



# Highway 62 Corridor Project

**Date:** April 28, 2005

**From:** Pat Foley, RVCOG

**Re:** **CITIZEN ADVISORY COMMITTEE (CAC) MEETING  
MINUTES for April 28, 2005**

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

**Members Absent:** Mike Malepsy and Curt Burrill,

**Location:** Jackson County Public Works Auditorium

**Guests:** 11 members of the public

**Staff Present:** Debbie Timms, Jerry Marmon, DeLanie Cutsforth and Gary Leaming of ODOT; Jamie Snook and Nadine Lee of URS; Jim Hanks and Kim Parducci of JHR; Kathy Helmer and Pat Foley of RVCOG

## **1.0 Introductions/Review Agenda/Approve Minutes**

Chair Mike Montero convened the ninth meeting of the Highway 62 Corridor Project CAC at 6:00 PM. Mike reviewed the meeting's agenda and then asked for approval of the March 24<sup>th</sup> minutes. The minutes were approved as written.

## **2.0 Origin and Destination Study**

Jim Hanks, JRH

Jim Hanks gave the committee handouts depicting the results and of three origin and destination studies conducted a few years ago. He explained the methodology used to gather information. The information shown represents results from origin and destination studies for North Medford, South Medford and Highway 140 (White City).

The Highway 140 study showed that a northbound connector to I-5/Seven Oaks Interchange would take freight trucks off of Highway 62 but this would not be enough to solve the congestion problems along Highway 62. The study showed that the majority of the traffic is between the South Medford and North Medford Interchanges. When traffic enters Highway 62 from the North Medford Interchange the study shows that most of the traffic is headed for destinations along the corridor.

Questions:

Is this recent information? Jim said these studies were done in 1998/99 for the earlier Highway 62 studies. Since then there have been several changes such as the growth in Central Point, Shady Cove and Eagle Point. When the modeling is done for this project, these factors will be taken into consideration.

How can we find information on the origin and destination of vehicles within the corridor area? When the modeling is done, Transportation Area Zone (TAZ) Maps will be used. These maps break the project into small areas and include such information as land use and population.

### **3.0 Additional Alternatives**

Gary Leaming, ODOT and Nadine Lee, URS

Gary Leaming gave a Power Point presentation on the Texas Turnaround Interchange on the behalf of Lyle McLaughlin. Lyle was on the original Highway 62 CAC.

Texas Turnarounds are free flowing ramps that allow traffic from a one-way frontage road on one side of the freeway to make a U-turn to the other side. Gary showed with overhead illustration how the Texas Turnaround works. Lyle would like to see Texas Turnarounds at Delta Waters, Owen Drive and Vilas Road. Lyle also had an alternative to move traffic from Delta Waters to Biddle Road north by going under the southern portion of the airport runway.

Some of the pros for the Texas Turnaround are: 1) The turnaround has commercial activity on the frontage road; 2) There are no signals on the through route; and, 3) The turnaround can handle a large amount of traffic in a relatively safe manner.

Some of the cons for the Texas Turnaround are: 1) Use a lot of space; 2) Right-of-way impacts; 3) May not meet current ODOT standards.

It was decided at the PDT meeting this morning to look at this alternative in a little more detail and develop footprints to show what a Texas Turnaround would look like on Highway 62.

Comments:

A member of the public feels that the Texas Turnaround is a great idea that would probably work best locally with the current alignment of Highway 62. He had visited Houston and feels that the system works very well.

A request was made to have an evaluation accompany the footprint when presented back to the CAC. Also, the group would like an estimate of costs.

Nadine Lee reviewed alternatives developed by the public responding to the Moving On request. She presented alternatives that were different from the alternatives already developed by the CAC and PDT. The group received mapped renditions of these alternatives.

#### **4.0 Interchange Types**

Nadine Lee, URS

Using a PowerPoint presentation, Nadine explained what some of the items that need to be considered. The different interchange styles discussed were: 1) Standard Diamond; 2) Diagonally Folded Diamond; 3) Split Diamond; 4) Trumpet Interchange; 5) Directional "Y": and also 6) The Texas Turnaround. She explained the technical criteria that would be used in deciding if an interchange is appropriate for the designated area of use.

#### **5.0 Grouping the Alternatives**

Nadine Lee, URS

Nadine Lee presented and explained the categories she developed which summarized the different groups of alternatives. Maps of the different categories were handed out for the CAC to review. The different categories were: 1) the By-Pass grouping; 2) the Existing Highway 62; 3) the Couplet; 4) the RTP grouping; and 5) the I-5 grouping.

#### **6.0 Developing a Northern Terminus**

Nadine Lee, URS

At the last meeting there were concerns about not wanting to dump a lot of traffic into White City. The Project Management Team developed six potential solutions for the Northern Terminus. Nadine handed out maps and explained each concept.

The CAC then broke into three groups to develop additional northern terminus options. The groups each had a large map in which they could draw their options. Each group made a presentation on elements of their options. Nadine will take the options and draw them up.

## **7.0 Public Comment**

Kathy Helmer, RVCOG

One member of the public would like the Texas Turnaround thought of as a strategy rather than a design detail. This would then allow use of the existing highway alignment and frontage roads.

## **8.0 CAC Comfort Check**

Kathy Helmer, RVCOG

Kathy Helmer asked each of the participants to share their reactions to the meeting. All members expressed their sense that things were going well and they are looking forward to seeing the model.

## **Adjourn**

The next CAC meeting will be on May 25th at the Jackson County Public Works Auditorium. Chair Mike Montero adjourned the meeting at 8:00 p.m.