



Highway 62 Corridor Project

Date: November 24, 2004

From: Kathy Helmer, RVCOG

**Re: PROJECT DEVELOPMENT TEAM (PDT) MEETING
MINUTES for November 18, 2004**

PDT Members in Attendance: Mike Arneson, Donna Beck, Brian Dunn, David Elliott, Nick Fortey, Mark Gallagher, Mark Gibson, Kathy Helmer, Terry Kearns, Rick Levine, Jerry Marmon, Dan Moore, John Morrison, Jamie Snook, Debbie Timms.

Members Absent: Skip Knight, Gary Leaming, Mike Quiltey.

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

Guests: Frank Stevens and Kim Parducci, JRH.

Resource Technical Team in Attendance: Shirley Roberts and Leslie Schwab, ODOT.

1.0 Introductions/Agenda Review/Minutes

John Morrison convened the meeting at 8:35 AM. He invited Mike Montero, Chairperson of the CAC, to comment on the CAC and its work. Mike said the CAC had reviewed the draft Purpose and Need and was soon to begin working on Goals and Objectives. Some of the members are interested in quality of life aspects being included in the Purpose and Need. CAC members are sending their comments regarding Purpose and Need to RVCOG.

No corrections to the minutes of the previous meeting were identified and the group accepted them as written.

2.0 Review the Traffic Problem Statement

Kim Parducci of JRH led a power point presentation on the Transportation Problem Statement (TPS). The TPS lays the foundation for the NEPA analysis, providing the basis for what the project looks at and addresses. This study has assessed traffic volumes, intersection operations and safety. The TPS concludes that traffic volumes have increased 5% per year over a 6-yr. period. Eight out of eleven intersections do not meet the mobility standard. Crash rates exceed statewide rates in two distinct areas, namely Poplar Drive to Delta Waters Road and Corey Road to Antelope Road.

It was noted that pedestrians and bicycle traffic on Crater Lake Avenue would be affected by changes on Crater Lake Highway. This should be watched.

Mike Arneson agreed to plot crash sites along Highway 62; a graphic, rather than numerical representation of safety issues may facilitate comprehension.

3.0 Discussion of Purpose and Need Statements

Terry Kearns led the group with a power point presentation regarding Purpose and Need Statements. This statement is about defining the problem that the project must resolve. The Purpose and Need Statement ultimately determines the range of alternatives that are considered. To facilitate discussion, URS had drafted a Purpose and Need Statement for the group's consideration. Over the next two months, the PDT should reach consensus on the project Purpose and Need. Terry noted that the CAC had spent some time discussing the need to better define the northern and southern termini. Terry emphasized that the project was required to have logical termini.

Regarding the draft Purpose and Need, Rick Levine asked about assumptions underlying the definition of "Highway 62 Corridor". Terry said it was safe to assume that it began at the end of the Unit 1 improvements. Regarding the width of the corridor, there are a number of different ways to define it. It is bounded by the airport on the west, but the area to the east of the Urban Growth Boundary could be considered. Rick Levine said he considered Table Rock Rd. a part of the corridor. We will need to look at what work on the corridor does to other main roads and highways. There are a number of pedestrians injured in front of the Domiciliary each year. Rogue Community College is building a campus at Pacific and Antelope, which will draw an additional 1000 students into the area.

Kathy Helmer asked why the functional classification was not mentioned in the Purpose and Need; it was highlighted in the Transportation Problem Statement. Dan Moore noted that that might create a conflict, since current uses are not compatible with the classification. Donna Beck said that White City zoning has changed and will allow a tripling of the number of people who can reside there. She felt that the project should extend at least to the Domiciliary. Rick Levine said that Eagle Point is the fastest growing city in Oregon and the project needs to take that into consideration.

David Elliott asked how the project would reconcile the Purpose and Need with the availability of budgeted funds. Terry Kearns noted that there were strategies to do so, including breaking the project into logical pieces and doing tiered documentation. Brian Dunn said that a regional planning process had already brought us to this point.

Regarding functional classification, Mike Arneson said that including it might have some merit. The OTC has said that they want this segment of Hwy 62 to function as an expressway. Brian Dunn noted that the highway actually had a couple of classifications along the corridor.

Mike Arneson proposed that the limits to the project be Poplar to Avenue H in White City. Debbie Timms said it was important to wait for CAC input on this issue; it would be better to finalize the limits after that had been received. John Morrison said that the idea of ending the project at Avenue H was consistent with what they had heard at the Open House.

Nick Fortey said the project needed to draft a memo regarding why it made sense to end the project at Avenue H. Nick said he would be hesitant to include that in the Purpose and Need Statement, although including the concept of function would likely work, since that could address current uses. Terry said that the statement could speak to the corridor meeting its local and regional requirements. Debbie suggested that the PDT have the opportunity to email its ideas to Terry and Jamie.

John Morrison noted that the 140 corridor keeps coming up. Mike Arneson said that the idea would be documented and they would see if it met the Purpose and Need.

Mike Arneson asked if the Purpose and Need had to be finalized before starting to develop alternatives, and Terry said that the group should reach consensus on the content of the Purpose and Need, although word-smithing could continue.

Jerry Marmon summarized some of the discussion, saying that: the project needed to include language on the expressway; the northern terminus should be at Avenue H; and language needs to be included in the Need section justifying the terminus.

4.0 Introduction to Goals and Objectives Development

Terry Kearns provided an overview of the role of Goals and Objectives in the project process. They provide a context for evaluating the alternatives. Goals and Objectives will be developed and refined during December and January.

5.0 Public Comment

There was no public comment.

6.0 A Look Ahead

Terry Kearns explained the work to be undertaken over the next six months. December will be dedicated to refining the Purpose and Need and to start developing Goals and Objectives. Goals and Objective development will continue as need be through January and then the development of objectives will be the main focus.

7.0 PDT comfort Check

John Morrison asked each PDT member to share his/her reactions to the meeting and process. Several people said they were comfortable with the meeting. Nick Fortey said he was glad we had had the discussion. He suggested adding more information to the Transportation Problem Statement to personify the problem. Terry noted that graphics might be available. Debbie stressed the importance of including and hearing the CAC's input.

8.0 Adjournment

The meeting was adjourned at 10:00 AM.