

March 19, 2002

South Medford Interchange CAC sub-team for pedestrian/bicycle safety

Meeting # 2, March 18, 2002

Notes of team discussion: **Pedestrian/bicycle facility deficiencies, potential improvements**

Discussion facilitated by: John Morrison, RVCOG

Notes taken by: Morrison and Vicki Guarino, RVCOG

Sub-team participants: Jane Podolski, Mike Montero, Reeve Henion, Alex Georgevitch, Greg Jones, Peter Noyes, Darla Junkers, Lucy Warnick, Bon Dysart, Pat Oldenburg, Tom Hawkins, Edward Istel, Guy Tauer, Frank Stevens, Mike Arneson, Sallie Simpson, Don Simpson.

Sub-team members absent: Jani Hale, Bill Moore, Bob Tull

Discussion included comments from public.

Sidewalks

- 7-foot-wide preferred
- On park side of Highland most important because kids will use
- Make sidewalks & crossings look different, use distinctive materials, as a caution to motorists
- Pedestrian-activated crossing light on Highland for park access
- Ped. crossing @ Siskiyou/Highland; city working on design for intersection
- Need crosswalks at Highway 99-Garfield extension
- Will have crosswalks at Alba-Barnett
- Need light at Greenwood/Highland for high volume of kid-peds, left turns off Highland to Greenwood and left turns off Greenwood to Highland. City would analyze

Parking

- Bear Creek and parking lot exits at Greenwood, how to set up access and tie in to Highland
- Highland left turn refuge – tie it to park access
- Widen turn land on Highland for access to Bear Creek Park parking
- Make Bear Crk Park parking location work with project
- Parking for B C concerts. need to assess traffic patterns. Could expand throat at parking lot to 3 lanes but would make crossing more difficult for peds

Connectivity

- Connect Greenway and Bear Creek Park
- Bike connect at Manor, maybe part of Manor's PUD review
- Connect Ellendale to Greenway path. Not in plan now; city has some easements
- Greenwood-Highland pedestrian crossing
- Bike path on Barnett should extend to Ellendale, not end mid-block
- Need Larson Crk path...may acquire land
- Bicycle-lane signs are critical; need a bike route plan

Parks features

- Use of existing I-5 ramps
- Containment ponds, make them attractive but discourage pedestrian traffic, maybe with a fence along roadway
- Planter Strip/landscape buffer along west side of Highland
- Access to Greenway from existing ramp property: SE quad. will be used for water treatment; other quads might be available or sold be state to help pay from project

Other features

- Left on Barnett at Highland – one lane is adequate/low volume intersection
- Light @ Greenwood would be a traffic calming device/impact
- 35 mph speed limits @ intrchnng and Barnett

- Planting strips: highland tight, possibly one on park side; Barnett is limited by ROW so none planned; strips planned for connector; Center drive none proposed