
Meeting Minutes

OR 66 Green Springs Highway Interchange Area Management Plan (IAMP)

Project Team Meeting #3
March 22, 2012 at 1:00 p.m.

Attendees:

Oregon Department of Transportation	Ana Jovanovic, Peter Schuytema, Mike Stinson, David Warrick (via phone), Rod Carthcart (via phone)
Klamath County	Stan Strickland, Dennis Nelson, Bill Adams
Kittelson & Associates	Hermanus Steyn, Susan Wright, Matt Kittelson
Angelo Planning	Shayna Rehberg (via phone)
Harrison Engineering	Ed Harrison
Reames Golf & Country Club	Laine Wortman
Bear Cat, Inc.	Dale Wetzel
Columbia Forest Products	Mark Slezak
Clough Oil	Jill Clough
Private Citizens	Joyce Barrett, Karl Scroyce, Dennis Young

Purpose:

This meeting presented the following:

- Existing Conditions Inventory/Analysis Results
- Future Conditions Land Use Assumptions

The information to be gained from this workshop is:

- General comments/issues from attendees
- General consensus of existing conditions findings
- Continued dialogue with key stakeholders/property owners.

Agenda

1. Introductions

Attendees were introduced. Three attendees participated via the phone.

2. Overview of existing conditions analysis

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- a. Project study area
 - i. Operational Study Area
 - ii. Land Use Study Area
 - iii. Study intersections

No comments related to project study area

- b. Land use subarea analysis
 - i. 25 year horizon versus full build-out
 - ii. Brief overview of existing land use conditions by subarea.

The future year land use scenario will be based on the land use assumptions included in the Klamath Falls Urban Area Travel Demand Model, as outline in Technical Memorandum #4a. It was discussed and those present agreed that a 25-year analysis is applicable for this project compared to a potential build-out of the study area, which is consistent with the transportation system plan (TSP).

No comments objecting to this approach were voiced at the meeting.

Meeting attendees, particularly City and County staff, were asked to provide input on this approach to the project team.

- c. Operational Analysis

No operational issues were identified in the existing conditions analysis. Meeting attendees indicated that this observation is consistent with their knowledge of the study area.

Traffic counts are needed at the Reames Golf & Country Club/US 97 access location.

- d. Safety analysis

Current analysis is based on intersection data and many intersections had zero crashes, while others have low crash rates overall.

Most notable crash locations:

- OR 66/OR 140
- OR 66/Southbound Ramp Terminal
- OR 140/Greensprings Drive

Current crash results do not indicate a major safety deficiency at any location. This result could be related to low traffic volumes currently in the study area.

e. Access Analysis

Closely spaced intersections/access points near the interchange include:

- To the west:
 - Delap Road
 - OR 140
 - Balsam Drive
- To the east:
 - Greensprings Drive
- Along US97
 - Second US97 Northbound Off-ramp
 - Reames Golf & Country Club Access

The access spacing information in Technical Memorandum #3 will be modified to include additional details about each access location, where available.

ODOT adopted new access spacing standards on January 1, 2012. Those standards will be the starting point for considering accesses as part of the future alternatives development of this project.

f. Existing Roadway Deficiencies

Several existing roadway deficiencies of the roadway system near the interchange were outlined. These may or may not require modification in the future. These include:

- Sight distance concerns
- Combination of horizontal and vertical alignments along OR140
- Compound curves on northbound on-ramp
- Closely spaced intersections
- Skewed intersection alignments
- Multi-legged intersections
- Skip yellow striping on Orindale Road
- OR 140 bridge section near Memorial Drive will affect improvement options at that location
- The following issues were raised by the attendees:
 - Freight movements through the intersection for all movements
 - Biking through the study area
 - Grade along southbound approach to the signalized OR140/OR66 intersection

g. Natural & Cultural Resources and Utilities

Water and electrical utilities have been documented in the study area

Additional utilities (e.g., sewer, water mains, PP&L, etc.) exist and will be included in the memorandum as information about their location becomes available.

3. Future conditions analysis

Peter Schuytema provided an overview of Modeling 101.

The following future land use assumptions were presented:

- Future household (HH) growth
- Future employment growth
- HH & Employment densities

The following two items were discussed in more detail:

- The travel demand model includes significant growth in the vicinity of Running Y. Follow-up discussions with County and City staff will be scheduled to confirm the project approach, but following the current model will be consistent with the TSP efforts.
- The Reames Golf & Country Club property has a Planned Unit Development (PUD) that is not clearly documented. Assumptions within the model will be revisited to verify if current assumptions are reflective of potential development under current zoning and PUD.

Assumptions related to the development or redevelopment potential of specific land will not be made for this process. Rather, future land use changes will be required to complete the normal land use process, as needed.

Future Meetings:

Next Project Team Meeting (PT #4): May 2012, date TBD

This meeting will cover Technical Memorandum #4 –
Future Conditions Analysis

Next Public Open House: July 2012, date TBD