



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Policy Committee

January 21, 2016

The following attended:

MRMPO POLICY COMMITTEE

NAME

Mike Baker
Colleen Roberts
Robert Brandes
Jason Canady (Steve Scrivner)
Pam Van Arsdale, Vice Chairman

REPRESENTING

ODOT
Jackson County
Josephine County
Grants Pass
Rogue River

Others Present

Leslie Orr Grants Pass Bike/Ped
Savannah Crawford ODOT

RVCOG Staff

Dan Moore RVCOG
Bunny Lincoln RVCOG
Greg Stabach RVCOG

1. Call to Order / Introductions/ Review Agenda

The Chairman called the meeting to order at 2:35 pm.

2. Review / Approve Minutes

The Vice Chairman asked if there were any changes or additions to the previous meeting minutes.

Page 3, 5th bullet was edited to read, “The sitting Chairperson of the MRMPO TAC serving as an ex-officio member of the subcommittee”

On a motion by Colleen Roberts, seconded by Mike Baker, the minutes were approved as corrected.

Presentation Item:

3. ODOT Draft Bicycle and Pedestrian Plan

Savannah Crawford presented an overview of the ODOT Draft Bicycle and Pedestrian Plan. The Oregon Transportation Plan is the overriding document for the seven (7) modal plans. The Policy side of the plan constitutes the modal plan. It is exclusively a policy document. A centralized website will soon

be available to access the all the Plan elements and comments can be made through the site. The current Plan was adopted in 1995. The 90 day public comment period opened on Nov. 13, 2015. Design Standards Rules & Regulations and Project Lists have been removed. The OBBP is the biking/pedestrian element of the Oregon TSP, covering the next 25 years.

Key Plan Changes:

- Maintenance
- Inventory
- Design
- Prioritize
- Speeds
- Linkages
- Equity
- Data

Plan Components:

Chapter 1. Introduction

Chapter 2. Background – Benefits of walking/biking, Challenges & Opportunities

Chapter 3. Policies & Strategies –

- Safety
- Connectivity
- Health
- Mobility
- Community/Economic Vitality
- Equity
- Sustainability
- Coordination, Cooperation, Collaboration
- Strategic Investment, Needs, Policy Support, Funding Sources
- Implementation, Roles & Responsibilities, Key Initiatives
- Plan Performance Measures – Utilization, Transit Access, ID Data Needs, Fatalities & Serious Injuries, Safety Perception

Chapter 4. Investment Considerations

Policies/strategies directions for biking/walking planning and investing include:

- Construction
- Maintenance
- Education
- Outreach
- Program Activities

Chapter 5. Implementation

A mix of stakeholders (federal, regional, local, businesses, transportation providers, etc.) contributed through a PAC, TAC (external stakeholders), Plan Coordination Team (internal), stakeholder interviews listening meetings, Area Commissions on Transportation, and other outreaches. Over the next three months, ODOT will conduct a series of public outreach throughout the State. Public comment will end on February 18, 2016. ODOT staff and the PAC will review comments, and make recommendation to

the Oregon Transportation Commission in spring/summer, 2016.

The MRMPO is invited to review and comment on the draft.

Action Items:

4. Regional Transportation Plan (RTP) Chapter 10

Greg Stabach presented Chapter 10 (Environmental Considerations). **The TAC voted to recommend approval of the chapter at its January 7, 2016 meeting.** Review comments are reflected in the document.

- **Introduction - Table 10.1** - Consulting Agencies, Map 21 requirements
- **A. Inventory & Mapping**
 - 10.1 Prime Ag Soils, Viticulture Areas, Vineyards and Orchards, Project Overlap
 - 10.2 Wetlands & Special Flood Hazard Area (100 year flood plain)
 - 10.3 Fish Passage Barriers, Salmonoid Habitat, & TMDL Streams (Water Quality Limited)
 - 10.4 Conservation Opportunity Areas (MRMPO), Wildlife Sensitivity, & Wildlife Linkages
 - 10.5 Wildlife Movements
 - 10.6 Wildlife Collision Hotspots (Vehicular – ODOT records)
 - 10.7 National Historic Buildings & Places
 - 10.8 RTP Projects Intersecting Environmental/Historic Areas
- **B. Environmental Justice**
- **C. Environmental Considerations in Planning**
 - 1. Early Consideration of Environmental
 - 2. Use of Environmental Information
 - 3. Evaluation of Impacts - Impacted wetlands, roadway impacts, actions necessary to comply with the Clean Water Act & Endangered Species Act, considerations when evaluating impacted wetlands and natural habitats, determination of highway project impacts on wetland or natural habitat functional capacity.
 - 4. Avoidance, Minimization, Mitigation - Agency review (NOAA Fisheries 2015) has also emphasized the importance of avoiding and minimizing impacts.
 - 5. Wetlands and Natural Habitats – progressive approaches include conservation, mitigation banking agreements or purchase of intact natural areas, improvements to existing or natural habitats. Strategies for reducing impacts are also part of this section. Reference to ORS 196.600 – 196.655 is made.
 - 6. Rogue Wild & Scenic River Designation (84 Miles)
 - 7. Mitigation Banks – Mitigation Bank Areas in the MPO. (None existing in the current MRMPO area.) There is the potential of using the mitigation bank in White City. Reference to ORS 196.600 – 196.655 is made.
 - 8. Wildlife Habitat – ODFW conservation strategy focuses on habitat restoration and maintenance. Included in the chapter are the **Conservation Strategy of Oregon - Klamath Mountains Ecoregion** and **Habitat Conservation Opportunities**.
 - 9. Barriers to Wildlife Movement
 - 10. Endangered Species Act (related to MRMPO and surrounding areas)
 - Tables –
 - 10.1 Birds, Fish, Flowers & Mammals (Threatened & Endangered) North American Green Sturgeon and Pacific Eulachon added. Magnuson-Stevens

Fishery Conservation and Management Act (MSA) referenced as an important consultation

10.2 Streams/Rivers, & Pollutants

- 11. Addressing Impaired Water Resources (TMDL Plans)
- 12. Stormwater Monitoring & Management - Clean Water Act
- 13. Historic & Archeological Considerations – National Preservation Act
- 14. RTP Projects & Environmental Features (Wetland, Steelhead & Coho Salmon (Threatened))

Table 10.4 2016-2040 (Projects intersecting with environmental considerations):

Short range = 13, Medium Range = 3, Long Range = 9

“Project Sponsors” are shown on Table 10.4.

On a motion by Robert Brandes, seconded by Mike Baker, the Policy Committee adopted RTP Chapter 10.

5. Regional Transportation Plan (RTP) Chapter 11 – System Performance

Dan Moore presented Chapter 11 (System Performance). **Note: A full copy of the Draft Plan will be available at the next Policy Committee meeting.** The model used for the RTP is the Grants Pass Oregon Small Urban Model (OSUM. The MRMPO will use the OSUM Grants Pass model through the first RTP (spring 2016), and then start building a new model before the second RTP that will cover the larger MRMPO boundary. The model, computer software that performs a series of calculations, is based on information the MRMPO obtained about future population and employment.

Estimates of the numbers of people, jobs and their locations within the region are critical to the model. Also, the transportation network itself is represented in the model, and is a foundation for more detailed future analysis.

In developing the 2015-2040 RTP, the model was asked to provide answers to some basic questions about performance of the transportation system in future years, given the plan’s forecasts for growth.

Future Congestion

Table 11.1

Grants Pass RTP 2010-2040 Other Evaluation Measures					
SCENARIOS MEASURED	Reference 2010	No-Build 2015	No-Build 2020	No-Build 2040	RTP-Build 2040
P.M. Peak Hour Mean Travel Time	8.96	N/A	N/A	8.97	8.96
P.M. Peak Hour VMT	116,751	N/A	N/A	155,731	155,613
P.M. Peak Hour VHT*	2,535	N/A	N/A	3,577	3,572
Daily Transit Mode Split	N/A	N/A	N/A	N/A	N/A

Planned roadway capacity projects alone are not expected to keep pace with the region’s anticipated growth. Through 2040, this plan anticipates an expansion of the regional transportation system of 5 lane miles.

Meanwhile, population is expected to increase by nearly 28 percent (from about 68,973 to 89,004), and employment by 45 percent (from 20,765 jobs to 30,030). These modeled estimates are based on existing local plans and coordination with the City of Grants Pass.

Other Evaluation Measures

Table 11.2

Grants Pass RTP₂₀₁₀₋₂₀₄₀					
Other Evaluation Measures					
SCENARIOS MEASURED	Reference 2010	No-Build 2015	No-Build 2020	No-RTP 2040	RTP-Build 2040
P.M. Peak Hour Mean Travel Time	8.96	N/A	N/A	8.97	8.96
P.M. Peak Hour VMT	116,751	N/A	N/A	155,731	155,613
P.M. Peak Hour VHT*	2,535	N/A	N/A	3,577	3,572
Daily Transit Mode Split	N/A	N/A	N/A	N/A	N/A

*VHT - vehicle hours traveled is a function of both travel time and total volume.

Staff will correct the spelling of “Evaluation” in the title of the table.

Performance Comparison

Table 11.3

2040 RTP₂₀₁₀₋₂₀₄₀ Peak Lane Miles				
Volume/Capacity Ratio Range	Freeway	Principal Arterial	Minor Arterial	Collector
0 - 0.59	71.72	48.05	72.84	342.56
0.59 - 0.69	0.00	5.75	2.52	4.05
0.69 - 0.79	0.00	6.13	1.23	3.67
0.79 - 0.89	0.00	6.47	1.84	0.93
0.89 - 0.99	0.00	5.24	1.22	0.71
0.99 - 9.99	0.00	11.82	1.48	0.98
TOTAL	71.72	83.46	81.13	352.90

Congested Roads

Table 11.4

2010 Reference Peak Lane Mile Percentages													
Demand/Capacity Ratio Range	Rogue River Hwy (OR99)	Redwood Hwy (OR199)	Jacksonville Hwy (OR238)	Highland Ave	Redwood Ave	G St	A St	Allen Creek Rd	Bridge St	E St	F St	M St	Parkdale Drive
0 – 0.59	76%	70%	92%	100%	70%	69%	98%	100%	82%	100%	100%	85%	37%
0.59 – 0.69	16%	2%	4%	0%	3%	0%	0%	0%	5%	0%	0%	3%	24%
0.69 – 0.79	2%	15%	2%	0%	11%	18%	2%	0%	0%	0%	0%	0%	5%
0.79 – 0.89	2%	9%	2%	0%	6%	8%	0%	0%	0%	0%	0%	0%	0%
0.89 – 0.99	0%	2%	0%	0%	5%	4%	0%	0%	0%	0%	0%	0%	29%
0.99 – 9.99	4%	2%	0%	0%	4%	0%	0%	0%	13%	0%	0%	12%	5%
No Congestion	94%	87%	98%	100%	84%	87%	100%	100%	87%	100%	100%	88%	66%
Congestion	2%	11%	2%	0%	12%	12%	0%	0%	0%	0%	0%	0%	29%
High Congestion	4%	2%	0%	0%	4%	0%	0%	0%	13%	0%	0%	12%	5%
Total Lane Miles	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Dan Moore explained the model figures for congestion on the various roads.

Table 11.5

2040 RTP ₁₀₋₄₀ Peak Lane Mile Percentages													
Demand/Capacity Ratio Range	Rogue River Hwy (OR99)	Redwood Hwy (OR199)	Jacksonville Hwy (OR238)	Highland Ave	Redwood Ave	G St	A St	Allen Creek Rd	Bridge St	E St	F St	M St	Parkdale Drive
0 – 0.59	61%	60%	82%	100%	66%	69%	93%	100%	76%	100%	100%	85%	0%
0.59 – 0.69	8%	3%	8%	0%	0%	0%	2%	0%	7%	0%	0%	0%	16%
0.69 – 0.79	14%	1%	4%	0%	8%	13%	3%	0%	0%	0%	0%	0%	0%
0.79 – 0.89	9%	8%	1%	0%	8%	14%	2%	0%	5%	0%	0%	3%	21%
0.89 – 0.99	2%	8%	3%	0%	8%	4%	0%	0%	0%	0%	0%	0%	9%
0.99 – 9.99	6%	20%	2%	0%	9%	1%	0%	0%	13%	0%	0%	12%	55%
No Congestion	83%	64%	94%	100%	75%	81%	98%	100%	82%	100%	100%	85%	16%
Congestion	11%	16%	4%	0%	16%	18%	2%	0%	5%	0%	0%	3%	29%
High Congestion	6%	20%	2%	0%	9%	1%	0%	0%	13%	0%	0%	12%	55%
Total Lane Miles	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Congestion on the roads shown on these tables can lead to delays on intersecting roads as well. The model data may be used to identify highly traveled and congested roadways, which can be prioritized for funding through the MRMPO Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) project selection processes.

Congestions Maps (2010 & 2014 – Peak Hour)

Rather than showing with absolute certainty future congested conditions, these maps indicate the locations most vulnerable to traffic pressures.

The traffic data used in the Level 1 model came from local jurisdictions.

On a motion by Robert Brandes, seconded by Colleen Roberts, the Policy Committee adopted RTP Chapter 11.

6. MRMPO Planning Update

- Public RTP Planning Workshops are currently being held in MRMPO jurisdictions. A virtual Open House will also be available on the RVCOG website.

7. Public Comment

None.

8. Other Business / Local Business

9. Agenda Build for Next Meeting

- Replacement on OMPOC for Mark Gatlin.
- Per Capita Vehicle Miles Traveled Reduction Requirements for MPOs – Dan Moore

10. Adjournment

The meeting was adjourned at 3:36 p.m.

Next MRMPO TAC meeting – Thursday, Feb. 4, 2016 @ 1:30 pm