



AGENDA
Middle Rogue Metropolitan Planning Organization
Technical Advisory Committee (TAC)

Date: Thursday, October 2, 2014

Time: 1:30 p.m.

Location: Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street,
Grants Pass, Oregon

Phone : Sue Casavan, RVCOG, 541-423-1360
MRMPO website : www.mrmppo.org

1. Call to Order/Introductions/Review AgendaChair

2. Review/Approve Minutes (Attachment #1)Chair

Action Items:

3. Elect TAC Committee Chair.....Jonathan David

Background: A new Chair will need to be elected to fill the vacancy of Michael Black.

Action Requested: Elect committee Chair.

4. MRMPO Regional Transportation Plan (RTP) Goals, Objectives, Strategies, and Performance MeasuresJonathan David

Background: The draft goals, objectives, strategies and performance measures summarized in the memo are intended to be reviewed by the MRMPO Technical Advisory Committee (TAC), the general public, and the MRMPO Policy Committee. Ultimately, this review process, along with any proposed changes, will result in the development of the MRMPO Regional Transportation Plan (RTP) draft goals, objectives, strategies and performance measures.

Attachment: #2 - Memo

Action Requested: Forward recommendation to Policy Committee.

- 5. MRMPO Update Jonathan David
- 6. Public Comment*Chair
(Limited to one comment per person, five minute maximum time limit)
- 7. Other Business / Local BusinessChair
Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.
- 8. AdjournmentChair

- The next Middle Rogue MPO TAC meeting will be **Thursday, November 6, at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**
- The next Middle Rogue MPO Policy Committee meeting will be **Thursday, October 16, at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

August 7, 2014

The following people were in attendance:

MRMPO Technical Advisory Committee

Voting Members in Attendance:

Chuck DeJanvier

Ian Horlacher

John Vial

Kelli Sparkman

Michael Black

Scott Chancey

Terry Haugen

Josephine County

ODOT

Jackson County

ODOT

Grants Pass

Josephine County Transit

Grants Pass

RVCOG Staff

Sue Casavan, Jonathan David, Bunny Lincoln

1. Call to Order / Introductions / Review Agenda

Michael Black called the meeting to order at 1:36 PM.

2. Review / Approve Minutes

Mr. Black asked if there were any agenda changes or additions to the June meeting minutes.

Agenda Items #3 and #4 were transposed.

Terry Haugen requested more formal ODOT project updates in the future. Ian Horlacher had provided available information by email. Kelli Sparkman will ask project leaders for updates to be presented at the September meeting. Jon Vail suggested that project leaders attend meetings on a quarterly basis. Kelli Sparkman will pursue this with ODOT.

On a motion by Ian Horlacher and seconded by John Vial, the Committee unanimously approved the minutes as corrected.

3. Josephine Community Transit Update

Scott Chancy presented an informational memo on the RV Valley Commuter Line. Specific points included:

- The official logo has been created

- A unique name has been selected for the program (not related to a county or Specific jurisdiction)
- Three vehicles have been secured from Lane County
- Passenger Carrier Permit is in process
- September 1st start date is still anticipated
- Identification of Park & Ride lots in Grants Pass, Gold Hill and Rogue is under investigation
- Formalization of stops in Rogue River and Gold Hill (official agency/jurisdictional approvals needed)
- ODOT will do a public event to inaugurate the service (Sept. 23rd)

Community partners (RCC, the VA, medical campuses, etc.) will be sought to continue the project once the three year grant sunsets.

Fiscal ridership is up 152% since 2008-9, with no significant changes in hours of service. Every ridership record was broken last year. Upcoming route reconfigurations are expect to increase ridership totals. In answer to a question posed by John Vial, Mr. Chancey explained the philosophy for JCT providing refined, enhanced service to its customers, and making sure that the system is as user friendly as possible.

4. MRMPO Regional Transportation Plan (RTP) Goals & Policies

Jonathan David facilitated a discussion on the MRMPO RTP vision, goals and policies, exhibiting examples of various other adopted plans. While the Policy Committee will render the final decision on these matters, David expressed COG Staff's desire to gain some direction from the TAC before proceeding further.

As part of a generalized discussion, TAC members agreed that brevity, flexibility and integration of multimodal systems that recognize the unique qualities/needs of the various jurisdictions within the region were keys to creating a workable Plan.

The final consensus was that the Corvallis model (excepting Goal 9 and Goal 10, related to alternative fuel sources and Greenhouse Gas reduction) was the preferred direction for Staff to take in creating the Goals to be presented to the Policy Committee. Measuring methodologies were also stressed as a vital component of the Goals. Mr. David, thanked the membership for their input and direction, and said that TAC members would receive emailed copies of the draft materials being presented to the Policy Committee.

5. MRMPO Update -

Jonathan David had no updates to share.

It was determined that the Redwood Ave #3 has received all the required approvals.

Chuck DeJanvier brought up the chip seal project in the Galice Road area, and a discussion ensued about projects where only portions were located within MPO boundaries. Sue Casavan said if any part is located in an MPO, then it would be included in the relevant TIP. Chuck De Janvier will send an email to Andrea Napoli on this matter.

Ian Horlacher asked that members email ODOT project questions (for update purposes) in advance of the meeting at which the update(s) will be provided.

6. Public Comment -

None received.

7. Other Business / Local Business -

Chairman Black announced that this would be his last MPO meeting, as he has recently accepted the position of Ashland Parks & Recreation Director. John Vial will cover the next meeting as Vice Chairman, with elections being added as an agenda item. Mr. Vial expressed his opinion that it was not appropriate for a Jackson County employee to serve as Chairman of a Middle Rogue MPO committee.

8. Adjournment -

The meeting was adjourned at 2:38 PM.

DRAFT



Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

DATE: September 24, 2014
TO: Technical Advisory Committee
FROM: Jonathan David, AICP, Planning Program Manager
SUBJECT: Draft RTP Goal, Objectives, Strategies and Performance Measures

This memo summarizes the review of the Middle Rogue Metropolitan Planning Organization (MRMPO) Regional Transportation Plan (RTP) goals, objectives, strategies, and performance measures.

The review of the goals/objectives/strategies focuses on the following:

1. Do the goals adequately address the seven planning factors identified in Moving Ahead for Progress in the 21st Century (MAP-21)?
2. Are there edits that would strengthen the current goals/objectives/strategies/performance measures?
3. Are there new goals/objectives/strategies/performance measures that should be included to address emerging planning/engineering trends?

Ultimately, this review process, along with any proposed changes, will result in the development of the MRMPO Regional Transportation Plan (RTP) draft goals, objectives, strategies and performance measures. The draft goals, objectives, strategies and performance measures summarized in this memo are intended to be reviewed by the MRMPO Technical Advisory Committee (TAC), the general public, and the MRMPO Policy Committee.

Following this review, the goals, objectives, strategies and performance measures will be finalized. The performance measures will be used later in the RTP development process to evaluate future year multi-modal transportation investments.

Chapter 3 of the 2040 RTP will provide a solid overview of how the goals, objectives, strategies and performance measures were established to address national and state requirements, and regional/local issues. The plan will state that:

- The goals are intended to guide future transportation decisions in the region.
- The objectives are established to help the region move closer to the intended goals.
- The strategies will state how the MPO will achieve the objectives, and
- The performance measures are established to evaluate how the MPO is achieving its stated goals.

Do the draft goals adequately address the seven planning factors identified in MAP-21?

The current draft goals are as follows:

Number	Table 1 - Draft MRMPO RTP Goals
1	Cultivate, Maintain, and Enhance the Region's Economic Vitality
2	Increase the Safety and Security of the Region's Transportation System
3	Increase Accessibility and Mobility Choices in the Region
4	Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region
5	The MRMPO will use the best available technology to maximize system effectiveness:
6	Enhance Integration and Connectivity of the Transportation System Across and Between Modes
7	Emphasize Maintenance and Preservation of the Existing Transportation System

Map-21 is the current national transportation law that provides the guiding principles for transportation decision-making in metropolitan areas throughout the United States. MAP-21 sets forth seven planning factors to guide transportation decisions. These are as follows:

Number	Table 2 - MAP-21 Planning Factors
1	Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2	Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair
3	Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System
4	System Reliability - To improve the efficiency of the surface transportation system
5	Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6	Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment
7	Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The table below correlates the plan goals with the Map 21 planning factors. The following provides a summary of how the LRTP goals address the seven federal planning factors.

Table 3 - MAP 21 Planning Factor Correlation	Correlates with Goal number
Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	2
Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair	7
Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System	3, 5
System Reliability - To improve the efficiency of the surface transportation system	5, 6
Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	1
Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment	4
Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	5

Conclusion

The draft goals adequately address the seven Map-21 planning factors. Review by the TAC, the public, and the MRMPO Policy Committee needs to occur.

Are there edits that would strengthen the current goals/objectives?

The project team will review the 2040 RTP goals and objectives and identify potential edits that would strengthen the objectives.

Are there new goals/objectives that should be included to address emerging planning/engineering trends?

As previously stated, Map-21 outlines current Federal transportation planning requirements and is the primary funding source for transportation projects across the nation. MAP-21 was enacted on July 6, 2012, and provides funding for Federal Fiscal Years (FFY) 2013 and 2014 which expires on September 30, 2014. Congress is set to approve a Continuing Resolution (CR) to provide transportation funding up to December 11, 2015.

Preliminary discussions regarding a new bill suggest increased emphasis on reducing greenhouse gases, which the Governor of Oregon is also promoting, promoting livable and sustainable communities, promoting healthy communities, and promoting alternative transportation modes.

Proposed 2040 RTP Goals and Objectives

GOAL #1: Cultivate, Maintain, and Enhance the Region's Economic Vitality

Objectives:

- a) Encourage the coordination of land use and transportation planning to ensure that developments are adequately connected by the region's transportation system and appropriately located to preserve the quality of life in surrounding areas.
- b) Encourage transportation investments and policies that facilitate sustainable business growth and tourism growth in the region which are consistent with local and regional comprehensive plans.
- c) Encourage investment and reinvestment of transportation resources into the within the MRMPO as a critical component to the overall economic health of the region.
- d) Economically strong regional activity centers with a mix of job, housing, services and recreation in a walkable environment.

Strategies:

- Work with the economic development community to identify current and potential deficiencies and threats to the economic vitality of the MRMPO area that relate to transportation, and work to mitigate those threats.
- Target transportation improvements that:
 - o Support downtowns as primary economic development generators.
 - o Support locations with ready and available industrial properties
 - o Support the reinforcement of investments in existing neighborhoods within the MRMPO
 - o Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers where passengers can switch easily from one transportation mode to another.
 - o Intercept automotive traffic at key locations, encourage “park once” and provide alternatives to driving in regional activity centers.

Performance Measures:

- Employment change in vicinity of projects.
- Monitor mode share.

GOAL #2: Increase the Safety and Security of the Region's Transportation System

Objectives:

- a) Reduce transportation related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.
- b) Collaborate with local and state law enforcement agencies, first responders, and health agencies to develop appropriate emergency and disaster plans and other security related plans for the region.
- c) Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists, and users of transit.
- d) Enhance system safety through effective enforcement of all traffic laws and use appropriate safety features in facility design.

Strategies:

- Identify high crash locations within the Metropolitan Planning Area and program projects for these locations as soon as possible.
- Roundabouts should be used where appropriate as an intersection improvement that provides safety benefits.
- Identify at-risk transportation infrastructure within the Metropolitan Planning Area and work with appropriate governmental agencies to establish a plan of action for safe guarding these locations.
- Develop a regional safety plan, in cooperation with safety partners that supports the Oregon Strategic Highway Safety Plan. This local plan will implement the appropriate strategies of Engineering, Education, Enforcement, and Emergency Medical Service (4Es) to reduce crashes.
- Develop incident management plans for major routes in the region, as appropriate.
- Establish a plan of action for improving security measures for pedestrians, cyclists, motorists, and transit users within the Metropolitan Planning Area.

Performance Measures:

- Change in injury and fatal crashes
- Change in non-injury crashes
- Increase in safety education programs
- Track the number of projects built to improve safety

GOAL #3: Increase Accessibility and Mobility Choices in the Region

Objectives:

- a) Improve transit route coverage and service hours so that people can reach job sites and return home conveniently, and so that employers can hire workers to work when needed (e.g., for weekend and evening work).
- b) Support a complete streets policy that promotes the use of alternative transportation modes including pedestrians, bicyclists, and transit users. Improvements could include new or improved sidewalks, bicycle routes or other accommodations, bus pullouts, and other facilities/improvements) as part of future roadway construction/reconstruction and private development projects. Improve access to transit for senior citizens and those with disabilities.
- c) Support local incentives to encourage employers to allow transit operations on their property, to encourage employees to consider transit as a commuting option, and to encourage Transit Oriented Development (TOD).
- d) Encourage public transportation services – such as commuter services, park and ride lots, ridesharing, and carpooling programs – which help reduce the number of single occupancy vehicle trips within the region.
- e) Efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

Strategies:

- Develop a regional bikeway and pedestrian plan
- Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavement, elimination of roadside hazards and better intersection controls.
- Factor life-cycle costs into the transportation system planning and decision making process.
- Identify and secure reliable sources of funding to ensure adequate maintenance, preservation and rehabilitation of the region's transportation system
- Develop a Transportation Demand Management (TDM) program
- Develop a transit-led development plan for transit services in the MRMPO region.
- *{A possible strategy may want to reference any City and County Complete Streets policies.}*

- *{A possible strategy may be for the City to incorporate specific TOD principles into the existing comprehensive plan and zoning documents.}*

Performance Measures:

- Transit service hours and daily ridership
- Track funding for bicycle, pedestrian and transit projects
- Population living within ¼ mile of transit
- Implement TDM self-evaluation and reporting process for local jurisdictions
- Percent reduction of VMTs
- Number of red light cameras installed.
- Percent of dollars dedicated to safety improvements.

GOAL #4: Protect, Preserve, and Enhance the Social, Historical, and Natural Environments of the Region

Objectives:

- a) Coordinate roadway and infrastructure projects with guidelines established by federal, state, and local historic preservation planning agencies and the principles of context sensitive solutions (CSS) treatments.
- b) Pursue public transportation projects and other transportation related technologies that result in positive benefits to improved air quality and energy efficiency. “Encourage transportation investments that reduce greenhouse gases, and other emissions, and support the reduction of single occupancy vehicle trips.”
- c) Ensure that transportation decisions in the region are made with full consideration of the requirements of Title VI and Environmental Justice provisions.
- d) Encourage transportation investments that support sustainable development, enhance quality of life, and promote healthy communities.

Strategies:

- Recognize the connection between transportation efficiency and land uses and densities.
- Promote street and pathway connectivity, including off-road corridors for non-motorized vehicles.
- Provide environmentally-sensitive and healthy transportation options.
- Identify and support beneficial human health effects when planning and funding transportation projects.
- Consider potential environmental impacts and mitigation to maintain and restore affected

environmental functions in consultation with appropriate federal, state and local agencies.

- Plan and implement transportation and related facilities that are aesthetically pleasing.
- Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.

Performance Measures:

- Change in mixed-use and downtown development.
- Impacts on identified resource areas using most up-to-date data.
- Expansion of off-network paths and increase in population and employment with access to paths.
- Improve air quality through projects that reduce carbon monoxide, particulates (PM₁₀) and greenhouse gases.

GOAL #5: The MRMPO will use the best available technology to maximize system effectiveness:

Objectives:

- a) Encourage the use of Transportation Demand Management (TDM) principles to mitigate capacity deficiencies on congested roadways and at intersections.
- b) Full utilization of future advancements in transportation technology.
- c) Encourage greater use and acceptance of access management policies and devices (e.g. medians, turn restrictions, combined entrances) to maintain adequate transportation system capacity and to enhance safety for the traveling public.
- d) Support the deployment of appropriate Intelligent Transportation Systems (ITS) investments according to the Regional ITS Architecture as a means of achieving better management and operations of the existing transportation system.

Strategies:

- Develop a list of high priority projects that are designed to improve the regional transportation system through addressing problem locations having capacity, safety and/or modal connection problems; and program these projects for implementation as soon as possible.
- Upgrade traffic signals, improve signal timing, and improve signal coordination.

- Deploy technologically advanced systems to monitor and manage traffic and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.
- Review speed limits, traffic signs, and other traffic control devices on arterial and collector streets.
- Review the following seven core ITS strategies which address regional issues and needs.
 - **Incident Management** – Relates to the management of recurring and non-recurring disruptions to traffic due to crashes, weather, or other natural causes.
 - **Traveler Information** – Refers to the collection and dissemination of road condition data so that travelers can make choices regarding the time, route and mode for their travel.
 - **Freeway Traffic Management** – Involves the active management of traffic flow on the freeway mainline and ramps to ensure efficient use of capacity during normal operations and during accidents.
 - **Arterial Traffic Management** – Involves the management of traffic on arterial roadways to improve the efficiency of the system for all users.
 - **Transit Management and Multi-modal Coordination** – There is no existing transit plans within the MRMPO at this time. Implement a transit plan as soon as possible. The transit plan should consider the types of transit management tools available include: automated fare collection, automated vehicle location, passenger security systems, real-time transit traveler information, automated annunciator systems, and automated scheduling systems. In addition, transit signal priority systems should be considered in heavy transit corridors in Grants Pass and and Josephine County.
 - **Safety Management** – Refers to the several strategies used to reduce the number and severity of crashes. A major focus should be on reducing the response time for emergency services.
 - **Communications and Connectivity** – Intelligent transportation systems are dependent on communications to

collect and transmit sensor data from the field to management centers where it can be processed to transmit information between various centers. Providing high-speed communication between centers and along key corridors is essential for the effective operation of ITS.

GOAL #6: Enhance Integration and Connectivity of the Transportation System Across and Between Modes

Objectives:

- a) Integrate land use planning and transportation project planning for new development and redevelopment. Projects must consider walkability, bicyclist, and transit access issues in the design of each project.
- b) Consistent with complete streets principles, retrofit existing transportation facilities, where possible, to accommodate pedestrians, bicyclists, and transit users to enhance connectivity between modes.
- c) Improve capacity, pavement maintenance, and design of roadways and bridges that connect significant origins and destinations within the MRMPO to accommodate higher traffic flows, especially for shippers and haulers.
- d) Encourage the Cities and County Planning Commissions to require that appropriate transportation infrastructure is in place or guaranteed prior to approving proposed development.

Strategies:

- Design future roadways and bridges to accommodate the appropriate level of truck traffic – both in terms of volume and in cargo weight.
- Inventory the existing sidewalk system and identify areas where new sidewalks and sidewalk ramps, or sidewalk and sidewalk ramp improvements are needed within the MRMPO.

Performance Measures:

- Percent of regional corridors that serve at least three modes (ex: motor vehicles, pedestrians, transit or motor vehicles, pedestrians, bicyclists).
- Funding by project dedicated to “streetscapes” (benches, trees, planters, traffic calming).
- Increased pedestrian, bicycle activity
- Percent of new mixed use development which includes residential dwelling units

Goal #7 – Emphasize Maintenance and Preservation of the Existing Transportation System

Objectives:

- a) Develop innovative and sound funding practices to implement the Regional Transportation Plan.
- b) Prioritize investment to preserve the existing transportation system.

Strategies:

- Public-Private partnerships and other innovative approaches can maximize resources.
- Use funding mechanisms such as system development charges to collect from new developments to proportionate share of facility improvement costs.
- Develop, fund, and implement maintenance programs for transportation facilities.

Performance Measures:

- Track funding obligations, funding availability.
- Review and update project funding criteria using quantitative methodologies to the extent practicable.
- Track lineal feet of maintenance projects completed per year.