

erson, Lowell FW Highway 199 Expresway SEA Comment - Citizen's Representative Office - Customer Entry 0

From: Findley, Angela
 Sent: Tuesday, January 08, 2008 9:52 AM
 To: Polzin, Scott
 Subject: FW: Highway 199 Expresway SEA Comment - Citizen's Representative Office - Customer Entry

-----Original Message-----

From: LEAMING Gary W [mailto:Gary.W.LEAMING@odot.state.or.us]
 Sent: Tuesday, January 08, 2008 8:36 am
 To: MARMON Jerry; Findley, Angela
 Cc: ANDERSON Arthur H
 Subject: FW: Highway 199 Expresway SEA Comment - Citizen's Representative Office - Customer Entry

Jerry/Angela:

Another comment for the SEA.

Since this is through AskODOT, I have to respond. I'll thank him for his comment and say it will be responded to, by category, in the Revised EA.

Gary

-----Original Message-----

From: ANDERSON Arthur H
 Sent: Tuesday, January 08, 2008 8:29 AM
 To: LEAMING Gary W
 Subject: FW: Citizen's Representative Office - Customer Entry

Gary, for your action please. Thanks.

Art

-----Original Message-----

From: Ask ODOT
 Sent: Monday, January 07, 2008 9:22 AM
 To: ANDERSON Arthur H
 Subject: FW: Citizen's Representative Office - Customer Entry

Hi Art,

Please respond directly to the citizen's inquiry within 5 business days or forward to the appropriate person upon receipt.

Also, please provide a copy of the response by e-mail to AskODOT@odot.state.or.us or provide confirmation that the citizen has been contacted by phone, for our records. (All referrals from ASK ODOT are monitored under agency performance measures with the standard response of 5 business days.)

Thanks for your assistance in this matter, and please don't hesitate to contact me if you have any questions.

Kim Jordan
 ODOT Citizens' Representative Office
 355 Capitol St. NE, Room 135
 Salem, OR 97301
 888-275-6368 Ask ODOT
 503-986-3450 Direct
 503-986-3396 Fax
 AskODOT@odot.state.or.us

erson, Lowell FW Highway 199 Expressway SEA Comment - Citizen's Representative Office - Customer Entry 0

-----Original Message-----

From: Lowell@i securi nc. net [mailto:Lowell@i securi nc. net]
Sent: Monday, January 07, 2008 9:05 AM
To: Ask ODOT
Subject: Citizen's Representative Office - Customer Entry

You have a new entry on the 'Comment' WEB page:

>response not checked

>Lowell Anderson
>Lowell@i securi nc. net
>541-474-7480
>910 Heathwood Pl Grants Pass OR 97527

> 1/7/08 08:57:39AM

>I just wanted to make a coment on the proposed projet on Redwood HWY

I believe the city and ACCESS has a better plan for the road expansion then ODOT. I have been to a few meetings and it seems like ODOT does not want to recognize the citys plan and accept that it is better. reading in the newspaper that odot will pull the money ear marked for this projet is very troubling. It seems like a big bully mentality or now a sore loser.

Help put our trust back into a goverment agency - work with and alongside the city - they have a good plan

Lowell Anderson
Busi ness owner

January 1, 2008

Dear Mr. J. Marmon:

Thank you for the information to review and comment on the Highway 199 Supplemental Environmental Assessment Upgrade Project. Providing that traffic signals are coordinated to move the traffic, I would favor the Working Group Alternative. I would like to comment on two areas of the plan as it relates to my personal property.

First, I am next to Site 59 as it was studied for noise levels. This site was identified as approaching or exceeding the Abatement Criteria. I would expect that trees removed along the bicycle path and my property frontage be replace to help decrease the noise level. This property currently experiences noise twenty four hours a day, everyday, which has ruined a very nice country setting.

Secondly, I have a question concerning the South Main Canal as to the location where it travels under 199 west of Dowell Road adjacent to my access bridge on my easement. I question whether the South Main Canal culvert would be extended on to my easement on the south side of 199 and, if so, would my bridge be removed?

Please continue to keep me updated. Thank you.

Glenda Bailey
1756 Dowell Rd.
Grants Pass, OR 97527
jrggbailey@msn.com

1 RAUL BANUELOS

DAWN BANUELOS

2 JOSH BANUELOS

DAWN BANUELOS

3 2755 Orchard Home Drive

Medford, Oregon 97501

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5 RAUL BANUELOS: Well, I'm not, I don't really

6 care which one they go with, A, B or C, or whatever;

7 what I'm more concerned about is the kids, you know,

8 having a facility to do it at. If they can relocate it

9 or something, I would be happy with that, you know,

10 because to me, Medford here, everywhere, they seem like

11 they cater more to the Sports Park, you know, they do a

12 lot more for them than they do the BMX; and I think

13 that's part of it because it's more popular. But the

14 reason it's more popular, in my opinion, is because the

15 parents come and drop off the kid and they go, bye, and

16 the parents can go do whatever they want. The kid is

17 not being supervised by the parents, so they feel like

18 they can do whatever they want, or they can do

19 something else.

20 Whereas with the BMX, it's less popular, I think,

21 because you got to take your son there; it's always

22 supervised by parents, you know. So it's a family

23 thing; you're there with your son, you're spending

24 time, he's not getting in trouble. And not only that,

25 it's something that you can do as far as with them, so

1 he's not getting in trouble. Or if he does something,
2 you can punish him by not letting him race or
3 something, you know what I mean. You're using
4 something positive, it's a positive thing for the
5 parents because you're socializing with the kid, you
6 know. And it's a good thing because it's not just
7 here; you go out of town, you go to a different track
8 and they come to your track.

9 So to me, safety comes first. I don't really care
10 which one ends up being, whichever one is the safest,
11 that's what I want to do, in my opinion. But like I
12 said, I don't want, because of that, to not have a
13 place for the kids to ride their bike, you know what I
14 mean, as far as that.

15 And that's more what I'm concerned about, is if we
16 can get it relocated or something, that would be great
17 because the kids still don't lose what they have. And
18 it's not because we're BMX'ers, you know, or whatever,
19 that I feel this way; I really truly feel that it's
20 better for the kid, better for the parents, you're
21 closer when you grow up, you'll spend more time
22 together. So it's kind of one of those things, it's a
23 win-win situation. That's how I feel, you know, and I
24 just hope they take that into consideration, as well.

25 We're so into it that all our vacation goes to go

1 travel with him. I mean, that's how we're so into it.
2 And the only reason we do it is because he's out of
3 trouble. If he was in trouble, I wouldn't spend the
4 time, I wouldn't spend the money. You know, we don't,
5 we haven't gone on a vacation for seven years as a
6 family; this is our vacation, everything goes towards
7 this, and it's because it's rewarding, you know. If it
8 wasn't rewarding, I wouldn't be doing that. So I don't
9 know, I just, I just hope they can see the whole
10 picture as far as how we see it.

11 I've seen kids that stop racing and, boom, six
12 months later they get in trouble. And then they come
13 back because they can see it's kind of like glue
14 keeping the family together.

15 JOSH BANUELOS: Well, I don't think we should
16 tear down the track because it's helped out all of our
17 BMX racers and it's a good exercise and it's a fun
18 hobby. And it's just fun just to meet all these good
19 people when they race.

20 And, uhm, it made me a lot more stronger and more
21 athletic; and it's so much fun hanging out with our
22 family going to all these trips, and going to meet all
23 these new people at all the nationals and races. And I
24 am very happy that I got to do this sport. So I don't
25 know what else to say.

1 something, if because of this, we ended up not having a
2 track, you know what I mean.

3 DAWN BANUELOS: We would lose that.

4 RAUL BANUELOS: I mean, this is our lifestyle
5 anymore, you know what I mean. And it's because, one,
6 he's being disciplined enough to put the hours into it
7 to make him where he's at to be recognized as number
8 one in the whole country in his age group, you know.
9 It takes a lot of dedication on his part, but it also
10 takes a lot of dedication from his parents to be able
11 to spend the time and what it takes to get there. It's
12 not like any kid can say, hey, I want to be national
13 number one, or I want to be the best basketball player
14 or whatever. If you don't put the time, then you're
15 not going to get better.

16 And he's shown a great sense of discipline for
17 him, which in life he will look at and say I want to be
18 the best I can possibly be. And it all started from
19 BMX. He's been doing this since he was four.

20 So everything he does now in life, whether it's
21 school or whatever, he's straight A's and he's never
22 happy with average. If he's in fourth grade, he wants
23 to be reading sixth grade level. He always wants to
24 excel further than the average person. And I think
25 part of that is his character, but part of that is the

1 competitiveness that he's been doing since he was four
2 in the BMX.

3 So for us, it's really important to have a track.
4 If we didn't have a track, we couldn't go represent the
5 northwest and be proud of it. So it means a lot to us.
6 Whether it's better for everybody in general for
7 something to go through there, you know, make it safer,
8 that's more important. But at the same time, we can't
9 just say, hey, just because it's more important, we're
10 just going to totally push the BMX track aside and not
11 do anything for them. And that's why --

12 DAWN BANUELOS: So many kids come in and, you
13 know, throughout, as long as the track has been there,
14 so many families, and it's just been so good for a lot
15 of people.

16 RAUL BANUELOS: I mean, you can take school
17 sports, what's the thing that you do, too, go drop them
18 off, I'll pick them up when practice is over. Where is
19 the involvement from the parents? And that is what is
20 so satisfying with this is because you always have to
21 be involved, you know what I mean. And it's rewarding
22 because you get to see them; six months later, he's a
23 totally different rider, or he learned to do something.
24 And it's not just gratifying for the kids; it's
25 gratifying for the parents to see and to say, hey, I

1 helped him with that, you know what I mean; we did that
2 together. It's just really satisfying.

3 DAWN BANUELOS: It's just that if we lose our
4 track, we would have to travel, you know, two or three
5 hours just to do the same thing that we're doing here,
6 and it just becomes a financial burden on the family
7 and it doesn't become fun anymore; whereas here, it's
8 close, it's fun, it's easy to get to, so --

9 RAUL BANUELOS: Well, it's expensive enough
10 to go travel to the race; and then you got to travel
11 now to go practice, and it makes it where it's almost
12 like you want to throw in the towel and say, hey, you
13 know what, we better stick to something else that's a
14 little less expensive, you know.

15 DAWN BANUELOS: You'd give up all together
16 and then --

17 RAUL BANUELOS: I hope they grow up to be
18 good kids, you know, but it would just give them more
19 time to get in trouble.

20 DAWN BANUELOS: There's skate parks all over,
21 you know, there's Jacksonville, Central Point, skate
22 parks all over, basketball courts everywhere, tennis
23 courts everywhere, but there's only one BMX track in
24 Medford and Grants Pass; that's all we have. And
25 that's bottom line, that's all we've got; and to lose

1 that, we lose the sport out here, we lose the sport.

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3 (End of statement.)

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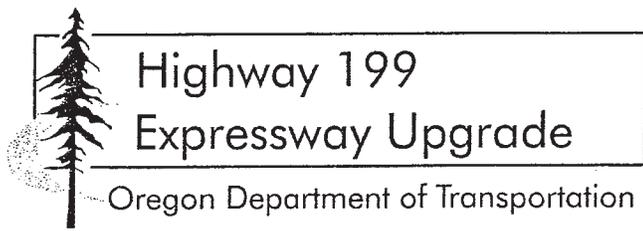
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GARRETT BERKEY
GRETCHEN BERKEY
501 Humberd Lane
Grants Pass, OR

GARRETT BERKEY: Garrett Berkey. I think
Alternative C is good because we can keep our BMX track.
And I think that's good.

GRETCHEN BERKEY: Gretchen Berkey. I think
Alternative C is good because it doesn't go through the
track, it goes behind it.

(End of statement.)



Highway 199
Expressway Upgrade

Oregon Department of Transportation

Comment
Form

90

Public Hearing Dec. 19, 2007 Rogue Community College
Comment Deadline: 5 p.m., Jan. 7, 2008

The purpose of this Oregon Department of Transportation (ODOT) project is to develop a transportation solution to address safety and congestion problems along Highway 199 from Tussey Lane to Midway Avenue, Grants Pass.

Public Comments on the Supplemental Environmental Assessment will be accepted through 5 p.m., Jan. 7, 2008. Your comments will be made part of the project record, and will be responded to in the Revised Environmental Assessment, to be published in Spring 2008.

You may leave written comments at this hearing, or mail them to the address on the reverse side. You may use this form or your own paper to comment, or make oral comment to recorders at the hearing. Email comments will be accepted; see mailing instructions on reverse side.

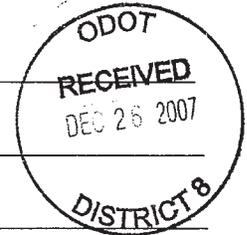
Name: Robert & Sheri BRANSFIELD

Mailing Address: 1057 MOONGLO DR

Street Address (if different): 725 UNION AVE

City and Zip code: GP, 97527

Telephone: 541-479-1061 e-mail:
cell 541-660-5436



FAIRGROUNDS light needs to stay intact AS ACCESS (direct) to west end of Union Ave! West end of Union MUST be Accessible to our Customer base!! Punch Union thru to ALLEN CREEK OR tie Redwood Ave & Hwy into Union Ave on west end. Pulling Fairgrounds light would be DAMAGING to west end business' and Property Values!! We have had THREE (3) Prospective buyers pull out of negotiations To purchase our property AS SOON AS they (over)

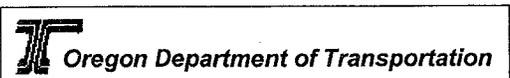
heard about this fiasco that ODOT has
Created !! Our property would have been sold
Already if not for the threat of pulling Fairgrounds
light. The threat of the Fairgrounds light Access
to Union Ave being removed was the stated
reason for not pursuing our property !! Get out
your checkbook if you are going to devalue my
2 Commercial acres !!

 12/20/7

Please drop off this form before you leave, or mail by Jan. 7, 2008 to:

Jerry Marmon, ODOT Environmental Project Manager
100 Antelope Road
White City, OR 97503

Or Comment by email: jerry.marmon@odot.state.or.us



91

From: Findley, Angela
Sent: Tuesday, January 08, 2008 2:23 PM
To: Polzin, Scott
Subject: FW: Highway 199, Express Upgrade.

From: MARMON Jerry [mailto:Jerry.MARMON@odot.state.or.us]
Sent: Tuesday, January 08, 2008 12:36 pm
To: LEAMING Gary W; Findley, Angela
Subject: FW: Highway 199, Express Upgrade.

FYI

-----Original Message-----

From: Don Brown [mailto:donjose@charter.net]
Sent: Sunday, January 06, 2008 11:56 AM
To: MARMON Jerry
Subject: Highway 199, Express Upgrade.

Mr. Marmon, I would like to express my opinion on the Express upgrade on Highway 199.

Alternatives A and C are extremely disruptive to the area, more expensive, and that loop is unnecessary. (A gradual curve onto Redwood from Allen Cr. Rd would work and be easier for drivers to interpret.)

I have been to two of the meetings at RCC. Why do bureaucrats seem to think anything other than their Bias is stupid? I really resent being patronized.
I am voting for the "WORKING GROUP ALTERNATIVE."

Don Brown
620 NE Dean Dr.
Grants Pass, Or. 97526

541 474 6680
donjose@charter.net

92

From: Findley, Angela
Sent: Tuesday, January 08, 2008 2:23 PM
To: Polzin, Scott
Subject: FW: Highway 199 Expressway Upgrade

[More comments](#)

From: MARMON Jerry [mailto:Jerry.MARMON@odot.state.or.us]
Sent: Tuesday, January 08, 2008 12:33 pm
To: LEAMING Gary W; Findley, Angela
Subject: FW: Highway 199 Expressway Upgrade

FYI

-----Original Message-----

From: Patti Brown [mailto:1pattibrown@charter.net]
Sent: Sunday, January 06, 2008 11:00 AM
To: MARMON Jerry
Subject: Highway 199 Expressway Upgrade

The Working Group Alternative on the Highway 199 Expressway Upgrade, in my opinion, is the best choice. It is the safest, user friendly and economical choice.

Patti Brown

93

From: Findley, Angela
Sent: Tuesday, December 18, 2007 3:04 PM
To: Polzin, Scott
Subject: FW: Comment on Hwy 199 project
[Scott, SEA comment for the file.](#)

From: LEAMING Gary W [mailto:Gary.W.LEAMING@odot.state.or.us]
Sent: Tuesday, December 18, 2007 2:01 pm
To: vguarino@rvcog.org; VIAL John N; Findley, Angela; Kratovil, Constance; LEAMING Gary W; MARMON Jerry; MCCARTIN Eryca S; Pat Foley; RANDLEMAN Jayne A; SHEADEL Jason N; TIMMS Deborah M; UPTON Dorothy J
Subject: FW: Comment on Hwy 199 project

[A letter I received just now.](#)

-----Original Message-----

From: Larry Carpenter [mailto:lcarp@earthlink.net]
Sent: Tuesday, December 18, 2007 1:56 PM
To: LEAMING Gary W
Subject: Comment on Hwy 199 project

Mr. Leaming,

The following are my commets regarding the Hwy 199 project through Grants Pass.

I fully support the ACCESS plan and the one many local citizens like which leaves the Hwy 199 entrance to the Josephine County Fairgrounds open and usable. We do not need this stretch of road to be an expressway. It should be a boulevard through the town until it reaches the intersection with Dowell Rd. Beyond Dowell Rd and out into the country this should be a safety corridor with a barrier between the lanes for safety. We are trying to save our fairgrounds and keep it usable and easily accesible to the many young people who use it for high school equestrian team practice, shows, and 4H activities.

The preceeding was my rational reasons for desiring the ACCESS plan to become reality. Now my impressions of ODOT. I have only lived in Grants Pass 2 1/2 years. I moved from another state where I retired after working 30 years for a state agency. The impression I have of ODOT staff is they think since they are a state agency they can come to a small/mid size town and bully the populace into accepting the biggest, most expensive project whether the local people want or need it! We, the local citizens, have spoken through the city council and county commissioners and ACCESS, making it known we do not want an expressway, but you continue to call the project "Highway 199 Expressway Upgrade." In the process you seem to want to destroy our fairgrounds. What gives? Then you schedule a meeting for public comment less than a week before Christmas when people are busy with holiday necessites or traveling. You are probably hoping few people will attend. My gut just wants to say, ODOT get out town & leave us alone. I agree there is a need to make Hwy 199 from Dowell Rd to the southwest out of town safer, but leave the rest of the road alone.

Larry Carpenter
lcarp@earthlink.net
EarthLink Revolves Around You.

City of Grants Pass



January 3, 2008

Mr. Art Anderson
Oregon Department of Transportation
100 Antelope Road
White City, Oregon 97503

Re: Official Comments on ODOT's Highway 199 Project.

Dear Mr. Anderson:

Please consider this correspondence and the attached report from Robert Bernstein, P.E. as the City's official comment on the Supplemental Environmental Assessment (SEA) for the Highway 199 project. The City respectfully requests that the Oregon Department of Transportation remain as objective as possible in considering the Working Group (WG) alternative and each of the concerns raised in Mr. Bernstein's report. The City believes, and ODOT's SEA analyses confirm, that the WG alternative will address traffic safety and congestion issues shared by ODOT and the City as well or better than Alternatives A or C and will better serve the needs of local businesses and residents who have steadfastly communicated their concerns to their elected representatives.

ODOT, local governments, and the public should be particularly concerned about Mr. Bernstein's Comments 3 and 6 which indicate that certain analyses and/or application of standards within the EA and SEA may have inadvertently but unduly influenced or steered the process toward a particular outcome (A or C), rather than serving the decision-making process in a strictly objective manner as intended by EA requirements. Similarly, Comments 8, 10, 11 and 12 provide specific examples where greater consideration should be given to local traffic circulation to ensure the most accurate evaluation of the proposed alternatives. The City believes that local governments and ODOT should share these concerns equally and approach the EA/SEA comment process as an opportunity to create a better outcome.

Finally, Grants Pass City Council President Tim Cummings recently reported to the Mayor and Council on his attendance at an RVACT meeting last month. Councilor Cummings reported that ODOT may seek to reduce funding for the Highway 199 project because the project has been "controversial" or because the City and County had expressed a preference for the WG alternative rather than alternatives A or C. Mr. Cummings' report is consistent with what you have said to me directly and at City Council meetings in Grants Pass.

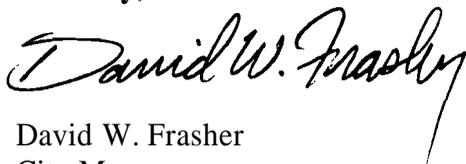
Mr. Art Anderson
Oregon Department of Transportation
January 3, 2008
Page 2

While I understand that “unresolved” controversy could possibly impact funding priorities at some point, we believe it is vitally important that you not construe reasonable participation by the City and County in this process as an unresolved controversy. There appears to be little if any controversy remaining with the WG alternative given unanimous support by City, County and State elected officials and most of the affected property owners within the project area. Indeed, such funding threats could produce a chilling effect on local government participation which would be fundamentally contrary to the public process endorsed by ODOT and to the logic supporting a public comment period. It would also render ODOT’s invitation for local input as illusory and tantamount to: "please provide your honest opinion, but if you do not agree with us, we will not fund a project needed in your community."

In closing, while we believe the WG alternative should be constructed, it is also my belief that the City Council will support any project alternative, or blended design elements, that can be objectively and reasonably demonstrated to serve the best interests of the Grants Pass community.

Please let me know if you have any questions or if I can be of assistance in any way.

Sincerely,



David W. Frasher
City Manager

- c. Mayor Holzinger and City Council Members
- Board of County Commissioners
- United States Congressman Peter DeFazio
- State Senator Jason Atkinson
- Representatives Dennis Richardson and Ron Mauer
- ODOT Director Mathew Garrett
- Phillip Ditzler, Division, Federal Highway Administration
- Rogue Valley Council of Governments
- Rogue Valley Area Commission on Transportation
- City of Grants Pass Executive Staff
- Josephine County Fair Board
- Robert Bemstein, P.E., Consulting Engineer
- Chris Clemow, Group MacKenzie
- Duane Wm. Schultz, ACCESS Attorney
- CF#08-002

ROBERT BERNSTEIN, P.E.
Consulting Transportation Engineer/Planner

December 21, 2007

TO: David Frasher, City Manager, City of Grants Pass

SUBJECT: Hwy 199 Expressway Upgrade Project Supplemental Environmental Assessment

Per your request, I have reviewed the *Hwy 199 Expressway Upgrade Project Supplemental Environmental Assessment* (SEA). The SEA focused primarily on the east section of the project (Dowell Rd – 6th St), and so did my review. Based on my review, and on the project knowledge I gained while directing the City-sponsored development of the "Working Group" Alternative analyzed in the SEA, I have the following comments:

CONCLUSION

The information reported in the Project EA and SEA clearly shows that all three alternatives (A, C, and WG) will provide significant improvement for traffic flow and safety on Hwy 199. The analyses prepared for the EA and SEA also clearly show that traffic operations and safety conditions on Hwy 199 are virtually identical for the three alternatives, and the differences that were found are quantitatively insignificant and well within the "range of accuracy" (margin of error) of the methodologies and models used to produce them. (See SEA Exhibit 3-17, "Comparison of Measures of Effectiveness")

For this reason, selection of a preferred alternative need not and should not be dictated by traffic operations and safety analysis results, which cannot distinguish between the alternatives. Rather, the preferred alternative should be selected based on community values and preferences, including ease of local circulation to, from, and across Hwy 199, and property acquisition and business displacement requirements (or lack thereof).

GENERAL COMMENTS

1) Comparing alternatives

The SEA provides a complete description of the WG Alternative, but does not make clear for the reader the real differences between the three alternatives. The three alternatives are identical except at the "West Y," where Hwy 199, Allen Creek Rd, and Redwood Ave come together in a "triangle" of three intersections

WG Alternative: all Hwy 199–Redwood Ave–Allen Creek Rd connections are made where they are made today

Alternative A: eastbound Redwood Ave traffic enroute to eastbound Hwy 199 is rerouted through the Allen Creek Rd/Hwy 199 intersection

Alternative C: eastbound Redwood Ave traffic enroute to eastbound Hwy 199 **and** westbound Hwy 199 traffic enroute to Redwood Ave are rerouted through the Allen Creek Rd/Hwy 199 intersection

2) Interchangeability of Design Elements

The SEA does not make clear for the reader that some design elements that are unique to one alternative in the document can in fact be incorporated in another. (For example, the WG Alternative's westbound Hwy 199 lane configuration west of Fairgrounds Rd could be incorporated in Alternatives A and C, or Alternative A's westbound Hwy 199 lane configuration west of Fairgrounds Rd could be incorporated in the WG Alternative.) Because such design elements are "interchangeable" between project alternatives, the SEA should make it clear that the evaluation of a design element incorporated in a specific alternative should not affect the selection of a preferred alternative, but rather should only provide guidance on which option for that design element to include in the preferred alternative.

3) Expressway Designation

The SEA ignores the policy and long-range impacts and implications of the project alternatives, particularly as they apply to Hwy 199's "Expressway" designation and the absence of any long-range plans for bringing the highway up to the State-defined expressway standards.

The EA and SEA analyses clearly show that Expressway **volume:capacity** ratio (**v/c**) standards cannot be met with "at-grade" improvements such as those comprised by the project alternatives. In order for expressway standards to be met – and for Hwy 199 to function as an expressway – access onto, off of, and across Hwy 199 must occur at **grade-separated** interchanges. If Hwy 199 is to be an expressway, the EA and SEA should evaluate each alternative in terms of its ability to serve as an interim improvement and how effectively and efficiently it can be **expanded/converted** into the ultimate expressway facility.

There is question, however, as to whether Hwy 199 will ever truly be an expressway. ODOT has no plans for such improvements, and has stated that it has no plans or intention to develop plans or acquire **funding**, even in the long term. As a consequence, the Expressway designation is impractical and inappropriate, and should be changed so that reasonable and attainable standards can be applied to this project.

4) Episodic Peaks

The EA and SEA ignore the significant impacts on traffic operations and safety that occur during major events at the Josephine County Fairgrounds, particularly during the annual County Fair when Fairgrounds-related traffic volumes on Hwy 199 are orders of magnitude greater than the typical weekday volumes on which the EA and SEA analyses are based. Episodic peaks, like the County Fair, should be analyzed in order to evaluate Hwy 199 traffic conditions during such events, and to determine which alternatives are best suited to event traffic.

5) Hwy 199 Traffic Origin-Destination Patterns

The EA and SEA do not provide adequate information on the origin-destination (O-D) pattern of Hwy 199 traffic. O-D information is needed because O-D patterns significantly affect highway volumes and the appropriateness and effectiveness of project alternatives. SEA Exhibit 1-6 (Major Regional and Local Trip Patterns) identifies the general travel paths that use Hwy 199, but provides no information on the relative volume of traffic following each path.

Although a specific origin-destination analysis was not prepared, the information provided in Attachment 1 was derived from the 2025 Design Hour Volumes reported in the ODOT Hwy 199 Expwy Upgrade Project *Traffic* Analysis Report. This information clearly shows that the vast majority of 2025 traffic using Hwy 199 will be local Grants Pass traffic, and that very little will be regional through traffic enroute to/from I-5. The EA and SEA should incorporate this information and apply it in the evaluation of project alternatives.

6) Intersection Spacing

The EA and SEA thoroughly explain the concept of intersection spacing standards, the reasons for having them, and why they should be carefully considered in the development and analysis of Hwy 199 project alternatives. However, the EA and SEA fail to acknowledge and make clear to the reader the fact that after careful consideration and detailed analysis, all analysis results indicate that the WG Alternative operates as well as or better than Alternatives A and C, and it causes none of the impacts the intersection spacing standards were established to prevent. The SEA should make clear that in the case of the WG Alternative, the issues and concerns raised by the intersection spacing standards have all been addressed, and for this reason, the standards themselves are not relevant to the selection of a preferred alternative for this project.

7) Conflict Points

The safety analysis for signalized intersections is incomplete. By relying exclusively on a compilation of "conflict points" (see SEA Exhibit 3-12), the analysis ignores the true determinant crash potential at signalized intersections: conflicting traffic movements. Rather than providing the number of conflict points, where conflicts occur, the analysis should have focused on the volume of conflicting traffic; i.e., left turns across the Hwy 199 mainline and sidestreet through movements across the mainline. Because these conflicting volumes are the same for all alternatives, the crash potential at signalized intersections will be the same for all alternatives. (Note: the use of conflict points to assess driveways and unsignalized sidestreets is appropriate because good traffic volume data is not generally available for such locations. In describing conflict points and their importance, the Access Management Toolkit prepared by the Iowa State University Center for Transportation Research and Education – and referenced by ODOT in its March, 2007, "Analysis of the ACCESS Proposal" – focuses exclusively on driveways and unsignalized sidestreets.)

8) Impact on Grants Pass Arterial Circulation

The EA and SEA do not adequately acknowledge and explain the fact that Hwy 199, in addition to being a regional highway, also is an integral part of the Grants Pass arterial street system. Hwy 199 provides the only connection between the City's Redwood Ave corridor and the rest of the city street system, and Hwy 199 provides the primary connection between the City's Allen Creek Rd corridor and the rest of the city street system.

The impact of the various Hwy 199 project alternatives on Grants Pass arterial circulation is of critical importance to the city, its residents, and its businesses, and should be analyzed in the EA and SEA. The data necessary for such analyses is readily available in the outputs of the Synchro [intersection analysis] model used to do the traffic operational analyses for the EA and SEA. **Table 1** shows the delays imposed by the project alternatives on key traffic flows on the City arterial system (Redwood Ave to inbound Hwy 199, Hwy 199 to outbound Allen Creek Rd, and the Redwood Ave-Allen Creek Rd connection in both directions). As shown in the Table, the WG Alternative provides significantly better circulation on the city arterial system.

Table 1: Grants Pass Traffic Delays at Hwy 199

	Alternative A	Alternative C	WG Alternative
Eastbound Redwood Ave to Eastbound Hwy 199	54 sec/veh (LOS D)	89 sec/veh (LOS F)	24 sec/veh (LOS C)
Westbound Hwy 199 to Allen Creek Rd	61 sec/veh (LOS E)	51 sec/veh (LOS D)	39 sec/veh (LOS D)
Redwood Ave to Allen Creek Rd	52 sec/veh (LOS D)	41 sec/veh (LOS D)	27 sec/veh (LOS C)
Allen Creek Rd to Redwood Ave	70 sec/veh (LOS E)	47 sec/veh (LOS D)	42 sec/veh ^{a)} (LOS D)

a) with two northbound through lanes on northbound Allen Creek Rd at Hwy 199

SPECIFIC COMMENTS

9) Intersection Analysis: Left Turns

The Synchro [intersection analysis] model used to do the traffic operational analyses for the EA and SEA contained two erroneous factors for left turn movements: the model employed

an excessive saturation flow rate¹ for left turns and an excessive lane utilization factor² for dual left turns from Hwy 199 onto sidestreets. The factors used by ODOT caused their analyses to inherently assume that left turn movements are more efficient than they really are, and as a consequence, the EA and SEA intersection analysis results show the intersections functioning much better than they really will. Furthermore, because the erroneous inputs favor left turn movements, the results are erroneously biased in favor of Alternatives A and C, which concentrate left turn movements at a single location (i.e., the Allen Creek Rd/Hwy 199 intersection), and are erroneously biased against the WG Alternative which distributes the same left turn movements to two locations.

Use of correct left turn saturation flow rates and dual left lane utilization factors yields the results compiled in **Table 2**. The EA and SEA should be revised to incorporate these corrected analysis results.

Table 2: Hwy 199 Intersection Volume:Capacity Ratio (VIC)

Hwy 199 Intersection V/C	Allen Creek Rd	Redwood Ave	Ringuette St
Alternative A	WSEA: 0.82 corrected: 1.06	-	EAISEA: 0.79 corrected: 0.93
Alternative C	WSEA: 0.74 corrected: 1.02	-	EAISEA: 0.79 corrected: 0.93
WG Alternative	EA/SEA: 0.75 corrected: 0.87	WSEA: 0.67 corrected: 0.72	EAISEA: 0.83 corrected: 0.93

¹ "Saturation flow rate" is the maximum flow rate at which traffic can move through a given intersection. The saturation flow rate used in the ODOT Synchro model was 1,800 veh/hr for all turning and through movements at all intersections. Though this flow rate is appropriate for through movements, it is excessive for turning movements, for which actual saturation flow rates are in the 1,200-1,500 veh/hr range. A vast quantity of research and observation over the years has found that the average headway (i.e., the time gap between vehicles) of traffic moving through intersections at maximum flow rates (saturated conditions) is 1.9–2.0 seconds per vehicle, which translates to 1,800–1,900 vehicles per hour. Similar data for turning movements, however, indicate average headways of 2.5–3.0 seconds per vehicle, which translate to saturation flow rates for turns of 1,200–1,450 vehicles per hour.

² "Lane utilization factor" is used to specify the relative utilization of the available lanes in a given intersection approach. A lane utilization factor of 1.0 indicates that all lanes are being used equally. The ODOT Synchro model used a lane utilization factor of 0.97 for dual left turn lanes, which indicates that the volume in one of the two lanes is 94% of the volume in the other. This lane utilization factor is not appropriate for Hwy 199 dual left turn lanes onto sidestreets (i.e., the dual lefts on eastbound 199 at Ringuette St and on westbound 199 at Allen Creek Rd), because the two left turn lanes will not be used equally at those locations. A lane utilization factor of 0.75 (volume in one of the two lanes is half of the volume in the other), at most, should be used to analyze these intersections.

10) Westbound Hwy 199 Right Lane Congestion

The EA and SEA ignore the serious congestion and safety problem that currently exists on westbound Hwy 199, where on a regular basis traffic enroute to westbound Redwood Ave currently backs up in the right lane as far east as 6th St. This queue forms because the volume of traffic headed to westbound Redwood Ave overloads the capacity of the right lane of Hwy 199, the only lane from which westbound Redwood Ave can be reached. The impacts of the queuing are significant: access to businesses and sidestreets on the north side of Hwy 199 are strangled, rear-end crash potential is increased, and the unsafe maneuvers by motorists trying to cut into or break out of the queue creates serious hazards.

This safety and congestion problem will grow rapidly and significantly worse as traffic volumes increase, and should be addressed in the EAISEA.

11) Westbound Hwy 199 Lane Configuration

The westbound Hwy 199 congestion/safety problem described above is addressed by the WG Alternative. The westbound Hwy 199 lane configuration comprised by the WG Alternative was designed specifically to resolve the right-lane congestion/safety problem by making it possible for westbound Hwy 199 traffic to get to westbound Redwood Ave directly from either of the two rightmost lanes carrying through traffic through the Ringuette St intersection. Only with such a feature can the westbound-Redwood-Ave-bound traffic be dispersed into two lanes and prevented from overloading the right lane. Neither Alternative A nor Alternative C have this capability – all access to westbound Redwood Ave is from the Hwy 199 right lane only – and consequently, neither alternative is capable of addressing the problem and its impacts. The SEA needs to be amended to address these issues.

Furthermore, while the SEA ignores the right-lane congestion/safety problem, it spends an inordinate amount of time and effort describing potential weaving problems associated with the WG Alternative westbound Hwy 199 lane configuration (see SEA p. 3-31). Although the weave issues are not nearly as serious as the right-lane congestion problem (the problematic weaves affect a limited number of vehicles, they can be accomplished safely, and there are alternate routes or other means to avoid them, while the right-lane congestion affects all traffic absolutely without exception), the EAISEA and the project design process should address both problems in a comprehensive manner. The SEA should be amended to incorporate a true solution to both problems.

12) Eastbound Hwy 199 Left Turn at Ringuette

The SEA ignores the practical infeasibility and safety impacts of the proposed dual left turn lanes on eastbound Hwy 199 at Ringuette St. The design year turn volumes aren't even high enough to reach ODOT's own "warrant" for consideration of dual left turn lanes (300

vehicles/hour), but more importantly, the dual left turn lanes will not function effectively and safely at this particular location.

The dual left turn lanes were considered and analyzed in the development of the WG Alternative, and were found to be fatally flawed in terms of "real world" operation:

- A dual left turn lane in this location will not function effectively and safely, primarily because the segment of Ringuette into which the dual left connects is short and has multiple driveway and sidestreet connections in close proximity to the intersection. Virtually all the traffic turning onto Ringuette from eastbound Hwy 199 will be turning off Ringuette within a block or two. Consequently, there will be significant merging, weaving, and turbulence coming out of the left turn, resulting in one or both of two undesirable outcomes: either the congestion at the 'entrance' to Ringuette will back up eastbound-to-northbound left-turning traffic into the Hwy 199 intersection, **and/or** one of the two left turn lanes will be underutilized or not used at all.
- The second left turn lane further increases the already daunting pedestrian crossing distance. Even if adequate green time is provided for pedestrian crossings, the additional turn lane creates further degradation of pedestrian safety and convenience, and further discourages pedestrian activity in an area where pedestrian activity should be encouraged and accommodated.
- The dual left turn requires that there be two northbound lanes on Ringuette. With a single left turn lane, northbound Ringuette could retain its single-travel-lane configuration, easing access impacts on adjacent businesses.

These significant safety and operational impacts should be addressed in detail in the EA and SEA, and the Hwy 199/Ringuette St intersection should be redesigned in each of the three alternatives.

13) Improvements at Allen Creek Rd Intersections

The SEA should analyze, document, and acknowledge that by refining the WG Alternative to include a second northbound through lane on Allen Creek Rd at the Hwy 199 intersection that continues north to become a second northbound-to-westbound left turn lane at the Redwood Ave intersection, V/C could be improved at the Allen Creek Rd/Hwy 199 intersection. (V/C would improve to 0.70, and make the WG Alternative the only alternative to meet ODOT V/C standards.)

If you have any questions or if you need additional information, please contact me.

Sincerely,



Robert Bernstein, P.E.



Summary of Qualifications: I have Bachelor's and Master's degrees in Civil Engineering (from Georgia Tech and Northwestern University, respectively), and I am a registered professional engineer in Oregon, Washington, California, and New Jersey. I have over 30 years of transportation planning and traffic engineering experience, including five years with the City of **Portland** and seven years as Senior Transportation Engineer with the Puget Sound Council of Governments. In these positions and as a private consultant, I have prepared the transportation element for nearly a dozen city and county comprehensive plans, and I have conducted numerous regional and **subregional** travel demand forecasting studies, traffic operations and safety analyses, and neighborhood traffic management studies. Over the course of my career I have authored or co-authored the **traffic/transportation** analysis sections of environmental documents for over two dozen highway projects in Oregon, Washington, California, and Georgia.

Attachment 1

Handout

Hwy 199 Corridor Local Circulation Plan
Working Group Meeting #6

June 1, 2007

THROUGH and LOCAL TRAFFIC on HWY 199

Specific origin-destination information is not available

The following was derived from the 2025 Design Hour Volumes reported in the ODOT Hwy 199 Expwy Upgrade Project Traffic Analysis Report

Westbound Hwy 199, 2025 p.m. peak hour

2,850 individual vehicles travel some portion of WB Hwy 199 between 6th St and Allen Creek Rd; of these:

- *46% are coming from 6th and 40% are coming from the Parkway*
- *47% continue west on 199 beyond Allen Creek Rd (53% get off WB Hwy 199 at or between Tussey Ln and Redwood Ave)*
- *-19% come from the Parkway and continue beyond Allen Creek Rd*

Eastbound Hwy 199, 2025 p.m. peak hour

2,300 individual vehicles travel some portion of EB Hwy 199 between Allen Creek Rd and 6th St; of these:

- *48% are coming from EB Hwy 199 west of Allen Creek Rd (52% get on EB Hwy 199 at or between Allen Creek Rd and Ringuette St)*
- *42% are going to 7th St and 35% are continuing east on the Parkway*
- *-17% come from EB Hwy 199 west of Allen Crk Rd and continue east on the Parkway*

1 PETER DREW
FLORENCE NIKAS
2 ALEX NIKAS
P.O. Box 2158
3 Grants Pass, OR 97528
4

5 PETER DREW: Peter Drew. We should save
6 the track because I really like BMX, and I think a lot
7 of other people do.
8

9 FLORENCE NIKAS: We moved here from
10 California a couple months ago. And my son didn't know
11 anybody. We live in a very rural, secluded area. And we
12 found out about the track and came. And people have been
13 just so supportive of him and of us as a family. And just a
14 wonderful place for him to go.

15 And the skate park has been vandalized and is
16 closed and they are talking about closing it completely.
17 There's not too many places for kids to go. So I'm so happy
18 that we have the track.

19 It meant a lot to us when we first moved here
20 and even means more to us now. So, keep the track open.
21

22 ALEX NIKAS: The track is a structured
23 environment for the kids. I think that the Boys and Girls
24 Club is a great alternative for some kids, but there's some
25 kids that that's not cool. And bikes and skates are really

1 cool for kids. They like that environment because the
2 bicycle track is structured. There's a lot of family there.
3 There's a good influence. There's a good mix of kids. It's
4 a good way for them to get out their athletic ambitions that
5 are not into traditional sports like basketball, baseball,
6 soccer, and we need to keep it. Need to keep it for our
7 community.

8 (End of statement.)

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GEOFFREY M. FARRER, JR.

P.O. Box 2244
Grants Pass, OR 97528
Phone: (541) 291-0782

January 7, 2008

RE: Public Comment on Highway 199 Expressway Upgrade Project

ODOT
c/o Jerry Marmon, Arthur Anderson, Dave Pyles, Gary Leaming
ODOT Area Office
Central Point (Medford), OR

VIA EMAIL

Gentlepersons:

I am the owner of the Redwood Market, at the corner of Redwood Highway and Allen Creek Road. The piece of property is held by me, under the name of one of my LLC's.

In addressing the proposals that we have before us, we have all been looking at a number of alternatives for several years. It seems that no two people will think exactly alike, but it is my hope that we may reach an amicable solution, which will serve the local community of Grants Pass, while helping ODOT achieve its overall goals to aid the movement of traffic.

Before I comment on the 3 specific alternatives under consideration, let me make a statement that I think is of importance. The Highway 199 Corridor, in the area under discussion, should NOT be considered a stretch of highway, along which cars should be expected to travel at a high rate of speed. With the community growing as it has, and with the UGB having been extended as it has, it would only be normal to consider this stretch of "Highway" to be an urban road, inside a highly populated, residential and commercial area. There is no need to have high speed traffic in this area, until the traffic reaches the Westbound area around the Rogue Community College.

To protect the safety of the community, and to preserve the residential and business climate of this urban city, this stretch of highway should have traffic slowed down, not sped up. To speed traffic up to a speed in excess of 35 MPH, before it reaches RCC, is to endanger the public. ODOT is asked to consider the fact that even with all of the proposed changes, removal of signals, rerouting of traffic using slip ramps and the like, it will not reach highway speeds until the

traffic is to the West of the City limits, near RCC. To encourage traffic to speed along in this corridor, is to endorse a dangerous alternative, which Grants Pass and its citizens, do not desire. It is my opinion, and the opinion of a significant number of the citizens, that to attempt to increase or maintain a high speed traffic flow, until cars exiting the city reach RCC, is to endorse a plan which on its face, is inherently dangerous. Given that people do cross the road, cars need to come and go across Highway 199, and the like, ODOT should be held financially and criminally liable for all accidents in this corridor, should they decide upon an alternative which would allow traffic to flow at more than 35 MPH.

That being said, and now being of record, let me briefly comment on the three proposals:

Alternative "C": I can not support alternative "C", as it would substantially take my property, which was purchased for development. Current offers for just the raw land alone, are in the \$1,600,000.00 range, by qualified buyers. Should option "C" pass, I will be looking for damages for the taking of this property, to include not only the value of the property, but to include the developed value of the property, and the income stream therefrom, which will be withheld from my family. Alternative "C" will also cause me to file legal actions against ODOT, the state of Oregon, and all individuals responsible for this alternative.

Alternative "A": I can not support alternative "A", as it significantly reduces the ingress/egress to my property, and significantly diminishes the value of the property. I will look for compensatory damages, as well as punitive damages, should this plan be adopted. Should the decision come down between alternatives "C" and "A", and force me to "swallow" a decision, "A" would be my preference, but it would be at a significant cost to ODOT, for damages caused to me.

Alternative WG: I can marginally support this option, as it allows for travel in a circular pattern around an "island" where my property sits. It would not allow for left turn ingress, or left turn egress from my property, which would diminish the value of the property. I would look for compensation in a lesser amount, should this alternative be selected over alternatives "A" and "C."

In summary, if we must select an alternative, WG is the only alternative that I support, and is the only alternative that I would be able to swallow.

Cordially yours,

GEOFFREY M. FARRER, JR.
Via email: geoff@gmf.us

1 JOHN GROVER, SR.

230 SW Central Ave.

2 Grants Pass, Oregon

3
4 JOHN GROVER, SR.: I'm just here to try and
5 save the BMX track. That BMX track does good things
6 for the kids; and instead of running around and causing
7 trouble and mischief like they have at the skate park,
8 which is run by the City, the BMX track has provided a
9 good place, a safe place for them to go. There's
10 competition, teamwork, nowhere else in town can you get
11 that. They stay off the streets.

12 We've got some good kids out there that work hard
13 with the racing. Some of the race teams that they sign
14 with, they have strict rules; you have to do good in
15 school, you have to be an upstanding citizen. If you
16 don't do this, you can't race on a team. These kids
17 work hard for that.

18 I understand growth. Growth is fine. But you
19 also got to look for the future of our kids. These
20 kids, I mean, we have, we have a national champion at
21 our track, we have a couple of them. We have future
22 champions at our track. These are good kids and we got
23 to think of them, you know. Just think of the kids;
24 leave the BMX track alone.

25 (End of statement.)

1 JOHNNY GROVER

230 SW Central Ave.

2 Grants Pass, Oregon

3
4 JOHNNY GROVER: Because we have the BMX track
5 and stuff, how they have to build the road pretty much
6 through our track, why can't they build around our
7 track instead of through it or, yeah, make like some
8 kind of little bridge or something. I don't get why,
9 why can't they just build around it or build something
10 over it so nothing will happen to our track. I don't
11 get why they have to take away something pretty much
12 that we love to do. And we make good friends and stuff
13 with it, and I don't get why they have to take that
14 stuff away from us.

15 I wouldn't have known him (indicating) if I
16 wouldn't have started racing. And me and him pretty
17 much would have stayed enemies if I wouldn't have
18 started racing.

19

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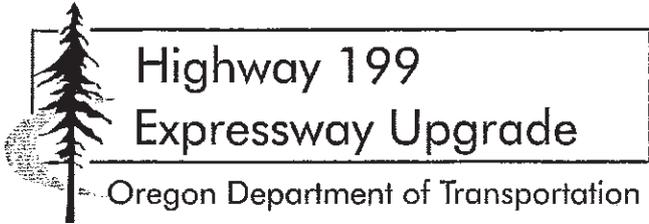
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Comment Form 99

Public Hearing Dec. 19, 2007 Rogue Community College
Comment Deadline: 5 p.m., Jan. 7, 2008

The purpose of this Oregon Department of Transportation (ODOT) project is to develop a transportation solution to address safety and congestion problems along Highway 199 from Tussey Lane to Midway Avenue, Grants Pass.

Public Comments on the Supplemental Environmental Assessment will be accepted through 5 p.m., Jan. 7, 2008. Your comments will be made part of the project record, and will be responded to in the Revised Environmental Assessment, to be published in Spring 2008.

You may leave written comments at this hearing, or mail them to the address on the reverse side. You may use this form or your own paper to comment, or make oral comment to recorders at the hearing. Email comments will be accepted; see mailing instructions on reverse side.

Name: Jim Hull

Mailing Address: 1415 S.W. "K" ST.

Street Address (if different): _____

City and Zip code: GRANTS PASS 97526

Telephone: 955-1568 e-mail: _____

By moving PROPOSED ROADS 100 YDS. EITHER WAY IT WOULD IMPACT THE EXISTING BMX RACETRACK. EITHER WAY IS EMPTY COUNTY LAND ANYWAY, WITHOUT IMPACT ON ANY BUSINESS'S OR PRIVATE LAND. THERE IS ALREADY ENOUGH FOR KIDS & GRANDKIDS IN THIS AREA FOR THEM NOT TO DO!!!
= = =

1 MICHAEL IRELAND

506 N.W. "E" Street

2 Grants Pass, OR

3
4 MICHAEL IRELAND: I'm the race track

5 director. And I've noticed, I've been looking at three
6 plans. All three plans are technically the same, but 100
7 yards of road goes, 100 yards up or back through our track.
8 Of course, we're about the only one it affects in all three
9 plans.

10 And my question basically is why can't they just
11 move it back 50 yards and they don't touch us at all and no
12 changes on their plans? I mean it's a simple -- they are
13 talking relocating us, pushing our track forward where we're
14 county property. Property next to us is county property.
15 If they dropped our road down, the road down 50 yards, we'd
16 be out of the whole picture and quietly go away because
17 nothing would affect us.

18 I have no problems with their plans. It's the
19 fact it goes through our track, all three of them. It is
20 the only thing left for kids to do.

21 Bthe Work Group, we looked at it and said the
22 Working Group group, that's worse than Plan C. Plan C is
23 their best plan at this moment. Plan C we can push our
24 track forward, we lose a parking lot. But if they pushed
25 their road back 50, we wouldn't have to move at all. And

1 that's the whole point. It doesn't seem like they are
2 taking the track into consideration because every plan goes
3 through us. And it's all to give access to two businesses
4 on the other side of it that lease from the same people we
5 do, the fairgrounds.

6 So my question actually in comment would be this
7 has to be intentional that -- it has to be. I mean we do
8 bring in as much money as those businesses do over a year.
9 The only reason we haven't had our big national is because
10 of this road project, which normally books up every hotel
11 room in this city. We can get 2,000 riders with families in
12 this city. But they took it to Eugene last year because of
13 the road project. We're in line to get it this year, but
14 now this popped back up again, the road project. And this
15 is, actually our state's championship is Medford, to the
16 Medford Gold Cup -- what do they call that soccer thing? We
17 draw more people, we have for three years in a row.

18 Up until last year, of course, when the road
19 project came in, they decided let's run it in Eugene. But I
20 just don't understand why they can't move a road just a
21 little bit over one way, that's all. They don't have the
22 changes through anybody's property. It's all their
23 property. If they move the road any way above us or below
24 us, it's still on county property with no homes, no
25 businesses affected. So we're talking 50 yards of dirt

1 moving one way or another. It's the same access.

2 All three plans have the same road but one goes
3 100 yards one way, one is down 50 yards, and the other one
4 is down 25 yards. So I'm asking why don't they just use it
5 25 more yards down and we're out of it. We lose our parking
6 lot, which we have no problem losing. We'll give up a
7 parking lot to give everybody access. So it seems fair to
8 me, if they would just take the first road, the big road off
9 ramp, what I'm calling it, they call it a two-way easement,
10 if theyB move that toward the Old Redwood Highway, maybe 25
11 yards more down toward it, we disappear. We wouldn't be
12 complaining about any of this project. They could have
13 meetings and nobody would show up to complain. We wouldn't
14 have to, we'd be happy sitting there, you know. I could
15 sell that plan to anybody at our track because nobody cares
16 about losing a parking lot.

17 It's just -- I mean like I said, I realize we're
18 not going to stop these plans. One of them is going to come
19 through. All we have to do is move one thing around and
20 nobody will be affected. You take all three plans, put them
21 together, they are the same plan. They are just a few 100
22 feet apart from each other, the roadway through our track.
23 Every Bplan is through our track and the only difference on
24 the plan is how much of our track it takes.

25 Plan C is doable if they can push their top of the

1 access road on top forward. We can push our track forward.
2 But if you took the bottom road and moved it down 25 yards
3 or feet, whatever, doesn't matter, we wouldn't move
4 anything. We'd be perfect right where we were. And I don't
5 see where that would change anything, because if you laid
6 each plan on top of each other, the only difference is
7 access to our track, how many feet of our track it takes.
8 That's what's kind of funny. It's like we're a thorn in
9 their side right there. They wouldn't need three plans.

10 They are probably thinking if they were gone -- we
11 rBBBBBun lights on our track for the road. We were told we
12 couldn't run lights, they were too bright. We can't race
13 without lights. But we worked around that. We had an
14 engineer, we had lighting companies show up for free and
15 fixed our lights where the county didn't have to yell.

16 Then we had noise problems after ten years. Yeah,
17 we know, we're not dumb. We're a thorn in their side.
18 Without us they could put the road straight through. They
19 wouldn't worry about it and they can still do that if they
20 just take our parking lot. We will give them the parking
21 lot and not sell, just take our parking lot, we don't need
22 it. We can park across the street.

23 That's the whole point. But all three plans are
24 the same. How anybody tried to say they aren't, there's
25 just a foot difference, 100 yards and stuff, but that's it.

1 That's all I have to say.

2 Well, there's nothing left in our town for our
3 kids to do. I always have, since '77, been racing. And we
4 were going to push for national next year, which brings in
5 2,000 with riders and families. So you're talking a couple
6 thousand people. Eugene had, 12 years ago, they made so
7 much money on it, they have been begging for another one.
8 They're going to get the next one because they can prove
9 that the city will back them up on -- this is an Olympic
10 sport next year. It's going to explode.

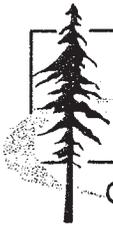
11 If the city is looking for revenue, yes, this is
12 Bit. This is the new, this is the new soccer. Soccer
13 exploded after women's soccer. This is going -- we have how
14 many soccer fields in this -- we have one BMX track. After
15 the Olympics next year, we'll have more, more riders. But
16 there's nowhere left to build tracks around here. We're
17 here now. We should utilize what we have. That's what I
18 believe, but that's what's going to happen.

19 Are you going to close down an Olympic sport for a
20 road that doesn't really need to be there? But it's going
21 to be there and we all know that. So, okay, that's it. I'm
22 done.

23 (End of statement.)

24

25



Highway 199
Expressway Upgrade

Oregon Department of Transportation



**Comment
Form**

101

**Public Hearing Dec. 19, 2007 Rogue Community College
Comment Deadline: 5 p.m., Jan. 7, 2008**

The purpose of this Oregon Department of Transportation (ODOT) project is to develop a transportation solution to address safety and congestion problems along Highway 199 from Tussey Lane to Midway Avenue, Grants Pass.

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Name: Larry Kaufmann / Revolve West, LLC

Mailing Address: 699 UNION AVENUE

Street Address (if different): _____

City and Zip code: Grants Pass OR 97527

Telephone: 541-956-4951 e-mail: larry@revolvewest.com

Concerning the removal of the Fairground light right turn only —
This is a wonderful proposal if you're looking for an increase
in accidents @ Ridgette and Union. There needs to be
adequate access to Redwood Hwy. west from the businesses
and Hospital on/from Union Ave. We've been at this location
since 1999 and can't even fathom the removal of left
turn capability from Fairgrounds Way. (You should spend
one day here and you'd see exactly what I mean)!
Please use All of the information available to you
before making a decision; there is much at stake here.

Thank You! (over)
Larry

1 MELODY LINDORF

MASON LINDORF

2 ERIC LINDORF

2080 Humbug Creek Rd.

3 Applegate, OR 97530

4

5 MELODY LINDORF: Well, me and my family do
6 BMX and we don't want it to go because, like we ride
7 there every, three times a week and we have a lot of
8 fun doing it and it would really stink if like it got
9 replaced with like a highway.

10 MASON LINDORF: I want the track because it's
11 fun for me and my dad and my sister.

12 ERIC LINDORF: It's an important issue to us
13 because, you know, for the kids and whatnot, they have
14 not had a lot of activities that they can do at the
15 public level. Anyway, I have a son and a daughter
16 both, and myself all ride at River City BMX. Just as a
17 member of the BMX group and I guess generally, you
18 know, citizen at large, I'm not in favor of any
19 proposal that affects the track; because there appears
20 to be a lot of non-used property in the area.

21 Uhm, looking at the alternatives as put forth
22 tonight here, Alternative C seems to have the least
23 amount of impact on the track. But it does seem to
24 leave open that possibly there's a better way to
25 utilize Redwood Avenue, the current Redwood Avenue for

1 access to Pansy Lane rather than eliminating, what
2 appears to be eliminating the current Redwood Avenue
3 altogether. Perhaps a dedicated turn lane off of
4 Highway 199 for access to the Pansy Lane area rather
5 than construction of the new access road.

6 Uhm, anything beyond that, I don't really have a
7 whole lot, you know, to add. Uhm, it would be a shame
8 to lose the track. And I am kind of curious to check
9 into the lease between the BMX group and the
10 Fairgrounds to see what is regarded with right of way
11 and relocation. That's it.

12 (End of statement.)

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Comment Form 103

**Public Hearing Dec. 19, 2007 Rogue Community College
Comment Deadline: 5 p.m., Jan. 7, 2008**

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Name: Tracy Lindorf

Mailing Address: 2080 Humburg Creek Rd, Applegate, OR 97530

Street Address (if different): _____

City and Zip code: Applegate, OR 97530

Telephone: 846.0296 e-mail: lindorf@apbb.net

We love River City BMX. We moved to the Rogue Valley 13 years ago because it was a small rural community with family oriented activities. Our interest in BMX has changed our family and brought us closer.

In ~~option~~ Alternative C, access could still be allowed to the YMCA and River City BMX as is off Redwood Avenue, yet direct the majority of traffic through the new interchange. BMX has given new life and energy (over)

to our family. We have met many other healthy families. It gives parents the opportunity to participate in a team sport with their children. The Rogue Valley is unique in that our children can be truly competitive in BMX because we live within driving distance of two tracks, Medford + River City. Our children race both tracks on Saturdays. We ride at River City BMX three times per week.

Please come up with an alternative that doesn't take this sport from our family. Please keep Grants Pass a Family activity oriented community!!!

Please drop off this form before you leave, or mail by Jan. 7, 2008 to:

Jerry Marmon, ODOT Environmental Project Manager
100 Antelope Road
White City, OR 97503

Or Comment by email: jerry.marmon@odot.state.or.us



Oregon Department of Transportation



Highway 199
Expressway Upgrade

Oregon Department of Transportation

Comment Form **104**

Public Hearing Dec. 19, 2007 Rogue Community College
Comment Deadline: 5 p.m., Jan. 7, 2008

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Name: Lobac Const.

Mailing Address: 690 UNION AVE

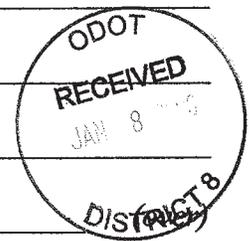
Street Address (if different): Same

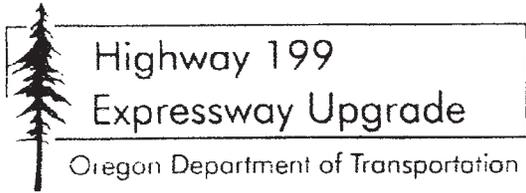
City and Zip code: Grants Pass, OR, 97527

Telephone: 660-9510 e-mail: NONE

I favor the cities plan & for
signal to remain on Hwy 199.
For working group alternative.

Removal of signal would cause
of problem from accident to Traffic
back-ups





Attn: John Vial
ODOT Interim RM
100 Antelope Rd
W.C. 105
OR 97503
Comment Form

Public Hearing Dec. 19, 2007 Rogue Community College
Comment Deadline: 5 p.m., Jan. 7, 2008

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Name James M. Lowe

Mailing Address: 3130 Leonard Rd

Street Address (if different): Same

City and Zip code: Grants Pass OR 97527

Telephone: 955-5152 e-mail: Lowe bid@moserpadding.com

I agree w/ Working Group plan except for the removal of the Fairgrounds ^{Signal} light! ~~Panel~~ Rd of the new Redwood ^{AVENUE} Signal is the same distance as Redwood Ave of the Fairgrounds light! Light/signal needs to remain.

