Highway 62 Corridor Project

Date: March 24, 2005

From: Pat Foley, RVCOG

Re: **CITIZEN ADVISORY COMMITTEE (CAC) MEETING APPROVED MINUTES for March 23, 2005**

Members in Attendance: Bill Blair**,** Becky Brooks, Curt Burrill, David Christian, Mike Gardiner, Mike Malepsy, Mike Montero, Richard Moorman, Susan Rachor, Don Riegger, Dale Shaddox, Paige West and Nanci Watkins.

Members Absent: Bob Plankenhorn and Wade Six

Location: Jackson County Public Works Auditorium

Guests: 16 members of the public.

Staff Present: Debbie Timms, Brian Dunn, Jerry Marmon, DeLanie Cutsforth, Gary Leaming and Kent Belleque of ODOT; Jamie Snook, Terry Kearns and Nadine Lee of URS; Kathy Helmer and Pat Foley of RVCOG.

1.0 Introductions/Review Agenda/Approve Minutes

Chair Mike Montero convened the eighth meeting of the Highway 62 Corridor Project CAC at 6:00 PM. He asked all present to introduce themselves. He then reviewed the agenda. The minutes of the previous meeting were approved, as written.

2. 0 Additional Alternatives

Terry Kearns of URS led this discussion. At the last meeting the CAC were given 11" x 17" maps of the project area for development of additional alternative concepts between the meetings. CAC members brought no additional alternatives forward.

3.0 Mapped Alternatives

Terry Kearns explained that the alternatives developed by the CAC and PDT at their last meetings were mapped by Nadine Lee in a geometrically correct format. The purpose of this meeting was to review the maps to ensure that the maps represented CAC members' ideas. Terry introduced Nadine Lee, URS, who is taking over the duties previously performed by Mike Arneson.

Nadine reported that the ideas presented by the CAC and PDT had been laid out on maps and scaled to ODOT engineering standards. She explained that the yellow lines on the maps represented the centerline of the road and the dashed white lines represented the required right of way required by ODOT. The interchanges shown on the maps had been drawn to show the amount of space required.

Comments/Questions

It was noted that some interchanges were drawn in a cloverleaf configuration and others with a swayed out design. Terry explained that these represented a diamond interchange. The main differences between the two are: a cloverleaf interchange is accessed controlled to the highway with no signals; a diamond interchange usually is signalized.

Mike Montero reiterated that what was on the maps was what the CAC had drawn. The concepts are a collection of ideas.

Terry went on to briefly explain the process for narrowing down the number of alternatives. The CAC and PDT had been asked to draw concepts without thinking about constraints. In the future these concepts would be measured by using different criteria such as the CAC Goals and Objectives.

Nancy Watkins said a newspaper article in the Mail Tribune stated that ODOT already owns the right of way along the Medco Haul Road. Response: ODOT owns the right of way along Medco Haul Road up to Vilas Road. Nancy went on to inquire about the statement that said signals were to be installed at Agate Road. She wanted to know if there was talk between ODOT and the county regarding this issue. Response: The article in the newspaper outlined all of the projects proposed to serve the transportation needs identified for the County's Transportation System Plan. Those needs may change.

Dale Shaddox expressed his concern that the CAC would be doing the same thing at this meeting as they did at the last meeting because the constraint overlays would not be used. Debbie Timms replied that was at the point in the process of collecting all of the alternative concepts, including those presented by the public. After this was done, the group would refine the concepts. Jerry Marmon said that the group needed to concentrate on concepts. Detailed tweaking would be done later.

Fourteen mapped alternatives developed by the CAC and PDT at their last meetings were reviewed. The Project Management Team noted comments and revisions discussed

during the review of each alternative. Revised maps with revisions will be developed and sent to the CAC before the next meeting.

The major concerns expressed by the CAC included:

- Impacts to White City
- Lack of multi-modal facilities
- Lack of coordination between County, City and the Hwy 62 Project
- Need to know what projects are planned by the jurisdictions
- Need to separate freight and local traffic

It became evident during the examination of the alternatives that more work had to be done developing the north and south termini. Enlarged maps of these two areas will be brought to the meeting. The Project Management Team will group the alternatives into major categories and present those for discussion by the CAC.

4.0 Alternatives Proposed by the Public

Dave Gilmour, Jackson County Commissioner:

The concept presented by Dave concentrates on the freight traffic moving between White City and I-5. This concept should be understood as an additional concept to what is being developed by the CAC.

The alternative has a new connector from Hwy 140 to 1-5 ending at the Blackwell Road interchange. Table Rock Road is proposed as an alternative route. Included in this scenario are a northbound off-ramp and a southbound on-ramp coming off Table Rock Road.

Earl Wood, Eagle Point City Councilor:

Earl's alternative included an expressway following the pathway of the Medco Haul Road. This expressway would include a diamond interchange at Vilas Road. There would also be access to allow traffic to enter the airport. Several options were presented that could be phased, including terminating the expressway at Hwy 140 and continuing the expressway along Agate Road into Eagle Point.

Gary Leaming reported on the results of the insert (map of Hwy 62 project area) in ODOT's publication "Moving Ahead with ODOT". The public was asked to draw an alternative that they thought would move traffic and meet the Purpose and Need of the project. Approximately 20 responses were received. These alternatives will be reviewed, and if there is an idea that is significantly different than what has already been proposed, it will be presented to the CAC and PDT.

5.0 CAC Comfort Check

Kathy Helmer asked each of the participants to share their reactions to the meeting.

Eleven CAC members expressed their satisfaction with the progress being made and their anticipation of next steps.

Paige West said that she felt overwhelmed by imagining these construction projects. Adding capacity will result in adding cars. She was concerned that there was only one bike/pedestrian facility in the whole set and the PDT had not addressed them at all. Regarding through traffic, it was her impression that most origins and destinations were within eight miles. People were not coming from Hwy 140 or I-5; they were people who live in White City going to Medford. The designs she had seen would encourage more driving in single occupant vehicles. She was disappointed.

Becky Brooks said she was fairly comfortable and glad that Dr. Gilmore and Mr. Wood had made their presentations, since they had brought out some aspects that hadn't been talked about previously. Her one reservation was that we would probably never see fuel availability again like we have now and yet we are planning for more and more traffic, something that is not sustainable indefinitely.

6.0 Public Comment

Kathy Helmer asked if there were any members of the public who had comments.

Cal Martin: Is there any kind of process where you can look at interim solutions that solve the problems in the next five or ten years?

Mike Montero replied there were multiple plans. The County had just adopted its TSP with tiers for funding. The MPO is in the process of adopting the Transportation Improvement Program that contemplates programs for the next three years. ODOT has a similar process. The nice thing about this project is that one of the requirements for state projects is that they are doable in phases.

Adjourn

The next CAC meeting will be on April 27th at the Jackson County Public Works Auditorium. Chair Mike Montero adjourned the meeting at 8:00 p.m.