



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Thursday, October 16, 2014

Time: 2:30 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 AgendaDarin Fowler, Chair
2. Review/Approve Minutes (Attachment #1)Chair

Action Item:

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

Background: The MRMPO RTP draft goals, objectives, strategies, and performance measures summarized in the attached memo have been reviewed by the MRMPO Technical Advisory Committee (TAC) and recommended to be presented to the MRMPO Policy Committee for review and adoption. This will be a working session to record any proposed changes that the Policy Committee would like to include in the draft goals, objectives, strategies, and performance measures for the MRMPO RTP.

Attachment: #2 – Memo

Action Requested: Approve the Goals, Objectives, Strategies, and Performance Measures to be included in the Regional Transportation Plan.

4. **MRMPO Planning Update..... Jonathan David**
5. **Public Comment*Chair**

(Limited to one comment per person, five minute maximum time limit)

6. Other Business / Local BusinessChair

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.

7. Agenda Build for Next Meeting Jonathan David

8. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Thursday, November 20, 2014 at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

- The next Middle Rogue MPO TAC meeting is scheduled for Thursday, November 6, 2014 at 1:30 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
Policy Committee*

September 18, 2014

The following attended:

NAME	REPRESENTING	PHONE
<u>MPO Policy Committee</u>		
Darin Fowler, Chairman	Grants Pass	660-3696
John Vial for Don Skundrick	Jackson County	774-6118
Terry Haugen for Mark Gatlin	Grants Pass	441-7674
Ian Horlacher for Mike Baker	ODOT	957-3658
Pam Van Arsdale, Vice Chairman	Rogue River	660-4414
Robert Brandes	Josephine County	474-5460
<u>RVCOG Staff</u>		
Jonathan David	RVCOG	423-1338
Sue Casavan	RVCOG	423-1360

1. Call to Order / Introductions/ Review Agenda

Chairman Fowler called the meeting to order at 2:35 PM. The Committee began with introductions.

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the August meeting minutes.

On a motion Pam VanArsdale and seconded by John Vial, the minutes were approved as presented. Ian Horlacher abstained.

3. MRMPO Regional Transportation Plan (RTP) Vision

Jonathan David gave a Power Point presentation and informed members of the public meetings that were held in the cities of Grants Pass, Rogue River, Gold Hill and the MRMPO Technical Advisory Committee (TAC). He presented comments received at the meetings and various examples of Vision Statements from Corvallis and other MPOs.

He noted that all the jurisdictions had positive comments about the new bus service from Grants Pass to Medford.

There were common themes expressed from the jurisdictions:

- Safety was a main concern particularly for bike lanes and sidewalks in the smaller jurisdictions.
- Connectivity for complete transportation systems was a high priority along with freight and rail added as part of the discussion.
- Recreation opportunities are plentiful in the region and primary access is by SOV.

- Cities expressed the desire to create more pedestrian-friendly downtown areas.

Members of the TAC agreed that the Corvallis Vision model was their preference for creating the goals to be presented to the Policy Committee.

They agreed on the following MRMPO Vision Statement.

VISION

“An intermodal transportation system that provides for safe, efficient, and convenient movement of people and goods to support a robust and burgeoning regional economy”

On a motion by John Vial and seconded by Rob Brandes the committee unanimously adopted the above Vision Statement.

4. MRMPO Planning Update

Jonathan David informed members that on September 23 there will be a Grand Opening at the Grants Pass City Council Chambers for the new bus service from Grants Pass to Medford. He noted that JCT is working on getting a transit stop in Gold Hill. Members briefly discussed safety issues concerning pedestrians going across the bridge.

5. Public Comment

None.

6. Other Business / Local Business

Pam VanArsdale said the ‘Ride the Rogue’ event was scheduled for Saturday.

7. Agenda Build for Next Meeting

Jonathan David hoped to have Goals, Strategies, and Performance Measures for the next meeting.

Darin Fowler wants to try to fix the ‘Y’ and suggested the zeroscaping concept, no water or maintenance. Ian Horlacher suggested bringing a proposal to ODOT.

8. Adjournment

The meeting was adjourned at 3:15 p.m.



Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

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

DATE: October 6, 2014
TO: MRMPO Policy 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 and 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 and 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's (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:

Table 1 - Draft MRMPO RTP Goals	
Number	
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:

Table 2 - MAP-21 Planning Factors	
Number	
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 prior to adoption of the plan.

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:

- G1 - O1** 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.
- G1 - O2** 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.
- G1 - O3** Encourage investment and reinvestment of transportation resources into and within the MRMPO as a critical component to the overall economic health of the region.
- G1 - O4** Encourage economically strong regional activity centers with a mix of job, housing, services and recreation in an intermodal environment.

Strategies:

- G1 - S1** 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.
- G1 - S2** Target transportation improvements that:
 - (a) Support downtowns as primary economic development generators.
 - (b) Support locations with ready and available industrial properties
 - (c) Support the reinforcement of investments in existing neighborhoods within the MRMPO
- G1 - S3** Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers where individuals can switch easily from one transportation mode to another.
- G1 - S4** Intercept automotive traffic at key locations, encourage “park once” and provide alternatives to driving in regional activity centers.

Performance Measures:

- G1 - P1** Employment change in vicinity of projects.
- G1 - P2** Mode share.

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

Objectives:

- G2 - O1** Reduce transportation related crashes, injuries, and fatalities using current design standards, advanced technologies, and education.
- G2 - O2** Collaborate with local and state law enforcement agencies, first responders, and health agencies as they develop emergency and disaster plans and other security related plans for the region.
- G2 - O3** Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists, and users of transit.

Strategies:

- G2 - S1** Identify high crash locations within the Metropolitan Planning Area and program projects for these locations as soon as possible.
- G2 - S2** Consider roundabouts where appropriate as an intersection improvement that provides safety benefits.
- G2 - S3** Develop a regional safety plan, in cooperation with safety partners that supports the Oregon Strategic Highway Safety Plan.
- G2 - S4** Assist in developing incident management plans for major routes in the region, as appropriate.
- G2 - S5** Establish a plan of action for improving security measures for pedestrians, cyclists, motorists, and transit users within the Metropolitan Planning Area.
- G2 - S6** Support the implementation of effective safety measures, including red light camera enforcement, skid-resistant pavement, elimination of roadside hazards and better intersection controls.

Performance Measures:

- G2 - P1** Track injury and fatal crashes
- G2 - P2** Track non-injury crashes
- G2 - P3** Measure the participation rate in safety education programs
- G2 - P4** Track the number of projects built to improve safety
- G2 - P5** Number of red light cameras installed.
- G2 - P6** Track the percent of dollars dedicated to safety improvements.

G2 - P7 Track the reduction of Vehicle Miles Traveled. (VMT)

GOAL 3: Increase Accessibility and Mobility Choices in the Region

Objectives:

- G3 - O1** Improve transit effectiveness so that people can reach job sites and return home conveniently, and so that employers can hire workers to work when needed (e.g., increase transit frequency).
- G3 - O2** 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.
- G3 - O3** Support local incentives to encourage employers to encourage employees to consider transit as a commuting option, and to encourage Transit Oriented Development (TOD).
- G3 - O4** 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.

Strategies:

- G3 - S1** Implement a regional bicycle/trail/pedestrian plan and include bicycle and pedestrian facilities in new transportation projects and improvements.
- G3 - S2** Factor life-cycle costs into the transportation system planning and decision making process.
- G3 - S3** Develop a Transportation Demand Management (TDM) program

Performance Measures:

- G3 - P1** Revenue Miles/Hours per capita
- G3 - P2** Track funding for bicycle, pedestrian and transit projects
- G3 - P3** Implement TDM self-evaluation and reporting process for local jurisdictions

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

Objectives:

- G4 - O1** 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.

- G4 - O1** Pursue public transportation projects and other transportation related technologies that result in positive benefits to improved air quality and energy efficiency.
- G4 - O2** Encourage transportation investments that reduce greenhouse gases, and other emissions, and support the reduction of single occupancy vehicle trips.
- G4 - O3** Ensure that transportation decisions in the region are made with full consideration of the requirements of Title VI and Environmental Justice provisions.
- G4 - O4** Encourage transportation investments that support sustainable development, enhance quality of life and promote healthy communities.

Strategies:

- G4 - S1** When evaluating transportation projects, recognize the connections between transportation efficiency and land uses and densities.
- G4 - S2** Promote street and pathway connectivity, including off-road corridors for non-motorized vehicles.
- G4 - S3** Provide environmentally-sensitive transportation options.
- G4 - S4** Identify and support beneficial human health effects when planning and funding transportation projects.
- G4 - S5** Consider potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state and local agencies.
- G4 - S6** Plan and implement transportation and related facilities that are aesthetically pleasing.

Performance Measures:

- G4 - P1** Change in mixed-use and downtown development.
- G4 - P2** Impacts on identified resource areas using most up-to-date data.
- G4 - P3** Expansion of off-network paths. Improve air quality through projects that reduce carbon monoxide, particulates (PM₁₀) and greenhouse gases.
- G4 - P4** Measure percent of funding by project dedicated to “streetscapes” (benches, trees, planters, traffic calming).

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

Objectives:

- G5 - O1** Encourage the use of Transportation Demand Management (TDM) principles to mitigate capacity deficiencies on congested roadways and at intersections.
- G5 -O2** Consider installing Park & Ride facilities where appropriate. Park & Ride consists of parking facilities at transit stations, bus stops and highway onramps, particularly at the urban fringe, to facilitate transit and rideshare use. Some Park & Rides include bicycle parking. Parking is generally free or relatively cheaper than in urban centers
- G5 – O3** Utilize Traffic Calming Techniques. Traffic Calming refers to various design features and strategies intended to reduce vehicle traffic speeds and volumes on a particular roadway. Traffic Calming projects can range from minor modifications of an individual street to comprehensive redesign of a road network
- G5 – O4** Utilize access management techniques to improved coordination between roadway design and land use.
- G5 - O5** Consider the use of transportation technology in all projects to maximize effectiveness and safety.
 - (a)** Rapid flashing beacons, Z crossings, permanent traffic counters, transit signal priority, adaptive signal control, these are just a few examples.
- G5 - O6** 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.
- G5 - O7** Develop a regional Intelligent Transportation System (ITS) Architecture as a means of achieving better management and support deployment of appropriate ITS investments .

Strategies:

- G5 - S1** 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.
- G5 - S2** Support projects that upgrade traffic signals, improve signal timing, and improve signal coordination.
- G5 - S3** Identify future Park & Ride locations.

- G5 - S4** 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.
- G5 - S5** Review the following six core ITS strategies which address regional issues and needs.
- (a) **Incident Management** – Relates to the management of recurring and non-recurring disruptions to traffic due to crashes, weather or other natural causes.
 - (b) **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.
 - (c) **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 traffic disruptions.
 - (d) **Arterial Traffic Management** – Involves the management of traffic on arterial roadways to improve the efficiency of the system for all users.
 - (e) **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.
 - (f) **Communications and Connectivity** – Integrated 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.

Performance Measures:

- G5 – P1** Percentage of high priority projects constructed.
- G5 – P2** Track the number of projects that upgrade traffic signals, improve signal timing, and improve signal coordination.
- G5 – P3** Track the number of newly constructed park and ride locations.

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

Objectives:

- G6 - O1** Integrate land use planning and transportation project planning for new development and redevelopment.
- G6 - O2** Consistent with complete streets principles, retrofit existing transportation facilities, where possible, to accommodate pedestrians, bicyclists, and transit users to enhance connectivity between modes.
- G6 - O3** Improve capacity, pavement maintenance, and design of roadways and bridges that connect significant origins and destinations within the MRMPO to accommodate higher traffic flows where it is necessary and needed, especially for freight.
- G6 - O4** Encourage the Cities and County Planning Commissions to require that appropriate transportation infrastructure is in place or guaranteed prior to approving proposed development.

Strategies:

- G6 - S1** Design future roadways and bridges to accommodate the appropriate level of freight traffic – both in terms of volume and in cargo weight.
- G6 - S1** 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:

- G6 - P1** Percent of regional corridors that serve at least three modes (ex: motor vehicles, pedestrians, transit or motor vehicles, pedestrians, bicyclists).
- G6 - P2** Measure the increase in intermodal activity
- G6 - P3** Percent of new mixed use development which includes residential dwelling units

Goal 7: Emphasize Maintenance and Preservation of the Existing Transportation System

Objectives:

- G7,O1** Develop innovative and sound funding practices to implement the Regional Transportation Plan.
- G7,O2** Prioritize investment to preserve the existing transportation system including all modes.
- G7,O3** Encourage the efficient and safe movement of people, goods, and information, with minimal adverse impacts on residents and the environment.

Strategies:

- G7 - S1** Public-Private partnerships and other innovative approaches can maximize resources.
- G7 - S2** Give additional points for projects that do not expand the existing road system.
- G7 - S3** Identify and secure reliable sources of funding to ensure adequate maintenance, preservation and rehabilitation of the region's transportation system
- G7 - S4** Encourage funding mechanisms such as street utility fees.

Performance Measures:

- G7 - P1** Track funding obligations, funding availability.
- G7 - P2** Review and update project funding criteria using quantitative methodologies to the extent practicable.