



AGENDA

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

****Please Note Change in Location for October Meeting Below****

Date: Thursday, October 1, 2015

Time: 1:30 p.m.

*Location: **Josephine County Public Works, 201 River Heights Way,
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. Regional Transportation Plan (RTP) Chapter 6 ReviewAndrea Napoli**

Background: The MRMPO TAC is being asked to review, provide input and comments, and a recommendation to the Policy Committee on the Chapter 6 *Plan Implementation* draft document. Staff will provide an overview of the chapter.

Attachment: #2 – Memo, RTP Draft Chapter 6, RTP Projects Map (attached separately in this email and posted at link below):
http://mrmppo.org/images/TAC/Meeting%20Materials/2015/Attach2_RTPDraftChapter6.pdf

Action Requested: Make a recommendation to the Policy Committee.

- 4. Regional Transportation Plan (RTP) Chapter 7 ReviewDan Moore**

Background: The MRMPO TAC is being asked to review, provide input and comments, and a recommendation to the Policy Committee on the Chapter 7 *Transportation Sustainability* draft document. Staff will provide an overview of the chapter.

Attachment: #3 – Memo; RTP Draft Chapter 7

Action Requested: Make a recommendation to the Policy Committee.

5. Regional Transportation Plan (RTP) Chapter 12 ReviewDan Moore

Background: The MRMPO TAC is being asked to review, provide input and comments, and a recommendation to the Policy Committee on the Chapter 12 *Safety and Security* draft document. Staff will provide an overview of the chapter.

Attachment: #4 – Memo; RTP Draft Chapter 12, RTP Crashes / Collision Type Map
(Draft chapter available at link below)

http://mrmpo.org/images/TAC/Meeting%20Materials/2015/Attach4_RTPDraftChapter12.pdf

Action Requested: Make a recommendation to the Policy Committee.

6. MRMPO UpdateDan Moore

7. Public Comment*Chair

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

8. Other Business / Local BusinessChair

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

9. AdjournmentChair

- The next Middle Rogue MPO TAC meeting will be **Thursday, November 5, 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 **October 15, 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)

September 3, 2015

The following people were in attendance:

MRMPO Technical Advisory Committee

Members:

Scott Chancey, Chairman
Chuck DeJanvier
John Vial
Josh LeBombard
John Krawczyk
Terry Haugen
Kelli Sparkman
Lora Glover

JOCOM Transit
Josephine County
Jackson County
DLCD
Rogue River
Grants Pass
ODOT
Grants Pass

Others Present:

Lesley Orr
Grants Pass Bikeways

RVCOG Staff

Dan Moore, Bunny Lincoln, Andrea Napoli, Sue Casavan

1. Call to Order / Introductions / Review Agenda

The Chairman called the meeting to order at 1:35 PM.

2. Review / Approve Minutes

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

On a motion by Lora Glover by seconded by John Krawczyk, the Committee approved the minutes as presented.

Action Items:

3. Regional Transportation Plan (RTP) Chapter 5 Review

Dan Moore, Scott Chancy and Andrea Napoli presented an overview of RTP Chapter 5:

- A. **Roadways** - Federally classified and regionally adopted arterials and collectors, jurisdictional responsibilities, # lanes & roadway widths, speed limits, signalized intersections, pavement conditions, bridge conditions and freight routes

John Vial suggested checking State Highway and NHS classifications. Table 5-4 was corrected to read **North River Road** Page 12. - North River Road was added to Major Collectors. A paragraph on pavement management and a Bridge Condition (Sufficiency Rating) map and table were recommended

- B. **Transit System** - Fixed route, senior/disabled service, service hours, ridership and funding, non-emergency medical transportation, specialized public transportation, intercity bus service, school bus routes

Scott Chancy will be editing this section. He also explained the ADA Paratransit requirements and the fare costs associated with them. Page 17, 3rd paragraph – will reference that not all trips are made by commuters. Ridership has increased 133% since 2009. Edits will be made to the Intercity Bus Service section.

- C. **Pedestrian System** - Existing sidewalks, pedestrian destinations, system deficiencies

Grants Pass has a CMAQ sidewalk project that will need to be identified in the future. There are other projects that will be included as well. The Limited Crossings section will be edited.

- D. **Bicycle System** - Facility types, existing bikeway locations, cycling destinations, system challenges

Existing Bikeways will be edited to reflect correct mileage and correct percentages of bike facilities on arterials and collectors

- E. **Parking** - Introduction, parking standards, code and policy changes (including strategies on reducing parking). Current minimum standards are reflected for Grants Pass. Parking “fees” need to be clarified.

- F. **Transportation Options (TO)** - Introduction, TO purpose, TO function (RVTD promotes these activities for the region.) Members commented that a discussion with RVTD about actual TO programs/funding in the Grants Pass area is warranted as a future agenda item.

- G. **Air Facilities** - Public, private

- H. **Rail System** - Freight, passenger, crossings (A reference to train-bus service connection will be added to this section.)

- I. **Waterways and Pipelines** - Waterways, pipelines (Staff will check on several aspects of this section, including Grants Pass Irrigation.)

- J. **Plan Consistency** - Local plans, state plans

A section will be added to reflect how adopted State goals and policies were considered in the development of the RTP.

On an amended motion by John Vial, with a 2nd by Lora Glover, the Regional Transportation Plan (RTP) Chapter 5, as amended, excluding Section F. (Transportation Options) for future consideration, was unanimously recommended to the Policy Committee for approval.

4. Regional Transportation Plan (RTP) Chapter 5 Maps Review

Sue Casavan presented the revised Chapter 5 RTP maps, and noted minor editing comments from the membership:

- Roadway Jurisdiction (Map 5-1)
- Functional Classification (Map 5-2)
- Number of Lanes – (Map 5-3)
- ~~Pavement~~ & Bridge Conditions (Map 5-4) (**Pavement Conditions were removed. Sufficiency Data was added.**)
- State Highway Average Daily Truck Traffic (Map 5-5)
- Transit Routes (Map 5-6)
- Bike/Ped Network (Map 5-7)

On a motion by John Vial, with a 2nd by John Krawczyk, the Regional Transportation Plan (RTP) Chapter 5 Maps were unanimously recommended, as amended, to the Policy Committee for approval.

5. DLCD Request for Grants Pass Model Data

Dan Moore shared public information that DLCD is requesting population/housing and employment transportation analysis zone (TAZ) data from the Grants Pass Travel Demand Model in order to evaluate adopted plans as related to walkable, mixed-use development and transit access.

The Committee expressed interest in the results of the analysis.

6. MRMPO Planning Update -

Dan Moore presented an update on current COG activities:

- Staff is working on the RTP, and will bring more chapters to the Committee for their review.

7. Public Comment -

None received.

8. Other Business/Local Business - Scott Chancy will apply for Enhance It funding to build a transit center on vacant county land in downtown Grants Pass. JACO is putting in for a project on North River Road. Chuck DeJanvier asked for an update on approved projects. Terry Haugen is retiring from his position with Grants Pass.

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9. Adjournment -

The meeting was adjourned at 3:30 PM. Next meeting is scheduled for October 1, 2015.

Chapter 7 - Transportation Sustainability

It is a goal of this Regional Transportation Plan to incorporate sustainability measures into the practice of transportation planning, programming and project implementation to the extent possible.

A. Defining Sustainability

There is no standard definition for Sustainability nor is there a standard definition for Sustainable Transportation. According to the Oregon Transportation Plan Update (2006), sustainability is creating a balance between the economy, social needs, and the environment in order to ensure healthy and equitable lifestyles and resources for future human, plant and animal communities. The Oregon Revised Statutes (ORS 184.421) defines sustainability as follows:

“Sustainability” means using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can also meet future needs, from the joint perspective of environment, economic and community objectives.

However, three distinctive characteristics distinguish Sustainable Transportation Planning from the traditional transportation planning. These are Stewardship of the Environment, Social Equity and Economic Vitality of the community.

The Stewardship of the Environment includes:

1. Measures that reduce depletion of non-renewable resources
2. Measures that reduce air pollution, particularly Greenhouse Gases (GHG)
3. Measures that reduce noise pollution
4. Measures that reduce water pollution
5. Measures that reduce hydrologic impacts
6. Measures that reduce habitat and ecological degradation.

The Social Equity includes:

1. Fair and equitable disbursement of transportation services to all people
2. Providing for the mobility of disadvantaged people
3. Affordability of services
4. Community cohesion
5. Aesthetics of built environment.

The Economic Vitality includes:

1. Creation of jobs
2. Considerations of infrastructure costs
3. Consideration of costs to consumers
4. Efforts to reduce traffic congestions
5. Consideration of impacts on non-renewable resources.

B. Recommended Sustainability Strategies

The Sustainability recommendations of this Regional Transportation Plan are mainly derived from the transportation-related measures recommended in the Oregon Transportation Plan.

These are:

1. Environmentally Responsible Transportation System

Strategy 1.1

Practice stewardship of air, water, land, wildlife and botanical resources. Take into account the natural environments in the planning, design, construction, operation and maintenance of the transportation system. Create transportation systems compatible with native habitats and species and help restore ecological processes, considering such plans as the *Oregon Conservation Strategy* and the *Oregon Plan for Salmon and Watersheds*. Where adverse impacts cannot reasonably be avoided, minimize or mitigate their effects on the environment. Work with state and federal agencies and other stakeholders to integrate environmental solutions and goals into planning for infrastructure development and provide for an ecosystem-based mitigation process.

Strategy 1.2

Encourage the development and use of technologies that reduce greenhouse gases.

Strategy 1.3

Evaluate the impact of geological hazards and natural disasters including earthquakes, floods, landslides and rockfalls, on the efficiency and sustainability of the location and design of new or improved transportation facilities as appropriate.

Strategy 1.4

Work collaboratively to streamline permit procedures and gain efficiencies to transportation system improvements while meeting or exceeding environmental benefits or regulations.

Strategy 1.5

In the construction and maintenance of transportation infrastructure and facilities, reduce the consumption of non-renewable construction materials, promote their efficient use and reuse, and reduce other environmental impacts such as stormwater impacts where appropriate.

Strategy 1.6

To determine the most cost-effective investments, consider using life-cycle costs in transportation maintenance, purchase of equipment, selection of materials, and design and engineering of infrastructure where appropriate.

Strategy 1.7

To accomplish environmental stewardship and increase efficiencies, use environmental management systems.

2. Energy Supply

Strategy 2.1

Support efforts to develop a long range plan for moving toward a diversified and cleaner energy supply. Work with federal, state, regional and local jurisdictions and agencies as well as transportation providers, shippers and the general public.

Strategy 2.2

Support the conversion of passenger vehicles and public transportation fleets to more fuel-efficient and alternative fuel vehicles, especially to those using renewable and cleaner fuels. Review and change the tax credit provisions to encourage these activities as appropriate.

Strategy 2.3

Work with federal, state, regional and local jurisdictions and agencies as well as transportation providers, shippers and the general public to develop a contingency plan for fuel shortages affecting passenger and freight transportation.

3. Creating Communities

Strategy 3.1

Support the sustainable development of land with a mix of uses and a range of densities, land use intensities and transportation options in order to increase the efficiency of the transportation system. Support travel options that allow individuals to reduce vehicle use.

Strategy 3.2

Promote safe and convenient bicycling and walking networks in communities.

- Fill in missing gaps in sidewalk and bikeway networks, especially to important community destinations such as schools, shopping areas, parks, medical facilities and transit facilities.
- Enhance walking, bicycling and connections to public transit through appropriate community and main street design.
- Promote facility designs that encourage walking and biking.

Strategy 3.3

Promote location-efficient incentives to help increase the opportunities for individuals and families to purchase homes and businesses within areas well-served by transit.

Strategy 3.4

Promote transportation facility design, including context sensitive design, which fits the physical setting, serves and responds to the scenic, aesthetic, historic and environmental resources, and maintains safety and mobility.

Strategy 3.5

Reduce transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation by providing:

- Access to public transportation and the knowledge of how to use it.
- Facility designs that consider the needs of the mobility-challenged including seniors, people with disabilities, children and non-English speaking populations.

Strategy 3.6

Consider the proximity and availability of public transportation when siting public facilities and services.