
Meeting Minutes

Jackson County TSP Update

Citizens Advisory Committee Meeting #2

Tuesday, September 15th, 2015 – 6:00 to 8:00 p.m.

Jackson County Roads – 200 Antelope Road, White City, OR 97503 – Conference Rooms B and C

Meeting Organizer: Mike Kuntz, County Project Manager

Attendees: Tina Grimes, Joe Fisher, Jay Harland, Harlan Bittner, Edgar Hee, Steve Mitchell, George Pelch, Craig Anderson, John Vial, Mike Kuntz, Susan Wright, Matt Bell.

Meeting Purpose: The purpose of Citizens Advisory Committee (CAC) Meeting #2 was to provide an overview of Tech Memo 5 (Alternatives Analysis) to the CAC, obtain feedback on the alternatives presented, and determine if there are additional alternatives that should be considered.

General Comments

- Crosswalks seem to be disappearing – will there be striped crosswalks on the plan? So far we have not identified any crosswalks on the plan; however, we have identified a few areas where high concentrations of population and employment may warrant a higher level of treatment than what is required by code. Crosswalks could be included in these areas where warranted.
- Do all these roundabouts have crosswalks? Yes, crosswalks would be located at each leg of the roundabouts with pedestrian refuge islands.

Evaluation Criteria

- Cost – look at the potential design solution that is the most cost effective in terms of cost/benefit.

Intersection Alternatives

- What is the cost for a single lane versus a multi-lane roundabout? 1-2 million for a single lane roundabout, 3-5 million for a multi-lane roundabout.

Hamrick and East Pine

- Concerned about a multilane roundabout
- Signals on both sides are not ideal for a roundabout

- Volumes will not be even on all four legs, especially with Costco coming in from the south
- A roundabout does not make sense
- Might get stuck in the center
- Likely not going to do a lot with the intersection
- **Include a monitor alternative for the Hamrick Road/East Pine Street-Biddle Road intersection**

Table Rock Road/Biddle Road

- TAC Comment – **Include an alternative for a southbound right-turn trap lane and an eastbound free flow right-turn lane for the Table Rock Road/Biddle Road intersection**
- No bike lanes on Biddle Road east of Table Rock Road
- No crosswalk in the southwest corner of the intersection
- No sidewalks on Biddle Road west of Table Rock Road

Table Rock Road/Vilas Road

- TAC Comment – **Include an alternative with dual left turn-lanes at the westbound approach to the Table Rock Road/Vilas Road intersection. Note potential restriction of heavy vehicles and associated re-routing of traffic.**
- Northbound right conflicts with eastbound through that do not yield
- **Review crash history at the Table Rock Road/Vilas Road intersection for trends related to northbound right and eastbound through**

Table Rock/Greggory Road

- TAC Comment – **Remove the roundabout alternative from the Table/Rock/Greggory Road intersection.**

Kershaw Road/OR140

- ODOT has an ARTS application to install a roundabout at Foothill and OR140. If they do not get the funding, they will look at alternatives. **Include Reference to ODOT ARTS application and potential implications for improvements at the Kershaw Road/OR140 intersection**
- This intersection is located on the ODOT SPIS list
- The Sports Park needs access to Kershaw. Access management could be problematic.

OR62/OR140-Leigh Way

- **Include reference to improvements that are currently underway at the OR62/OR140-Leigh Way intersection.**

OR62/OR234-Del Isle Way

- What would be the design speed of the roundabout? 20 mph
- This is an intersection of two state facilities
- It is doubtful that ODOT would prioritize a roundabout at this location
- **Include an alternative to provide a two-way left-turn lane for the eastbound left-turn movement at the OR62/OR234-Del Isle Way intersection.**

OR62/Vilas Road

- With an interchange onto the OR62 by-pass
- Improving the capacity of Foothill will draw more traffic onto Vilas.
- City is working on a UGB amendment that is on a parallel process
- Will not be easy to relocate Crater Lake Avenue further to the east. **Note city's plans for improving conditions at the OR62/Vilas Road intersection.**
- Northbound approach can be a challenge when people try to access the gas station in the southwest corner

Foothill Road/McAndrews Road (Eastbound and Westbound)

- Project already identified

Foothill Road/Lone Pine Road

- **Remove reference to roundabout in text for the Foothill Road/Lone Pine Road intersection.**

Safety Alternatives

Table Rock Road/Vilas Road

- No Comments

Foothill Road/Coker Butte Road

- No Comments

Other intersections/roadway segments

- Foothill Road in general
- Crater Lake Avenue/Vilas Road intersection – this intersection is clearly an issue. It won't be a high priority for the county because OR62 and Crater Lake Avenue are ODOT facilities and it may become a Medford facility.

- Table Rock Road and Vials Road where people are not yielding
- Taylor Road and Old Stage Road
- Sight distance problems are prevalent throughout County

Bicycle Alternatives

- Doesn't Jackson County require sidewalks on both sides of the roadway in order for there to be a bike lane? Yes and No, County standards require sidewalks and striped bike lanes along both sides of Urban facilities, which are generally located within the incorporated cities.
- Is the only difference between a count shared roadway and a county bikeway signs? No, a county bikeway would provide a separate facility for bicyclists.
- It would be helpful to take this back to the bike committee
- Part of the decisions making from the previous tsp that should be carried forward, is that if you are doing a project to not automatically assume you have to bring the roadway up to standard. The county has lots of horizontal and vertical curves, keep them as they are to keep speeds low
- Would be helpful to get a copy of the presentation. **Upload a copy of the presentation to the project website.**
- TAC Comment – **Extend Foothill Road improvements to OR140, update maps, tables, and text**
- There is a point on the east side that Phoenix and Medford will not touch. Will need something more than a shoulder
- As part of the urban reserve agreements, the city's will annex the roadway and the county will no longer have the jurisdiction
- East main from walker road to OR66 is how you access the new scenic bikeway – probably a very important one to the county
- **Update the functional classification of South Stage Road from Urban to Rural so it becomes a shoulder bikeway**

Pedestrian Alternatives

- Add Griffin Creek from sunset to the Griffin Creek Elementary School

Functional classification changes

- **Include note for Table 55 that says the “?” refers to roadways that were not constructed or were not county roadways during last tsp update.**
- Several roads were misclassified or purposefully classified low

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- During the prior TSP there were five long meetings over a lot of the roadways that were on the list – the rationale to keep them local was to keep them as they are today
 - The pushback was more of a land use issue – certain type III review you have to look at transportation for plan amendments and zone changes – one can imagine uses that may not be appropriate – might change characteristics of the roadway.
 - **Edgar to review classification changes and provide context as necessary**

Freight Alternatives

- **Joe to review freight section of provide context as necessary**