



Highway 62 Corridor Project

Date: July 29, 2005

From: Kathy Helmer, RVCOG

Re: **PROJECT DEVELOPMENT TEAM (PDT) MEETING
MINUTES for July 28, 2005**

PDT Members in Attendance: Donna Beck, Delanie Cutsforth, Nick Fortey, Mark Gibson, Rick Levine, Kelly Madding, Jerry Marmon, Dan Moore, and Debbie Timms.

Members Absent: Brian Dunn, David Elliott, Skip Knight, Mark Gallagher, and Mike Quilty

Location: Jackson Co. Public Works Auditorium, Mosquito Lane, White City.

Guests: Sam Ayash, TPAU, ODOT.

Staff: Gary Leaming, ODOT; Jim Hanks, JRH; Kathy Helmer, RVCOG; Terry Kearns and Jamie Snook, URS.

Resource Technical Team in Attendance: None.

1.0 Introductions/Agenda Review/Minutes

Terry Kearns convened the meeting at 8:35 AM. Rick Levine moved, and Kelly Madding seconded, the adoption of the minutes of the previous meeting as written. The motion carried unanimously.

Terry reviewed the agenda and then briefed the PDT on the CAC meeting held the previous evening. CAC members had spent time refining the criteria for Goal 1 (Multimodal), as well as other goals. Their recommendations would be shared. They approved of the overall framework of objectives and understood that additional measures could be crafted or refined as the project continued.

2.0 Evaluation Criteria

Referring to the PowerPoint presentation/handout created for the meeting, Terry Kearns explained the usefulness of the objectives and measures, as well as the scoring method. He then led the group through a review and discussion of all objectives and measures, asking if the measures seemed adequate and appropriate.

Goal 1 (Multimodal): The PDT reviewed and approved the changes recommended by the CAC. Nick Fortey noted that it would be helpful to identify existing gaps in connectivity, so that improvements could have an impact.

Goal 2 (Environmental): Re: Objective 2, Nick Fortey suggested adding measures related to *enhancing* habitat and other objectives. Regarding Objective 1, Kelly Madding referred to White City's existing air quality issues with PM10 and asked if air quality impacts would be weighed differently, according to the local context. It was agreed that the air quality objective might need refining and/or additional measures.

Goal 3(Economic): Nick Fortey suggested that there might be other measures that better reflected the objective of safe and efficient movement of freight. The group discussed the measure of improved travel time through the corridor, as well as more reliability in travel time through the corridor. Rick Levine suggested adding another positive measure for Objective 3 (accessibility for business) that looked at increased numbers of access locations. Nick Fortey suggested that a good measure for the last objective (#5) would be the ability to phase the project to maximize economic benefit to the region.

Goal 4 (Safety): It was asked if "number of conflict points" was too generic a measure. Jim Hanks said that building a facility to standards was the best way to create a safe facility. Jim said he was open to ideas for refining this measure.

Goal 5 (Transportation): Nick Fortey questioned the wisdom of including the last objective, which concerned designing a facility to meet or approach expressway standards. Might it lead to decreasing the number of alternatives considered by the group? The Purpose calls for providing the necessary capacity. The group decided to substitute "applicable standards" for the word "expressway" in the objective and criteria.

Goal 6 (Planning): Debbie Timms suggested changing Objective 3 by adding the phrase "transportation planning goals" to the end of the statement. Dan Moore suggested adding a new objective regarding compliance with the Regional Transportation Plan.

Goal 7 (Social): Debbie Timms suggested adding a measure regarding the number of passenger vehicle improvements, since that user group was missing from the set. Rick Levine suggested adding the number of residential access improvements to Objective 3.

3.0 Results of No-Build

Jim Hanks made the presentation on the results of the No-Build analysis. He noted that Sam Ayash, manager of the modeling project at TPAU, was at the meeting to answer more detailed questions. Jim shared the assumptions underlying the model. All Tier 1 STIP projects were assumed completed for the model, in addition to the Owens Drive connection to Crater Lake Highway and the King Center. He explained how growth rates had been determined and that the existing regional model had been modified to include Eagle Point's growth. With respect to the overall approach, he shared that designs for the northern terminus should reduce the barrier effect of Highway 62 in White City. He stressed that the modeling team was modifying alternatives as needed to maximize the chance of that alternative to be successful in meeting the Purpose and Need.

Jim referred to an image in the meeting packet showing 2030 mobility standard attainment at all major intersections in the Highway 62 corridor. Only two intersections will meet standards at that time, namely the Crater Lake Highway/Dutton Rd. intersection and the Crater Lake Highway/Cardinal Ave. intersection. Jim walked the PDT through the table of information on V/C and LOS changes from 2004 to 2030, as well as the table displaying changes in Average Daily Traffic Volumes from 2004 to 2030.

4.0 Next Steps

Terry Kearns shared the project schedule for the next six months. Between August and November, the PDT will be doing initial screening, producing a reduced set of alternatives, applying evaluation criteria to that reduced set, and selecting the final set of alternatives to move forward into the DEIS. Beginning in December, the PDT will discontinue meeting on a monthly basis, while the consulting team works on assessing the alternatives in detail for the DEIS.

5.0 Modeling Update

Jim Hanks had covered the update during agenda item #3, so no further discussion was necessary.

6.0 PDT Comfort Check

All PDT members expressed their satisfaction with the process and meeting.

7.0 Adjournment

Terry Kearns thanked all participants and adjourned the meeting at 10:30 AM.