be selected to forward into the Final Environmental Impact Statement (FEIS). An instrument called the Record of Decision (ROD) ends the NEPA process.

During the next few months the CAC and PDT will start the screening process to reduce the number of alternatives. The alternatives will be dropped if they do not meet the Purpose and Need, Goals and Objectives and Evaluation Criteria. All remaining alternatives will be compared against the No-Build Alternative.

3.0 Groupings and Connections

Terry Kearns, URS

Terry explained that the CAC would determine if all of the alternatives were represented and if they had the intended connections. Connections are important for the modeling process. In order to do the modeling, the kind of connection (interchange, signalized intersection, etc.) does not have to be decided. That will be determined at a later date. What is needed is the location of all connections. He asked the CAC to review each mapped concept and add or delete connections.

CAC members were provided with alternative concept maps grouped under the following categories:

- Existing Highway Concept (5 concepts)
- Couplet Concept (1 concept)
- Bypass Concept (12 concepts)
- Regional Improvements (2 concepts)
- I-5 Improvements (2 concepts)

- Northern Terminus Concepts (6 concepts)
- Highway 140 Concept (1 concept)
- Other (1 concept)

Each map was reviewed. Following are comments/changes:

- | | | |
|----|---|---|
| 1. | Existing Highway groupings map | No comments/changes |
| | <ul style="list-style-type: none"> • P1-2 • P1-4 | <p>No changes</p> <p>General Note: Wade Six felt that every alternative needed a Poplar connection to enable travelers to reach both the north and south side of the airport.</p> |
| | <ul style="list-style-type: none"> • P3-20 • P3-21 | <p>No changes</p> <p>Curt Burrill asked that a connection be added at Delta Waters. The group would like to have this alternative modeled with and without this connection. Jim Hanks said he would do so.</p> |
| | <ul style="list-style-type: none"> • Texas Turnaround | <p>Add: 1) connection at Highway 140; 2) U-turns between Highway 140-Vilas Road and Vilas Road-Delta Waters.</p> |
| 2. | Couplet map | <p>Add connections between both directions at a point that is an equal distance from Highway 140 and Vilas Road, Vilas Road, Coker Butte, and Poplar Drive or Delta Waters.</p> |
| 3. | Bypass Concepts groupings map | No comments/changes |
| | <ul style="list-style-type: none"> • C1-1 Black | <p>Add: 1) adapt one of the Northern Terminus concepts; 2) adapt one of the Southern Terminus concepts; 3) an option proposed by Jim Hanks – Old Highway 62 connect to Biddle Road and New Highway 62 bridge old Highway 62. New Highway 62 will connect to I-5 interchange. Southern Terminus needs a design refinement.</p> |
| | <ul style="list-style-type: none"> • C—1 Blue • C1-1 Red • C3-20 | <p>No changes.</p> <p>Modeling bike/pedestrian facilities have very little impact. Once an alternative is selected, then bike/pedestrian connections will be determined.</p> |
| | <ul style="list-style-type: none"> • P1-1 • P2-11 | <p>No changes.</p> <p>Model as is.</p> |
| | <ul style="list-style-type: none"> • P3-22 A & B | <p>Jim Hanks asked for permission to make refinements to improve concepts while performing the modeling process. CAC was in</p> |

agreement. Discussion on a Delta Waters intersection and demographic profile done by COSTCO. Modeling will tell where people are coming from per each TAZ. Model as is.

15 minute break

- Newspaper Alternative 18 & 22
- Public Alternative 1 & 2

Curt Burrill suggested that the newspaper alternatives be modeled as drawn, without adding connections. The group agreed that they could not interpret what others intended.

Same as above.

4. Regional Improvement

These concepts are not necessarily directly related to the Highway 62 Corridor.

- C2-10 A & B
- P2-10 A & B

Add: 1) connections at Vilas Road on Table Rock and Foothill.

Table Rock Road is to be widened.

5. I-5 Improvements

- Newspaper 7 A & B
- Newspaper 20 A & B

No changes

No changes

6. Northern Terminus Concepts

Considered as connectors to other alternatives

- Highway 140
- Agate Road/Highway 140
- Highway 140 South
- Highway 62
- Agate Road/Highway 140 Group 2
- Agate Road/Highway 140 Group 3

No changes

No changes

No changes

No changes

No changes

No changes

7. Other Alternatives

- Public 3A & B (Highway 140)
- Newspaper 6

No changes

No changes

4.0 Evaluation Criteria

Terry Kearns, URS

Referring to the handout, Terry asked the CAC to review the draft evaluation criteria materials developed by the Project Management Team and come to the next CAC meeting with their own suggestions. He went on to explain how the evaluation criteria were developed.

At the July meeting, the CAC will be reviewing the modeling results for the No-Build and future No-Build (2030) Alternatives. The No-Build modeling results will serve as the baseline for comparing all other alternatives.

5.0 Public Comment

Kathy Helmer, RVCOG

Kathy opened the public comment session, inviting the public to speak.

Dave Gilmore: He explained that there should be a connection at Table Rock Road on Public Alternative 3 A & B.

Terry Walther: He asked the committee to take into consideration the money that had been spent to improve the Medford Airport. The clearance zone around the airport has to be protected. He expressed his concerns about the building that is occurring around the airport.

6.0 CAC Comfort Check

Kathy Helmer, RVCOG

Kathy asked each of the participants to share their reactions to the meeting. All members expressed their sense that things were going well.

7.0 Adjournment

Curt Burrill, CAC Vice-Chairperson

The next CAC meeting will be on July 27th at the Jackson County Public Works Auditorium. Curt Burrill adjourned the meeting at 8:00 p.m.