



01

Feb 13, 2007

MR MARMON

We were just sent a copy of the concepts of plan A and C. We could not be there for the public meeting as we winter in AZ. We do not like these two concepts. We feel that more study by professionals NEED to be done. If the city wants to hire a consultant, then maybe between the city, ODOT & ACCESS we could have a better plan.

It is ironic to me that 3-5 min have any bearing on lives lost.

We travel the Redwood area each day when we are home, having property & family in the area. We fail to see how A and C concepts would improve or enhance the area.

We like the ideas that the ACCESS group has proposed in making this a Blvd. concept. We feel that this would encourage traffic to slow down, shop and enjoy the area.

We also like the area on Allen Crk to Redwood Ave to be closed to thru traffic on the Ave.

Keep our city intact, businesses working. Please do not go forward with these two concepts.

Warren and Guadagni
Anderson

1414 Nursery Ln
G.P. OR 97527
474-1477-660-1473



Lowell Anderson
Operations Manager
(541) 478-1425

Onsite Document Shredding
Records & Media Management

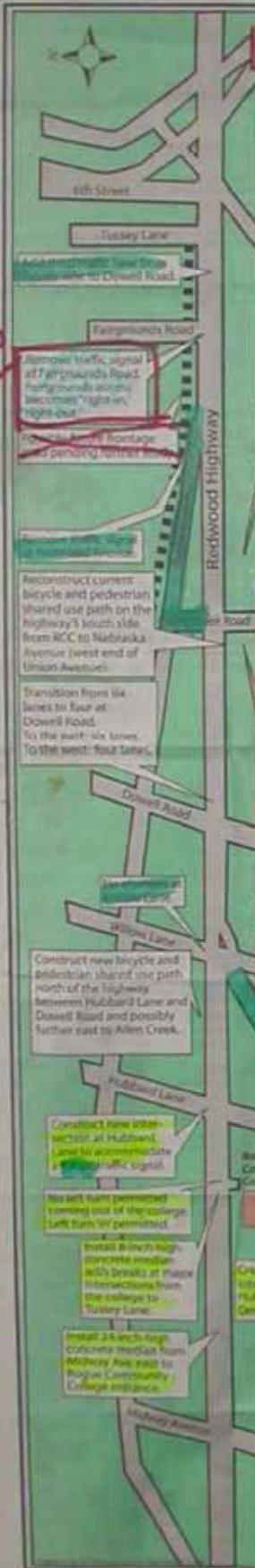
PO Box 2541
Grants Pass, OR 97526
lowell@secureinc.net
www.secureinc.net



Dear Jerry Marmor

I wanted to express my opinion
concerning the plans that ODOT has
for Redwood Hwy. I have sat in
on some meetings and have looked at
all the plans. I believe ACCESS has
the proper perspective on our community
and how best to benefit it. Please
consider and look at the plan seriously.
Lowell Anderson

Redwood Highway Upgrade



*yellow = old
blue = new
red = widening, 100'*

*Assignment Road - Right in use during
fair - or opening road
where traffic needs to
be controlled by a light -
other ways might be - right in use.*

*Hubbard Ave. 110' cross from Allen
Creek to Redwood Highway - 110'
Allen Creek - Redwood Highway to
Hubbard Ave.*

*Create new intersection at
Redwood Ave - Dowell Road - 2-lane
Redwood Highway - 2-lane road*

*Create new intersection Willow Lane
and Redwood Highway - 110' driveway, 110'*

*Create new intersection at Hubbard Lane
Redwood Highway with traffic light -
Create new intersection Hubbard Lane
and Broadway Drive 110' gap, 110' the traffic
to lanes - 6" Williams Highway to Redwood
road like a Blvd. w/ light - take lanes
side walk - etc. - colored in center of plant.*

ODOT has \$35 million plan to ease congestion

By Shaun Hill
Grants Pass Courier

The Oregon Department of Transportation is approving a \$35 million plan for traffic congestion and safety on Redwood Highway in and near Grants Pass.

Major components of the transportation planning program are:

- The creation of a third travel lane in each direction on the highway from Willows Highway to 23rd Street.
- Construction of traffic signals at Fairgrounds Road and Dowell Lane.
- A widening of Hubbard Lane and Hubbard Avenue at Hubbard Avenue and Allen Creek Road.

The plan anticipates four truck-mounted transponder (TMS) stations for vehicle-to-vehicle communication. These stations will be installed at the intersection of Hubbard Lane and Hubbard Avenue, at the intersection of Hubbard Lane and Dowell Lane, at the intersection of Hubbard Lane and Hubbard Avenue, and at the intersection of Hubbard Lane and Hubbard Avenue.

"That's a lot of the plan's key elements are to be implemented in a 'phased' fashion," said Hill.

Other elements of the plan include new recommendations for traffic signals and pedestrian safety. Installation of a center median at Dowell Lane in the middle of the highway and installation of at least eight concrete and steel bollards at Hubbard Lane and Dowell Lane in the future. Right-of-way will be acquired at more than \$10 million. The plan also includes a \$10 million to be used for the plan, although the city of Grants Pass has agreed to fund a portion of the plan.

CONSTRUCTION

A construction project on Redwood Highway is planned for next year. The plan includes the installation of traffic signals at Fairgrounds Road and Dowell Lane, and the installation of a center median at Dowell Lane. The plan also includes the installation of a center median at Hubbard Lane and Hubbard Avenue, and the installation of a center median at Hubbard Lane and Hubbard Avenue.

Open house set

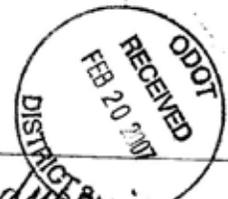
An open house will be held between 10 a.m. and 2 p.m. on Feb. 15 at the Grants Pass Community Center, 23rd Street. The open house will provide an opportunity for the public to provide input on the plan. The open house will be held from 10 a.m. to 2 p.m. on Feb. 15 at the Grants Pass Community Center, 23rd Street. The open house will be held from 10 a.m. to 2 p.m. on Feb. 15 at the Grants Pass Community Center, 23rd Street.

ODOT has a long history of working with the community to improve transportation. The plan is a key element of the state's transportation planning process. The plan is a key element of the state's transportation planning process. The plan is a key element of the state's transportation planning process.

PHOTOGRAPH BY

The plan is a key element of the state's transportation planning process. The plan is a key element of the state's transportation planning process. The plan is a key element of the state's transportation planning process.

yellow = ok
green - NO -
red - very much NO



Fairground Road - light in use during
fair - or special event
where traffic needs to
be controlled by a light -
otherwise "right in - right out".

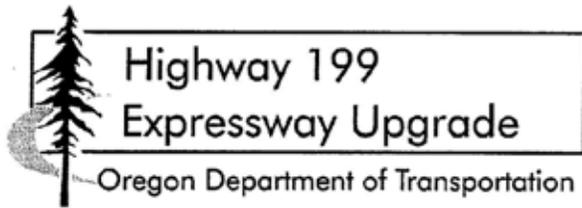
Redwood Ave NO more from Allen
creek - to Redwood Highway - NO
Allen creek - Redwood Highway to
Redwood Ave.

Create new intersection at
Redwood Ave - Dowell Road. } w/ signals
Redwood Highway Dowell road }

Create new intersection Willow Lane
and Redwood Highway - NO Demaray Drive

Create new intersection at Hubbard Lane
Redwood Highway with traffic light -
Create new intersection Hubbard Lane
and Demaray Drive NO going NORTH thru traffic

6 lanes - 6TH Williams Highway to Midway
Treat like a Blvd. w/ light - Bike lane
side walks etc. island in center w/ plants.



Comment Form

Public Hearing Feb. 8, 2007 Rogue Community College
Comment Deadline: 5 p.m., Feb. 22, 2007

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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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.

Name: VERGINIA ARELLANO

Mailing Address: _____

Street Address (if different): 1655 NUNNWOOD

City and Zip code: GRANTS PASS 97527

Telephone: 956.9656 e-mail: 3bears@budget.net

WILL THE BUSINESSES THAT LEASE
BE FUNDED FOR RELOCATION?

WHERE WILL THE BIKER TRACK GO?

HOW WILL YOUR PLAN BENEFIT THE
LOCALS?

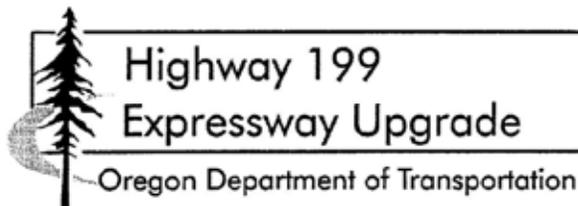
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BUCK BAKER
4707 Lower River Rd.
Grants Pass, OR 97526

MR. BAKER: I'm Buck Baker, I'm here to oppose the two plans that ODOT has put forward, A and C. For one thing, the impact on the community is way beyond what it needs to be. I endorse the proposal submitted by the group called Access. The city of Grants Pass has earmarked money to hire an engineer, which they've already done, to study that plan; and I feel that when the results of that comes out, that that will show to be a viable plan. And we need to have ODOT and whatever other powers that may be in this, extend the comment period to at least 120 days to give time for a study of the plan submitted by Access.

So to summarize, I think \$15.3 million is, and displacing all the businesses and residences, is ludicrous when there's a plan on the table that would maybe impact one business, possibly zero, and would have maybe only \$1 million in acquisition costs. So that's the end of my statement.

(End of statement.)



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Name: CLIVE BOONE

Mailing Address: 470 REDWOOD HY.

Street Address (if different): _____

City and Zip code: GRANTS PASS . 97527

Telephone: 474-2992 e-mail: BOONE@UCI.NET

I'VE BEEN IN BUSINESS AT THIS LOCATION FOR 21 YEARS
(SINCE 1986). OUR STORE HAS BEEN A "DESTINATION" ATTRACTION
DUE TO ITS "MUSEUM" ATMOSPHERE AND UNIQUE MERCHANDISE.
IT IS OUR MAIN SOURCE OF INCOME FOR MY WIFE AND I
AND OUR DAUGHTER.

BY ELIMINATING OUR PARKING, BOTH PLANS WILL
KILL OUR BUSINESS. AND FINDING A COMPARABLE LOCATION
IS IMPOSSIBLE.

PLEASE RECONSIDER...

CLIVE BOONE (over)

1 CLIVE BOONE

2318 Allen Creek Rd.

2 Grants Pass, Oregon

(541) 476-2666

3
4 MR. BOONE: My name is Clive Boone, 2318

5 Allen Creek. I have Dan'L Boone's Trading Post at 470

6 Redwood Highway, we started in 1986. My wife and I now

7 work, and our daughter works part time, three days a week.

8 It's a big source of support for my daughter, the main

9 source of income for my wife and I. It's a unique business

10 in a unique location that is literally impossible to

11 replace; there's nothing like it in Grants Pass where we

12 could do what we do. We have a life-size horse and buggy on

13 the roof, and we sell buggy's once in a while in front of

14 the store. We have unusual artifacts, you know, large

15 bronzes and things that we set in front of the store.

16 If either of these plans go through, it will

17 eliminate the parking; there would be no parking, so

18 essentially it will ruin the business. I don't know what

19 more I can say except that it will ruin three livelihoods.

20 And in addition, it really has become a tourist

21 attraction because of our unique -- we have a lot of museum

22 artifacts in the store, logging and taxidermy and things

23 that represent the area, as well as, of course, antiques and

24 items for sale. So I just think it would be a shame to the

25 community to lose it, like I say. I am actually looking,

1 because of this proposal, and I can't find anything that
2 would allow us to have the look and appeal we have now, let
3 alone afford it. Real estate prices have just gone crazy in
4 the last three years, which would devastate us as a family.
5 And that's all. Thanks for taking my input.

6

7 (End of statement.)

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STEVE & ELAINE BOOTH
5287 FISH HATCHERY ROAD
GRANTS PASS, OR 97527

Feb. 20, 2007

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

RE: Hwy 199 Expressway Upgrade

I would like to voice my concerns with the ODOT plans for Hwy. 199 concept A & C. I feel these plans are not in the best interest of our community and request that they not be forwarded in your process. I request that the plan presented by the ACCESS committee be formally reviewed by your engineers and presented to the CAC and PDT. I understand that this plan may need some minor alternations but the general idea is a much better alternative.

I agree with the addition of an additional lane of traffic both east and west on the east section of the plan. Consolidating access to businesses is agreeable; the “open free flow” is not necessary.

I disagree with the removal of the light at Fairgrounds Road. I understand the removal of this light is based on a “deal” with the City of Grants Pass when the Ringette light was installed/approved. This agreement was with a prior city council and I believe that the current city council and city manger agree this light needs to remain. This does not take into consideration of desire/opinion of the citizens of our community. This traffic light at the main entrance to the fair grounds is vital to the daily operation. The loss of this light will greatly affect – in a negative way- limiting the ability for the fair grounds to produce necessary revenue to survive. There are approximately 2000 public and private events each year on the fairgrounds with nearly 350,000 people attending why are their needs less important than the people traveling through this area. The people living here should be the first priority.

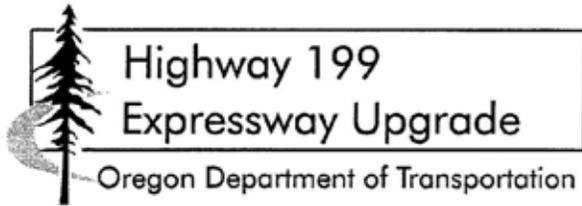
Exceptions can be made to the expressway designation as were allowed in the Wal Mart – Fred Meyer portion. Please make these exceptions and allow business access and retrain traffic signals at Fairgrounds Road and Redwood Ave. or as shown in the plan presented by ACCESS. If exceptions do not meet your approval and the expressway designation lets change the designation, why can you not do this?

I support the ACCESS plan removing the slip ramp onto Redwood Ave., leaving the signal requiring a stop before making a right hand turn onto Redwood Ave. I support the idea of closing Allen Creek Road between Redwood Hwy and Redwood Ave, this solves the problem of stacking and the need for the proposed changes to this intersection at Redwood Ave. as proposed in Concept A & C of the ODOT plan. This also will eliminate the need to displace businesses or create unacceptable alternative accesses to businesses along the east portion of Redwood Ave. This is a great cost saving which should allow the project to be completed with the money that is available. As you do not have the 35 million needed to complete your proposed plan why propose it? If you are given a budget lets find an alternative that works within the budget and a plan the citizens really want!

If you go forward with your proposed plan - how will the property loss to the fairgrounds be mitigated? There is no land adjoining the fairgrounds that can replace any loss of property that would occur with the current Concept A & C plan. Any loss of land to the fairgrounds would have a large negative impact on the future of the fairgrounds. The loss of the BMX track is a great loss to the citizens who currently use it and to any future development to benefit the operation of the fairgrounds, as this is part of fairgrounds property. The fairgrounds is a vital part of our community, which we the citizens of Josephine County do not want to see disappear. We like our “home town” – “small town” environment - please don’t take it away from us!

Sincerely,

Elaine Booth



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Name: Bonnie Bovy
Mailing Address: 6020 Dean DR
Street Address (if different): (Same)
City and Zip code: Grants Pass, OR 97526
Telephone: _____ e-mail: _____

ODot's Plan - A & C is the most
Ridiculous plan I have ever seen!!!
What are you thinking???
All the LAND acquisitions - Relocations,
and the cost!!
Why is this even being considered??
It makes no sense. I'M angered
that this is what the options are
narrowed down to - Come up with a
better plan - these are foolish!! (over)

From: MARMON Jerry
Sent: Wednesday, February 14, 2007 2:45 PM
To: LEAMING Gary W
Subject: FW:

For the public comment record

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

From: bjb1@charter.net [mailto:bjb1@charter.net]
Sent: Wednesday, February 14, 2007 1:02 PM
To: MARMON Jerry
Subject:

>> Dear Mr. Marmon:

>>

>> The ACCESS Group Plan provides the most logical and effective solution to
>> the traffic congestion problem on Redwood Avenue. I certainly hope ODOT
>> gives the ACCESS Group Plan serious consideration and adopts their
>> recommendations in their entirety.

>>

>> As you well know traffic and the requisite safety considerations are
>> foremost on many citizens minds. This concerned citizen initiative
>> should be embraced by the ODOT as it is an example of proactive
>> involvement in an ever increasingly polarized society in which
>> Government distances itself from the People as it makes arbitrary and
>> destructive decisions affecting the lives of many and does so with
>> virtual impunity.

>>

>> Thank you for the benefit of your time and consideration.

>>

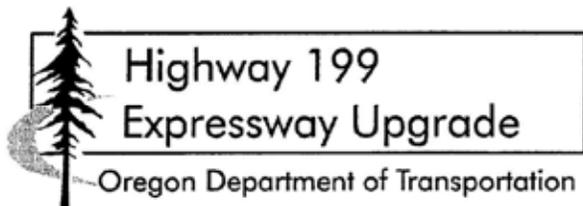
>> Sincerely,

>>

>> Benjamin Brown

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Name: Don BROWN

Mailing Address: 1020 Doan Dr.

Street Address (if different): _____

City and Zip code: Grants Pass, Or 97526

Telephone: 541 474 6680 e-mail: donjose@charter.net

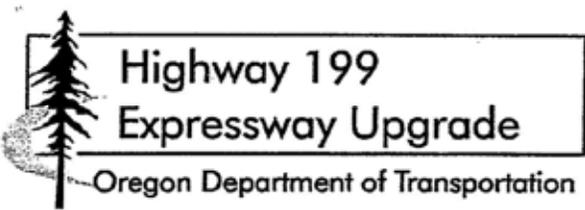
I like 'ACCESS' Plan much better.

It will cost much less.

The area will be torn up for years in Plan A+C. During this const. time all business will suffer, most will not survive. ACCESS

Plan is a simple straight forward plan

(over)



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Name: Patti Brown

Mailing Address: 620 NE Dean Drive

Street Address (if different): _____

City and Zip code: Grants Pass, OR 97526

Telephone: (541) 474-6680 e-mail: donjose@charter.net

The ACCESS Group Plan is by far the most effective, efficient and logical solution to the safety and congestion problems on Redwood Avenue.

The attached Legend by the ACCESS Group is clear, concise and addresses all of the problems. The ACCESS Group Plan is the best choice!

As a Josephine County resident for more than 35 years I have watched the hazardous conditions on Redwood Avenue grow into a monster.

Thanks for the opportunity to express my opinion and know that it counts!

Patti Brown

LEGEND OF PROPOSED CHANGES AND ADDITIONS TO HIGHWAY 199 (EAST)
GRANTS PASS URBAN BUSINESS AREA PROJECT:

(See attached drawings with corresponding numbers)

1. **Build Future Road connecting Redwood Avenue to Redwood Highway and also connecting Schutzwahl Road to Redwood Highway.** There would be a signal at both the Future Road and Redwood Highway intersection and the Future road and Redwood Avenue intersection. **To eliminate stacking problems, the Future Road may need to connect directly onto the west end of Schutzwahl Road instead of a 90 degree intersection as shown on plan.**
2. The construction of the proposed Future Road, as shown, would encourage development of larger commercial shopping centers, both east and west of the Future Road with access off the new Future Road and not Redwood Highway.
3. **Three lanes of traffic, both east and west from the South "Y" intersection to Dowell Road with turn lanes north and south as shown on proposed plan.**
4. **Allen Creek Road from Redwood Highway to Redwood Avenue would be eliminated. The use of the existing traffic signal would be retained for its current function plus entrance into a future commercial center.** By eliminating this connection from Redwood Highway to Redwood Avenue the stacking or failed movement onto Redwood Avenue would be resolved.
5. **Retain the existing traffic signal at the intersection for Redwood Avenue and Redwood Highway. The existing "west bound slip ramp" onto Redwood Avenue from Redwood Highway would be eliminated.** A new right turn lane west bound off Redwood Highway at the existing intersection would be installed. Also a left turn lane east bound on Redwood Highway would be installed for movement to the north (westbound) onto Redwood Avenue as shown on plan. By making the connection onto Redwood Avenue from the east more difficult, it would encourage west bound traffic to travel further west on Redwood Highway before accessing Redwood Avenue via the Future Road or alternatives further west.
6. **Retain the existing traffic signal at the intersection of Fairgrounds Road and Redwood Highway.** Construct a new right turn lane south bound on Fairgrounds Road, south of Redwood Highway, for right turn access onto Union Avenue.
7. **Construct new right turn lane on the Ringuette Street segment north of Redwood Highway to help eliminate the existing stacking problem.** A right turn entry lane on Redwood Highway for west bound traffic is not proposed at this time but may need to be considered by ODOT and the City of Grants Pass in the future if more development were to occur.
8. **A "Right Turn Only Lane" shall extend west bound from Allen Creek road to Future Road to facilitate increased traffic wanting to access the Redwood area.**

ACCESS CORE OBJECTIVES

1. Change Expressway designation to Urban Business Area (UBA)
2. Provide an aesthetically pleasing entrance and exit to our community consistent with a Boulevard concept.
3. Preserve existing traffic signals and add new signalization consistent with new roadway configurations.
4. Preserve existing business and fairground accesses.
5. Minimize impacts on existing businesses.
6. Preserve all existing fairgrounds property.
7. Adopt an overall roadway design which favors "Local users" over "Through users" consistent with community values.

WAYS AND MEANS TO ACCOMPLISH OBJECTIVES

1. Address congestion concerns through new roadway configurations and signal coordination.
2. Address motorist safety concerns through design concepts including reconfiguration of roadways, addition of traffic and dedicated turn lanes and reduction of speeds.
3. Address pedestrian safety concerns through new sidewalks and bike lanes.
4. Implement the above through the eight changes identified in the "Legend of Proposed Changes" attached to the new ACCESS roadway design concept plan.

1 DAYLAN CAMPOS, 9 years old

DAN CAMPOS, father

2 TRICIA CAMPOS, mother

ANDREW CHURCHWELL, friend, 16 years old

3 JACOB TELLER, friend, 18 years old

211 Corcoran Lane

4 Grants Pass, Oregon

5

6 MR. DAYLAN CAMPOS: You guys are closing down
7 the track, the BMX track.

8 MR. DAN CAMPOS: He's been racing there for
9 three years; these two over here have been racing there for
10 ten years. I don't know, it's kind of like a big family, I
11 mean, like some of the best BMX riders in the United States
12 come out of Grants Pass. Uhm, he wants to be, you know, one
13 of the best; and he is, he's like fifth in the State. He
14 just turned nine.

15 MRS. CAMPOS: Third in the state.

16 MR. DAN CAMPOS: Oh, yeah, third in the
17 state, I'm sorry.

18 These two are our local pros, they help out a lot
19 with the younger kids.

20 MRS. CAMPOS: They're mentors, too.

21 MR. DAN CAMPOS: Yeah, pretty much, they help
22 out the kids a lot. And, uhm, possibly, I mean, I don't
23 know, but, you know, there's going to be a couple kids, BMX
24 is going to be in the Olympics, it's going to be known as a
25 national sport, which it has been, but it's taking that step

1 up to the Olympics. And there's probably going to be a few
2 kids from the Grants Pass area that's going to make it to
3 the Olympics.

4 We're just wondering what's going to happen if it
5 does get closed down, if there's, it's going to take money
6 to have one rebuilt, land, and all that stuff like that.
7 Uhm, I know a lot of kids that wouldn't have anything else
8 to do, I mean, around the area if it wasn't for BMX.

9 MR. CHURCHWELL: I didn't.

10 MR. TELLER: And I didn't either, have
11 anything better to do. I ride my bike every day.

12 MRS. CAMPOS: It gives these kids an outlet,
13 a focus, because they can take it as far as they want.

14 MR. DAN CAMPOS: And there's girls, too.

15 MRS. CAMPOS: Yeah, there's boys and girls;
16 gives them, you know, something to look forward to every
17 week. And if you want, you can take it, you know, and go up
18 to the next level and do nationals. But most of the races
19 that we race for are here in Grants Pass. And it's not only
20 just for him, you know, it's also like the whole family
21 goes. And we have friends there, you know.

22 MR. DAN CAMPOS: Like just alone he got
23 17,000 points for 2006, and probably 10,000 of those points
24 were at Grants Pass. So, uhm, and that, he's third in the
25 district, and there's 290 people in the district that race

1 BMX here in Oregon, that's just our, yeah, that's just in
2 our district. We're like one of the biggest districts --

3 MRS. CAMPOS: On the west coast.

4 MR. DAN CAMPOS: -- on the west coast next to
5 California. It goes 01 and we're 02, and we're southerners.

6 MRS. CAMPOS: We have the most racers in the
7 district on the west coast.

8 MR. DAN CAMPOS: We have the most racers, and
9 90 percent of them are in between here and Medford. And we
10 do a lot of racing.

11 MRS. CAMPOS: They're much bigger than what
12 people think. And not only that, when we hold like our big
13 events there, we got a lot of people coming from out of town
14 that supports our track; and locally, you know, they're
15 paying money to rent motel rooms and to eat and stuff like
16 that. So, I mean, we do support the local economy that way.

17 MR. DAN CAMPOS: We spend 90 percent of our
18 time during the week at the Grants Pass track. I mean,
19 every Saturday and every Tuesday.

20 MRS. CAMPOS: And sometimes more.

21 MR. DAN CAMPOS: And sometimes more, yeah.

22 MR. CHURCHWELL: There's going to be a lot of
23 lost people without it, not going to know what to do. I
24 won't.

25 MRS. CAMPOS: Especially I think it's

1 important for kids these age because, you know, instead of
2 maybe getting in trouble, they're going to go race at the
3 track and meet their friends, you know.

4 MR. DAN CAMPOS: Like I said, these guys are
5 our local pros. And he's 16 and Jacob is 18, and so --

6 MR. TELLER: And drug free is the way to be.

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8 (End of statement.)

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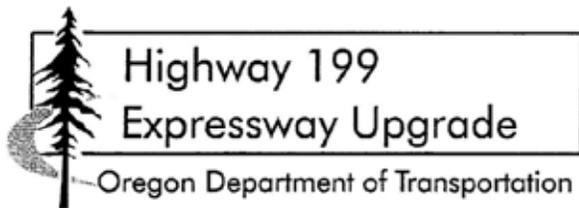
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Name: Daniel Camp

Mailing Address: 211 CONCORAN LN

Street Address (if different): _____

City and Zip code: Central Point

Telephone: (541) 665-0525 e-mail: _____

although we don't live here in G.P. closing
the Bmx track will effect us, My son who is
9 years old has been a member of the track for
3 1/2 years he is top kid in his age group in
Oregon! we have the most riders count, not
only will it effect him but a lot of out of
town kids who race all over oregon, like
baseball then are kids in our track who
are the best in the United States, and
possibly since Bmx is going to be (over)

in the Olympics, a few of our local
kids will have the opportunity to compete.
Our family travels all over the United
States for A.O.A. Nationals.

My kid would like the opportunity to
be the best from G.P.

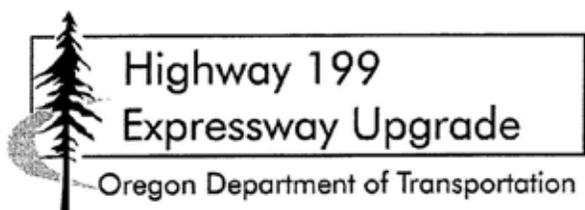
So Bmy is a big part of our
lives!!!

Please drop off this form before you leave, or mail by Feb. 22, 2007 to:

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

Or Comment by email: Jerry.MARMON@odot.state.or.us





Comment Form

Public Hearing Feb. 8, 2007 Rogue Community College
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Name: Daylan Campos

Mailing Address: _____

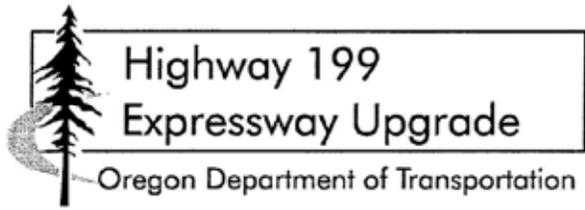
Street Address (if different): _____

City and Zip code: 97502

Telephone: 6450525 e-mail: hi my name

is Daylan Campos i feel sad when people
clap ~~down~~ down thing i like a lot. My
dad brings me here all the time,
I like this track a lot.

BM* District #3 (in the State)
7 Years old



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Name: Kes D. campos

Mailing Address: 211 Corcoran Ln.

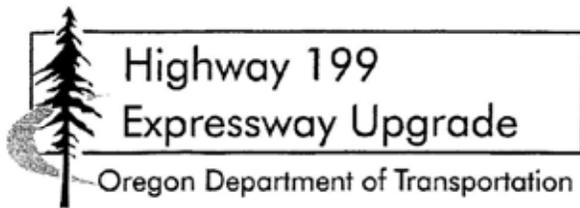
Street Address (if different): _____

City and Zip code: central point or 97502

Telephone: 665-0525 e-mail: _____

I like BMX because I used to
do it and I would hate to see the track
get tore down because My brother
likes it so Much that he would be sad

(over)



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Name: Tricia Campos + family

Mailing Address: 211 Corcoran Ln

Street Address (if different): _____

City and Zip code: Central Point 97502

Telephone: 6065-0525 e-mail: _____

We all came tonight to support our local BMX Track. We feel that if our track was destroyed many young adults, children, + adults would be without a place to gather for the love of the sport. We support the Grants Pass track, also the local economy. If the track wasn't there, many teenagers would not have a place to go. We have several "Pro's" come out of the Grants Pass area. These young men are competing for money & are (over)

mentors for the younger ones. I see it as a place for kids to come & do an organized competitive sport. This is one way to keep them off drugs & doing something positive. We come to Grants Pass several times a week to participate in racing BMX. This track in Grants Pass is the closest one in our area, without it we wouldn't have a clean, safe, and decent place to go. Our track is all ran by volunteers for one purpose & one purpose only - to give to our children a great sport and simply just for the love of BMX-ing!!

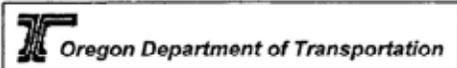
ps. Spectators are always free!!

Someone should come check us out!

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

Or Comment by email: Jerry.MARMON@odot.state.or.us



From: Larry Carpenter [lcarpp@earthlink.net]
Sent: Tuesday, February 20, 2007 6:20 PM
To: LEAMING Gary W
Subject: Redwood Highway Upgrade? in Grants pass
Mr. Leaming,

I am not in favor of either option ODOT is putting forward for the Redwood Highway in Grants Pass. Both of these options cut through part of the fairgrounds property and make entry and exit for the fairgrounds more difficult. As a citizen of Grants Pass I find any plan that takes away access to the fairgrounds and cuts into the existing fairgrounds property to be a detriment to our community interests. If you want to improve things on Hwy. 199 between Tussey Lane and Midway Rd. make it a boulevard and put barriers between each direction of traffic. WE DO NOT NEED THIS UPGRADE(?) AND WE DO NOT NEED THE ROAD TO BEGIN TO LOOK LIKE A SOUTHERN CALIFORNIA SUBURBIA CITY. Please, either leave it alone or go with the boulevard concept.

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

From: Larry Carpenter [lcarpp@earthlink.net]
Sent: Thursday, February 22, 2007 11:59 AM
To: LEAMING Gary W
Subject: Redwood Highway Upgrade?
Mr. Leaming,

Last weekend the Josephine County Sheriff's Posse held a horse show and gymkhana at the fairgrounds. They had over 90 entries which means there was probably 80 trucks with horse trailers. On Sunday there was an auction with over 100 people in attendance. It is inconceivable to me to make all these people exit the fairgrounds and have to turn only in one direction. Once again it is wrong to take the signal away at the fairgrounds entry/exit to Redwood Highway!!

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

To Whom it May Concern at ODOT:

The purpose of this letter is to voice my concern with the Oregon Department of Transportation (ODOT) plans designated options A & C for the Redwood Highway near Grants Pass as expressed in the Grants Pass Daily Courier on Jan. 19, 2007 and illustrated at the open house on Feb. 8, 2007.

First of all, as a citizen of the Grants Pass community, I am against both plans A & C as each cuts through a part of the county fairgrounds and eliminate the access from the Redwood Highway. The fairgrounds is a treasure to this community and a valuable asset to Josephine County. As such any plan for improvement to the highway should not cut through the fairgrounds or change the current entry and exit modes. The fairgrounds is an economic and cultural asset to the community and should remain as a historical landmark. Further, an entity as powerful as ODOT should not have the right to come to a community like this and disrupt community resources.

If the issue is an attempt to make Highway 199 safer, then install a barrier between the east and west bound lanes of traffic, lower the speed limit until west of the Applegate River bridge and place more patrols in the area. People can learn to go slower until they get out of town. If you make the highway safer and faster incoming to Tussey Lane then it will cause more congestion at the Y and the bridge into Grants Pass. This is still a small town with a rural atmosphere and we do not need to rush to become a Southern California type city. What good does it do if people can drive faster and less congested in this short stretch of road only to have a dangerous highway from the Applegate River to Cave Junction? On the other hand what good does it do to speed traffic from the west into Grants Pass and then slow down because you haven't built any more bridges over the Rogue River.

Let's consider designating Highway 199 a boulevard until it reaches Midway Rd. and beautify the road with landscaping and lower speed limits. This would make it a much more pleasant journey into Grants Pass. There are options without cutting into the fairgrounds and condemning businesses in the area.

Finally, my plea is that ODOT leave the fairgrounds alone. In fact, just leave Grants Pass alone.

Sincerely,


Larry Carpenter
5834 Jerome Prairie Rd.
Grants Pass, Ore.



Jerry Marmon
ODOT Environmental Project Manager

I have already sent you a letter saying I am against options A & C of the plan for the Redwood highway upgrade(?) in Grants Pass, however I would like to make another comment.

At a time when our County Fair Board is working hard to increase revenue for the fairgrounds, both of your plans eliminate the traffic signal at the entrance to the fairgrounds and make it more difficult to get to the fairgrounds. This makes your plans detrimental to the community and WRONG.

Please just make the boulevard safer by putting barriers in, synchronizing the signals and keeping speed limits low and then get out of Grants Pass.


Larry Carpenter

