



Highway 62 Corridor Project

Date: May 25, 2006

From: Pat Foley, RVCOG

Re: **PROJECT DEVELOPMENT TEAM (PDT) MEETING
MINUTES for May 25, 2006**

PDT Members in Attendance: Donna Beck, Brian Dunn, Mark Gibson, Skip Knight, Dale Lininger, Kelly Madding, Jerry Marmon, Suzanne Myers, and Mike Quilty

Members Absent: David Elliott, Nick Fortey and Dan Moore

Location: Jackson Co. Public Works Auditorium, Mosquito Lane, White City.

Staff: Martha Richards and Terry Kearns, URS; Debbie Timms, Chris Zelmer and Susan Landis, ODOT; Kim Parducci and Mike Arneson JRH; Pat Foley, RVCOG

Guests: Mike Montero, CAC Chair and Paige West, Multi-modal Subcommittee Chair

1.0 Approval of Minutes

Terry Kearns, URS

Terry convened the meeting at 9:10 AM. He then asked if there were any changes or additions to the April 27, 2006 minutes. The minutes were approved as written.

2.0 Subcommittee Public Outreach Update

- **Highway 62 CAC meeting, May 24, 2006**
Mike Montero, CAC Chair

Mike reported that the CAC had a discussion about the Land Use Subcommittee meeting. He explained that intent of the committee is to look at avoidance alignments to the alternatives that would have no land use impacts. The primary impacted areas are between the Medford UGB and Coker Butte. The Bypass and portions of the

Existing Alternative will impact farmland which will require a goal exception. The job of the committee is to identify ways to tweek the alternatives to avoid or minimize impacts. If impacts cannot be avoided, it is the committee's job to write findings to support making a goal exception. The Multi-modal Subcommittee gave a presentation. The CAC felt that this committee has done a comprehensive job. Their hard work will benefit the project. Mike Arneson reviewed design refinements requested for some of the alternatives. An introduction to Access Management was given by Terry Kearns.

- **Land Use Subcommittee**

Terry Kearns, URS

The Land Use Subcommittee met yesterday. They expect to make recommendations to the CAC and PDT in June. *(Later in the meeting it was decided that there would not be a CAC or PDT meeting in June,)*

- **Access Management Subcommittee**

Terry Kearns, URS

The Access Management Subcommittee will have their first meeting today. This committee's recommendations for the CAC and PDT will be ready in late July.

- **Open Houses**

Two public open houses are planned in August, one in the northern and one in the southern portion of the project. The first open house will be held on Tuesday, August 15th at the White City Family Resource Center, 3131 Avenue C, White City. The second open house will be held on Wednesday, August 16th at the Winema Girl Scouts Auditorium, 2001 North Keene Way, Medford.

3.0 Multi-modal Subcommittee Presentation

Martha Richards, URS

Paige West, Subcommittee Chair

**Handouts*

- *Written description of recommendations made by the Multi-Modal Subcommittee*
- *Maps with recommendations*
 - *Bypass Alternative*
 - *Existing Build Alternative*
 - *Texas Turnaround Alternative*

Martha started her presentation by explaining the preferences of the committee. The committee ranked the alternatives in the following order: (1 Bypass, (2 Existing Build and (3 Texas Turnaround.

Regarding sidewalks: When the committee decided to recommend continuous sidewalks all along Highway 62, their intent is to provide a continuous facility that will allow pedestrians to be able to travel short distances.

Regarding bicycle facilities: There are two types of bicyclists, those who travel long distances (commuters) and those who will be making corridor based trips, i.e. to businesses.

Regarding bus facilities: The committee looked at areas where high volume bus stops were located and then made a recommendation that bus turnouts be provided. She then went on to explain each group of recommendations for each alternative.

Bypass Multi-modal Recommendations:

- Sidewalks
 - East side of Crater Lake Avenue
 - East and west side of Highway 62 up to Delta Waters: west side of Highway 62 north of Delta Waters.
 - Both sides of backage roads at South Terminus
 - Both sides of Vilas Road
- Bike Facilities
 - Shoulders along new expressway
 - Bike lanes on both sides of Crater Lake Avenue
 - Bike lanes on both sides of existing Highway 62
 - Bike lanes on South Terminus connector roads
- RVTD pull outs
 - Lear Way and Highway 62
 - Owens Drive near Safeway and WalMart
 - North of Cory Road
- Signalized intersections exist at Vilas Road and Highway 140, and are planned for Owens Drive, Delta Waters, and Coker Butte. As the area develops, an additional signal at Cory Road may be necessary for safe pedestrian crossing.

Discussion:

Martha told the group there is a small off-street trail from the VA Dom to the Dairy Queen. Rather than having a sidewalk, it is proposed to improve this trail. Brian Dunn asked why couldn't this trail become a multi-use path and be continued down the corridor and tying into the Greenway. This multi-use path could also be used with the Texas Turnaround. Martha said that the committee did not explore an off-street path. She also said that you need to be able to access businesses. If there is an off-street path on one side of the road, there needs to be safe road crossing in order to have access to businesses on the other side of the road. Martha said that the committee can look at this concept more. A discussion is needed with county and city regarding land use issues. Paige West said that Michael Ronkin reviewed the committee's recommendations. Multi-use paths that are separated from the roadway are good for recreational users but commuter bicyclists would prefer to use the shoulders on the expressway. Paige is a strong advocate for multi-use paths but would not recommend paths in lieu of having sidewalks and bike lanes on the corridor.

Existing Highway Build Multi-modal Recommendations

- Sidewalks
 - East side of Crater Lake Avenue where it is directly adjacent to Highway 62
 - Both sides of Crater Lake Avenue near Vilas where Crater Lake Avenue is re-aligned to the east
 - East and west side of Highway 62 near the South Terminus
 - West side of Highway 62 where it is directly adjacent to Highway 62

- Both sides of backage roads at South Terminus
- Both sides of Lear Way
- Bike Lanes
 - Both sides of Lear Way
 - Both sides of Crater Lake Avenue
 - Both sides of Highway 62
 - Both sides of South Terminus connector roads
- RVTD pull outs
 - Lear Way between Antelope and Avenue G
 - South side of Highway 62 between I-5 and Delta Waters
 - Owens Drive near Safeway and WalMart

Discussion:

Jerry Marmon asked if the committee relied heavily on the connection at Coker Butte in terms of connectivity. Jerry said there is a possibility that the Coker Butte signal may come out if the Existing Build Alternative is selected. Brian Dunn said there will have to be an over-bridge at this location.

There was discussion on the proposed sidewalk on the west side of Highway 62. Members of the PDT did not feel that this sidewalk would be used that much. It was suggested that is a good area for a multi-use path. Members feel that a separate bike/ped facility has a safer feel for users. Mike Quilty suggested that the path, with green space, be located in front of businesses (Costco/WalMart area) and then veer back to the expressway so pedestrians and bicyclists have access to intersection facilities.

Texas Turnaround Multi-modal Recommendations

- Sidewalks
 - East and west side of frontage roads
 - Both sides of Delta Waters and Poplar Drive
- Bike Lanes
 - East and west side of frontage roads
 - Both sides of Delta Waters and Poplar Drive
- RVTD Turnouts
 - Bus turnout near the VA Dom for inbound travel
- Additional recommendations
 - Add grade separated bicycle and pedestrian crossings every ½ mile

Discussion:

Martha said because of the one-way frontage roads, there are long distances for a bicyclist or pedestrian to travel. Also the interchange is designed to allow free flow movement for cars which makes it dangerous for multi-modal travel. In order to make this alternative work, the committee is suggesting grade-separated crossings every half mile or a multi-use path. It was brought up that the grade-separated crossings depicted on the map are not drawn to scale. If there were to be grade-separated crossings, their footprint would be larger than what is shown. There was also a discussion on whether these crossings could accommodate vehicular traffic. Skip Knight said that the process is out of skew. He feels the committee should be trying to figure out how the Texas Turnaround can be made to accommodate

pedestrians and bicyclists. He feels that the Texas Turnaround is being dismissed because the present design does not accommodate pedestrians and bicyclists. Martha invited additional ideas on how to make the Texas Turnaround work. Mike Arneson has been in contact with engineers in Texas regarding the Turnaround. Texas DOT engineers say they basically try to discourage pedestrians along the corridors.

Interchange Area Management Plan (IAMP)

Martha explained that when a new interchange is built, ODOT does an Interchange Area Management Plan. These plans use land use regulations to limit the types of development that will happen around an interchange. The committee hopes that this may be a way to create commercial development in the south and on the east side of the Highway 62 areas so that there is less of a need to for residents to cross the expressway.

Mike Quilty brought up the fact that there is no mention of a bus/rapid transit lane or light rail facility. Whenever he has mentioned this in the past he was told that the project isn't to that point. He feels that this is the way to move huge amounts of people. The feasibility of this type of facility was discussed.

Martha ended her presentation by saying that the recommendations are to provide connectivity for bicyclists and pedestrians in the Corridor area. The concepts recommended are general in nature. The design features will be determined later. Martha said that the committee would like to reconvene once the intersection designs are more concrete to look at these areas in more detail.

Terry Kearns asked the group if they would like to add any recommendations. It was suggested that multi-use path be studied in certain areas. This can be studied in more depth once the preferred alternative has been selected.

4.0 Review Design Refinements

Mike Arneson, JRH

Terry said that as a result of the meetings held with the south terminus business/property owners, design refinements have been developed to address a request for a frontage road instead of a backage road. Also the CAC and PDT directed the Design Team to look at alternative designs for a Highway 62/Highway 140 connection. The intent is to not have a full diamond interchange. The Design Team has developed different alternative concepts.

Mike Arneson explained the operational features of each proposed refinement.

1. Existing Highway Build

*PowerPoint presentation maps

→South Terminus

→South Terminus Delta Waters

→Delta Waters

→Highway 140 Connection

→White City

→Existing Highway Build Alternative with White City Bypass

→North Terminus

→North Terminus West Bypass reconnecting near Dutton Road

Mike started with an explanation of a new proposed frontage road along Highway 62:

- Showed different variations on how the frontage road could connect to Poplar Drive.
- Showed point where the Poplar Drive overpass would start to climb.
- Frontage road impacts along Highway 62 will impact business parking.
It may be possible to reorient businesses so that they face the south.
- Regarding Delta Waters
Intersection at Crater Lake Avenue will have to be moved to south because intersection is too close to the Delta Waters intersection. Intersection has to be located at least ¼ mile from interchange. This relocation will cause impacts to additional businesses and the residential area. This intersection will have to be moved with either a frontage or backage road.

Mike went on to present possible connections at the Highway 62/Highway 140:

As a result of meetings with the North Terminus business/property owners and the White City Planning Commission, the Design Team is exploring a Highway 62/Highway 140 connection that would not have as large a footprint as the diamond interchange.

Mike explained the operational concepts of the following using the:

Northern Terminus Existing Build Alternative:

- The Design Team is looking at an at grade intersection. At this point it does not look like an at-grade intersection using the existing alignment through White City will carry the projected traffic volumes.
- The intersection at Antelope Road would have 6 or 8 lanes plus dual lefts on all four sides.
- Signalized flyover intersection at Highway 140.
- Extension of Crater Lake Avenue into White City.
- Signals at Highway 140, Antelope Avenue, Avenues G and H.

Northern Terminus with Bypass:

- Overall this alternative has the same issues at Delta Waters
- Same issues regarding termination of frontage roads.
- Directional interchange
- Regarding connection at Dutton Road and Highway 62
Directional ramps would tie Bypass and Highway 62 together.
At grade-intersection separated with ramps.

2. **Bypass Alternative**

*PowerPoint presentation maps

→*South Terminus*

→*Highway 140 Connection*

→*North Terminus: Existing Alignment*

→*Bypass Alternative with North Terminus West Bypass Option*

→*Detail of North Terminus at Agate*

The Bypass Alternative at Southern Terminus:

- Does not have the same issues as the Existing Build Alternative at Delta Waters because there is no interchange.
- Explained issues regarding frontage and backage roads.
- There is a potential realignment of the highway which will be closer to the airport on the north. If this is possible, there would be fewer impacts on the south side

Northern Terminus Existing Build Alternative

- Studying at-grade intersection. Same issues as discussed before.
- A lot of the issues for connectivity are the same as with the Existing Build Alternative.

Northern Terminus with Bypass:

- This is probably the best alternative. Will have fewer impacts to businesses and residences.

3. **Texas Turnaround with Existing North Terminus**

*PowerPoint presentation maps

→*South Terminus*

→*TA w/Existing Alignment in White City – North Terminus w/140 Flyover and possible frontage road connection*

→*Detail of north end of frontage roads*

→*Texas Turnaround Alternative with North Terminus West Bypass*

→*North Terminus*

→*Frontage road terminal detail*

- Refinements have to be done at the southern terminus.
- The Texas Turnaround will be elevated at turn around points.
- More turnaround points need to be considered.

Mike said that the team will be refining these options over the next few weeks. They will then have a traffic modeler study them from an operational point of view. This complete analysis will take five weeks. A report will then be given to the CAC and PDT for their review.

5.0 Access Management Overview

Terry Kearns, URS

Terry announced that the first Access Management Subcommittee will meet today after the Project Development Team meeting. Since some of the members present are on the committee he gave a brief overview of what will be discussed at the upcoming meeting.

The purpose of the subcommittee is:

- To develop access control concepts for each build alternatives.
- The Committee will not address parcel-specific issues.

The Roles and Responsibilities of the subcommittee are:

- Work within ODOT's established guidelines for access management.

- Work with the Design Team to develop area-specific access control concepts.
- Provide access recommendations to the PDT and CAC for their consideration.

Terry gave a brief overview of Access Management.

6.0 Next Steps

Terry Kearns, URS

In order to allow the Project Development Team to complete studies on the design refinements, there will not be a Citizens Advisory or Project Development Team meeting in June. The CAC & PDT will meet in July, August and September. There will then be a six month break in meetings while the team works on the EIS. The Land Use and Access Management Subcommittees will continue to meet bi-monthly. Draft recommendations from these subcommittees will be presented to the CAC and PDT during the months of July and August. There will be a short meeting in September to finalize all recommendations.

The meeting was adjourned at 11:05 a.m.