



# Highway 62 Corridor Project

**Date:** June 8, 2006  
**From:** Sue Casavan, RVCOG  
**Re:** **CITIZEN ADVISORY COMMITTEE (CAC) MEETING  
MINUTES for May 24, 2006**

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

**Members Absent:** Curt Burrill, Susan Rachor, Wade Six, and Mike Malepsy

**Location:** Jackson County Public Works Auditorium, White City

**Guests:** 6 members of the public

**Staff Present:** Debbie Timms, Jerry Marmon, Chris Zelmer and Gary Leaming of ODOT; Terry Kearns and Martha Richards of URS; Kim Parducci and Mike Arneson of JRH; Sue Casavan and Pat Foley of RVCOG

## **1.0 Welcome and Approval of Minutes**

Mike Montero, CAC Chairperson

Chair Mike Montero convened the meeting of the Highway 62 Corridor Project CAC at 6:02 p.m. Mike reviewed the meeting's agenda and asked for approval of the April 24<sup>th</sup> minutes. The minutes were unanimously approved as written.

## **2.0 Meeting / Presentation Update**

Terry Kearns, URS

a. Project Development Team

The Project Development Team will meet tomorrow morning.

b. Subcommittee Presentation

Land Use – The committee is in the midst of developing a series of design refinements based on land use constraints for the Bypass, Existing, and Texas Turnaround Alternatives. There are some suggested weighting criteria for the committee to justify what they are doing for exceptions and the committee will come back with some suggestions for alterations. Mike M. thought it would be helpful for the CAC to understand the boundaries and what the objectives are. Terry K. explained there are two issues: EFU avoidance and urban infrastructure outside the UGB. Mike M. added that in Oregon land use law one of the chief objectives is preservation of farmland, whether good or bad, if alternatives go across it we need to demonstrate a good reason to do it. Terry K. said if we cannot completely avoid it we need to show how we minimized it.

Access Management- First meeting for the subcommittee will be tomorrow from 11:00 a.m. - 12:30 p.m. Recommendations for the CAC and PDT will be ready in late July.

c. Upcoming Public Outreach

Open Houses- Two public open houses are planned in August, one in the northern and one in the southern portion of the project. The first open house will be held on Tuesday, August 15<sup>th</sup> at the White City Family Resource Center, 3131 Avenue C, White City. The second open house will be held on Wednesday, August 16<sup>th</sup> at the Winema Girl Scouts Auditorium, 2001 North Keene Way, Medford.

### 3.0 Multi-modal Subcommittee Presentation

Paige West, Subcommittee Chair

Martha Richards, URS

*\*Handouts*

- *Written description of recommendations made by the Multi-Modal Subcommittee*
- *Maps with recommendations*
  - *Bypass Alternative*
  - *Existing Build Alternative*
  - *Texas Turnaround Alternative*

Paige started her presentation by explaining the preferences of the committee. The committee ranked the alternatives in the following order: (1 Bypass, (2 Existing Build and (3 Texas Turnaround.

Regarding sidewalks: When the committee decided to recommend continuous sidewalks all along Highway 62, their intent was to provide a continuous facility that would allow pedestrians to be able to travel short distances.

Regarding bicycle facilities: There are two types of bicyclists, those who travel long distances (commuters) and those who will be making corridor based trips, i.e. to businesses.

Regarding bus facilities: The committee looked at areas where high volume bus stops were located and then made a recommendation that bus turnouts be provided. She then went on to explain each group of recommendations for each alternative.

#### **Bypass Multi-modal Recommendations:**

- Sidewalks
  - East side of Crater Lake Avenue
  - East and west side of Highway 62 up to Delta Waters: west side of Highway 62 north of Delta Waters.
  - Both sides of backage roads at South Terminus
  - Both sides of Vilas Road
- Bike Facilities
  - Shoulders along new expressway
  - Bike lanes on both sides of Crater Lake Avenue
  - Bike lanes on both sides of existing Highway 62
  - Bike lanes on South Terminus connector roads
- RVTD pull outs
  - Lear Way and Highway 62
  - Owens Drive near Safeway and WalMart
  - North of Cory Road
- Signalized intersections exist at Vilas Road and Highway 140, and are planned for Owens Drive, Delta Waters, and Coker Butte. As the area develops, an additional signal at Cory Road may be necessary for safe pedestrian crossing.

Discussion: Nanci W. asked how wide the shoulders would be. Martha R. said they would be 8-10 feet. Bicyclists would be allowed on the expressway, but the committee felt it would be safer to use Highway 62 with bike/ped facilities for this alternative.

#### **Existing Highway Build Multi-modal Recommendations**

- Sidewalks
  - East side of Crater Lake Avenue where it is directly adjacent to Highway 62
  - Both sides of Crater Lake Avenue near Vilas where Crater Lake Avenue is re-aligned to the east
  - East and west side of Highway 62 near the South Terminus
  - West side of Highway 62 where it is directly adjacent to Highway 62
  - Both sides of backage roads at South Terminus
  - Both sides of Lear Way
- Bike Lanes
  - Both sides of Lear Way
  - Both sides of Crater Lake Avenue
  - Both sides of Highway 62

- Both sides of South Terminus connector roads
- RVTD pull outs
  - Lear Way between Antelope and Avenue G
  - South side of Highway 62 between I-5 and Delta Waters
  - Owens Drive near Safeway and WalMart

Discussion: Martha R. said that one of the requests of the multi-modal subcommittee would be to look again at the design refinements for pedestrians and bicyclists to make sure the connections would be safe.

#### **Texas Turnaround Multi-modal Recommendations**

- Sidewalks
  - East and west side of frontage roads
  - Both sides of Delta Waters and Poplar Drive
- Bike Lanes
  - East and west side of frontage roads
  - Both sides of Delta Waters and Poplar Drive
- RVTD Turnouts
  - Bus turnout near the VA Dom for inbound travel
- Additional recommendations
  - Add grade separated bicycle and pedestrian crossings every ½ mile

Discussion: Paige said one of the main reasons for this alternative as the last choice is all the out-of direction travel for cyclist and pedestrians and the ability to cross at intersections. The continuous flow of traffic and merging traffic make it highly difficult to navigate.

#### **Interchange Area Management Plan (IAMP)**

Martha explained that when a new interchange is built, ODOT does an Interchange Area Management Plan. These plans use land use regulations to limit the types of development that will happen around an interchange. The committee hopes that this may be a way to create commercial development in the south and on the east side of the Highway 62 areas so that there is less of a need to for residents to cross the expressway.

Martha ended her presentation by saying that the recommendations are to provide connectivity for bicyclists and pedestrians in the Corridor area. The concepts recommended are general in nature. The design features will be determined later. Martha said that the committee would like to reconvene once the intersection designs are more concrete to look at these areas in more detail.

Mike M. asked if the pedestrian bridges needed to comply with ADA standards and wondered if the footprint represented on the maps was adequate. Martha R. explained that the maps are not to scale and are for schematic purposes only. She added that the Texas Turnaround poses a lot of barriers to pedestrians and cyclists. The intersections are very expensive and not used heavily. Paige said that these recommendations should be considered when the alternatives are analyzed. Jerry M. asked if the half-mile spacing

was a random choice. Paige W. said it was based on studies of what distance people were willing to walk or cycle.

Terry K. said the Multi-Modal Subcommittee would present recommendations to the CAC tonight and the PDT tomorrow. If the PDT asks for changes he will inform CAC members of what those changes are. Next month's meeting the committee will ask for recommendation to accept or reject multi-modal recommendations then forward recommendation to the PDT for adoption. The PDT will take the recommendations and incorporate them into the alternatives that will move forward. Terry K. said the committee will ask for action at next month's meeting.

## **4.0 Review Design Refinements**

Mike Arneson, JRH

Terry said that as a result of the meetings held with the South Terminus Business/Property Owners, design refinements have been developed to address a request for a frontage road instead of a backage road. Also the CAC and PDT directed the Design Team to look at alternative designs for a Highway 62/Highway 140 connection. The intent is to not have a full diamond interchange. The Design Team has developed different alternative concepts. Mike Arneson will explain these concepts.

*\*PowerPoint presentation maps*

### **1. Existing Highway Build**

- South Terminus*
- South Terminus Delta Waters*
- Delta Waters*
- Highway 140 Connection*
- White City*
- Existing Highway Build Alternative with White City Bypass*
- North Terminus*
- North Terminus West Bypass reconnecting near Dutton Road*

Starting with the Existing Highway design refinements, Mike Arneson explained operational features of each proposed improvement.

Mike started by showing a map with the new frontage road (replacing backage road) at the South Terminus and different variations on how the frontage road could connect to Poplar Drive. The map shows where the overpass at Poplar Drive would start to climb up. Delta Waters to the south to connect into Crater Lake Avenue, far enough away from the interchange at Delta Waters. The original alternative alignment shows Crater Lake too close to the interchange. Intersections need to be ¼ mile away from ramps. With this action the dynamics of the impacts of the area change because it will be affecting residential, business and commercial properties.

He said as the Design Team works through the process they will draw up a list of pros and cons.

1. He discussed the North end at Highway 140.

- All alternatives have a big footprint with a diamond interchange in White City.
- Team is unsure that with the traffic volumes projected they could keep the traffic on the existing alignment through White City and have it work.
- They will study the intersections as signalized to see if they will work.
- Signalized intersection at Antelope Road would be 6 or 8 lanes wide not including the turn lanes. The approach to Antelope Road would have to be several lanes wide with dual lefts on all four sides.
- Explained how a signalized intersection at Highway 140 with a flyover would operate, removing the high volume left turn

## 2. Existing with White City. Bypass

- Still have issue with Delta Waters
- How to terminate frontage roads
- Take frontage roads to a two- way road, this one-way, enter on old highway
- Combination of the Texas Turnaround.
- North end past Dutton Road would have directional ramps to tie the new and old highway together.

### 2. Bypass Alternative

→South Terminus

→Highway 140 Connection

→North Terminus: Existing Alignment

→Bypass Alternative with North Terminus West Bypass Option

→Detail of North Terminus at Agate

Mike A. said this alternative does not have the same issues because it does not deal with Delta Waters – not the same impacts to the neighborhood area, this would take out less land.

Highway 140 connection / existing – we don't know if at-grade this will work. At grade intersection. Difference – 140 flyover. Extend crater lake avenue. Overpass at 140. improves connectivity.

140 with west bypass (I feel at a loss here even though I listen to it, HELP)

### 3. Texas Turnaround with Existing North Terminus

→South Terminus

→Texas Turnaround w/Existing Alignment in White City – North Terminus w/140 Flyover and possible frontage road connection

→Detail of north end of frontage roads

→Texas Turnaround Alternative with North Terminus West Bypass

→North Terminus

→Frontage road terminal detail

- Refinements need to be done at the South End.

- North end poses same problems: concerned that at-grade intersections will not work in White City.
- The highway would have to be elevated at turnaround points. Need to consider other locations for turnaround points.

Mike A. said that all the alternatives have two options at the north. He added that the Existing and Texas Turnaround have a lot of similarities in how they terminate on the north end.

Terry K. said the teams will be refining these over the next few weeks. He said the next step is to refine the connections and then have the traffic modeler look at them to make sure they can operate and will at-grade intersections work. He said it would take about five weeks to do this analysis and that results will be reported back.

## **5.0 Presentation on Access Management**

Terry Kearns, URS

Terry announced that the first Access Management Subcommittee will meet tomorrow after the Project Development Team meeting. Since some of the members present are on the committee he gave a brief overview of what will be discussed at the upcoming meeting.

The purpose of the subcommittee is:

- To develop access control concepts for each build alternatives.
- The Committee will not address parcel-specific issues.

The Roles and Responsibilities of the subcommittee are:

- Work within ODOT's established guidelines for access management.
- Work with the Design Team to develop area-specific access control concepts.
- Provide access recommendations to the PDT and CAC for their consideration.

Terry gave a brief overview of Access Management.

## **6.0 Public Comment**

Pat Foley, RVCOG

None

## **7.0 CAC Comfort Check**

Pat Foley, RVCOG

Becky Brooks - I'm good

Richard Moorman – I'm fine also

Mike Gardiner - Fine

David Christian - Good

Nanci Watkins – Welcome back Mike

Paige West – I want to thank the members of the Multi-Modal Subcommittee for volunteering their time, it was very great. Good job.

Don Riegger – I'm fine

Bill Blair – I'm fine

Mike Montero – I'm fine and I echo the comment that Paige made, that they did a good job and I appreciate the efforts of the Multi-Modal group.

Bob Plankenhorn – Good

## **8.0 Next Steps**

In order to allow the Project Development Team to complete studies on the design refinements, there will not be a Citizens Advisory or Project Development Team meeting in June. The CAC & PDT will meet in July, August and September. There will then be a six month break in meetings while the team works on the EIS. The Land Use and Access Management Subcommittees will continue to meet bi-monthly. Draft recommendations from these subcommittees will be presented to the CAC and PDT during the months of July and August. There will be a short meeting in September to finalize all recommendations.

## **9.0 Adjournment**

Meeting adjourned at 7:50 p.m.