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To whom it may concern:

I have written this letter in hopes of properly presenting my views of what is currently happening with the Fern Valley Interchange. I have been present at several of the public meetings and have voiced my opinions and views during those meetings. However, my presentations were generally hurried. Therefore I have taken my time in preparing this letter. Please provide this to all persons and organizations involved with this project. I also ask that this be presented and read aloud during the next meeting. I hold neither grudge nor ill will towards anyone nor any organization. I do not intend to offend anyone. Rather to educate you of what others and I have come to understand from these meetings.

To begin I will inform you, the recipients, that I am NOT 100% aware of all the information that has been provided to date due to some missed meetings. The information that I have had an opportunity to review is not always clear. In some cases it is difficult to understand and confusing. Even the material that I have sought clarification on is still, at best, vague as to the end result or it's intensions.

I am a native Californian and have now resided in Jackson County for over 10 years. Having come from a large metropolitan area, I know what it looks like as well as how it feels to have a properly developed infrastructure. Having the proper roads and freeways is essential to a community's livelihood. I have also seen and experience the wasteful installation of roads, off ramps, and on ramps. I call it waste full because the city and county funds (as well as my tax dollars) could have been used in other areas in dire need. I have family in Phoenix whom I visit frequently. My children are in the Phoenix/Talent School district, and I partake of the local businesses. These, and many others, are reasons why I am taking my time to participate in the public meetings and in writing this letter.

The Fern Valley Interchange is being developed to support current and future estimated population-growth from the next 20 years. The numbers projected in the future growth might be correct but the financial responsibility may be improperly placed on Phoenix when it appears to me it should be the responsibility of Medford. If we properly review the numbers associated with growth and trip counts we can properly place the responsibility with the appropriate city. It has been stated in public meetings that a large amount of the growth will come from the northeast side of the freeway. If I am correct, about the city the land and growth are currently in, that land is in Medford's jurisdiction. If I am wrong, about what city the land resides within, share with the residents of Phoenix and I where this proposed growth is from. Please provide us a simple drawing of the areas that are potential population growth zones and what city they are in as well as the dividing boundaries of Medford and Phoenix.

When the Fern Valley Interchange is modified, we must consider the existing community and their daily driving needs. We cannot re-route drivers away from Phoenix and not expect Phoenix businesses to survive the construction periods. I anticipate/guess the construction periods to be anywhere from 18 to 24 months at minimum and the effect of this construction on local business revenue would be devastating. Reducing the current traffics lanes from what they currently are or diverting traffic north and south to use other alternatives is not a viable solution for the residents and businesses of Phoenix.

With any argument or suggestion there should be proposed suggestions and ideas for a resolution or alternative. Here are my suggestions and /or ideas to what I have explained above. Many others involved in the public meetings have voiced the same or similar ideas. However, every word and idea in this letter is of my own thoughts and efforts.

First, I see and expect the majority of population growth will come from the Medford area. The future development planned to the East of the Manner and of North Phoenix Road. With this in mind and before we begin disrupting the existing and already problematic roads and interchange, I suggest the South Stage interchange to I-5 materialize. Allow that to begin and complete, then re-evaluate the traffic an analysis. I challenge ODOT or other groups involved to create a computerized model of the Fern Valley interchange once the South Stage interchange is in place. With that modeling in place and a true picture of where the traffic is coming from, we can then properly plan and estimate the appropriate size of the interchange needed at the current Fern Valley exit. I strongly believe everyone's ideas and plans will change once this or some form of modeling / analysis is done.

The South Stage Interchange needs to be built for a few extremely vital reasons; reduce the amount of current auto accidents, reduce the amount of current traffic violations, minimize the loss of business revenue by all affected, and the most important, the prevention or reduction of traffic fatalities.

Listed are now the functional reasons for building the South Stage Interchange prior to modification of the Fern Valley Interchange.

- Alternate transportation route.
- Reduction of over all traffic.
- Reduction of existing traffic flow allowing for minimal impact to new construction.
- Ability to perform true traffic analysis.

After reading and above stated, we can all understand and see that the re-alignment of Fern Valley Road to the East of the freeway exit, as it exists now, will NOT be needed, reducing the project in many aspects.

- Reduction in construction costs.
- Reduction in over all project time frames.
- Reduction in community/residence in-convenience.
- Non-separation of East and West side of community.

Realignment of Fern Valley Road to the east of the freeway would be hazardous and costly. Currently the curve or bend just east of the intersection of Fern Valley Road and North Phoenix serves as a form of speed control. If you should straighten it out as suggested in one plan/drawing the following would be true:

- Increased project cost due to having to purchase the two properties and possibly more. These properties would be located to the north side of Fern Valley Road.
- Straightening the road would allow drivers to continue or accelerate their speed towards the intersection. Possibly increasing their speeds to make it through the light controlled intersection.
- Increased speeds on this section of the road would be extremely dangerous and fatal in many cases.

Widening the section of Fern Valley Road between the current off ramp and the North Phoenix intersection is a great idea and a must. No major alterations are needed for the section of Fern Valley Road to the east of the North Phoenix intersection. A northbound turn lane when heading west on the road would be a good idea but not necessary.

I ask of all involved and affected to be mindful of what they are recommending for this community. Initially the ideas appear to be noble and in the best interest of the community. Eventually all ideas and

suggestions shown for what they truly are, unfortunately in some cases some might prove to be self interest. I have been persistent and remained focused on the freeway interchange. I did not wonder off subject and onto the Hwy99 suggestions. I sincerely suggest the traffic be re-evaluated as I have suggested previously and then a true process for identification of a true solution can be attained.

The school systems and our children will ultimately be the ones to receive the brunt of our decisions once the projects are done. Don't dump more traffic in front of or in the direction of the Phoenix schools. We do not need to put our children in harms way with more vehicles, reckless/speeding drivers, or those who are Driving Under the Influence of Intoxicants (DUII).

In closing, I would like to thank everyone involved. I commend many who have been diligent in clarifying the information that has been presented in the past and present. I would be happy to read this personally at a meeting and answer any questions anyone might have.

Sincerely,

Alberto Reynoso  
Concerned Resident