



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

January 7, 2016

The following people were in attendance:

MRMPO Technical Advisory Committee

Voting Members in Attendance:

Scott Chancey, Chairman	JOCOM Transit
Chuck DeJanvier	Josephine County
John Krawczyk	Rogue River
Ian Horlacher	ODOT
Lora Glover	Grants Pass
Jason Canady	Grants Pass
Kelli Sparkman	ODOT
Josh LeBombard	
John Vial	Jackson County

Others Present:

Lesley Orr	Grants Pass Bikeways
Steve Scrivner	Grants Pass Public Works
Eric Heesacker	Josephine County

RVCOG Staff

Dan Moore, Bunny Lincoln, Greg Stabach.

1. Call to Order / Introductions / Review Agenda

The Chairman called the meeting to order at 1:38 PM. Members introduced themselves.

2. Review / Approve Minutes

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

On a motion by Ian Horlacher, seconded John Krawczyk, the Committee approved the minutes as presented.

Action Items:

3. Regional Transportation Plan (RTP) Chapter 10 Review

Greg Stabach presented edits to Chapter 10 (Environmental Considerations). The changes were based upon comments from DLCDC and National Marine Fisheries:

- **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**
 - 10.3 Fish Passage Barriers, Salmonoid Habitat, & TMDL Streams (Water Quality Limited)
 - 10.4 Conservation Opportunity Areas, Wildlife Sensitivity, & Wildlife Linkages
 - 10.5 Wildlife Movements
 - 10.6 Wildlife Collision Hotspots
 - 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 added.**
 - 6. Rogue Wild & Scenic River Designation (84 Miles)
 - 7. Mitigation Banks – Mitigation Bank Areas in the MPO. (None existing in the current MPO area.) There is the potential of using the mitigation bank in White City. **Reference to ORS 196.600 – 196.655 added.**
 - 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**
 - 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**
 - 12. **Stormwater Monitoring & Management**
 - 13. Historic & Archeological Considerations
 - 14. RTP Projects & Environmental Features (Wetland, Steelhead & Coho Salmon (Threatened))
 - Table 10.4 2016-2040 Projects:
Short range = 13, Medium Range = 3, Long Range = 9

Table 10.4 will be edited to change Column #3 to reflect “Project Sponsor”, rather than “Jurisdiction”. Projects sponsors will also be corrected as needed.

On a motion by Ian Horlacher, seconded by Lora Glover, the Committee recommended Chapter 10 for approval by the Policy Committee with the discussed changes.

4. Regional Transportation Plan (RTP) Chapter 11 Review

Dan Moore presented Chapter 11 (System Performance), going over the revisions made by Staff in response to previous comments.

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					
Percentage of Congested Lane-Miles*					
P.M. Peak Hour					
SCENARIOS MEASURED	Reference 2010	No-Build 2015	No-Build 2020	No-RTP 2040	RTP 2040
Total Lane Miles	643	NA	NA	643	648
Congested Lane Miles	5	NA	NA	24	22
% of Congested Lane Miles	1%	NA	NA	4%	3%

* Congestion defined as model links with demand/capacity ratio ≥ 0.90

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.

NOTE: As suggested by John Vial, the “No-RTP” references in the tables will be changed to “No-Build”.

Other Evaluation Measures

Table 11.2

Grants Pass RTP 2010-2040 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.

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%

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%

The model data can 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.

John Krawczyk expressed concern that Parkdale was listed in the tables. Lora Glover said she was unaware that there were any congestion problems with Parkdale. Parkdale is an arterial, and is in the model for that reason.

Staff will change the word “can” to “may” in the second to last sentence in the narrative under Table 11.5. “Congestion on the roads shown on these tables MAY lead to delays on intersecting roads as well.”

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.

On a motion by John Vial, seconded by John Krawczyk, the Regional Transportation Plan (RTP) Chapter 11 Review was unanimously recommended to the Policy Committee for approval.

Discussion Items:

5. Review of (Draft) 2015-2018 Transportation Improvement Program (TIP) & 2015-2040 Regional Transportation Plan (RTP) Projects

Dan Moore shared the proposed 2015-18 projects. After Committee discussion/comments, TIP Project 403 will be edited to reflect the correct funding source. Project 504 is correct in the TIP. The RTP table for 504 will be edited to match. The RTP 500 project will be edited to add the correct project title (OR-99). RTP project 200 will be added to the TIP.

Grants Pass projects came from the City’s TSP.

Staff will make the suggested changes to the TIP, RTP and Air Quality Conformity documents, and return them to the TAC for final recommendations to the Policy Committee.

6. MRMPO Planning Update -

Dan Moore presented an update on current COG activities:

- The printed schedule for the RTP Public Workshops was passed out to the Committee.
- An online Open House will be available for the public. Interactive maps will be included in

the links.

- The TAC is invited to attend the next Policy Committee meeting to hear an ODOT presentation on the draft Bicycle and Pedestrian Plan.

7. Public Comment -

None received.

8. Other Business / Local Business -

- The Butte Creek Mill fire salvage continues, and it is hoped that reconstruction will be possible.
- RVACT will meet next week to go over submitted Enhance-It projects.
- ODOT will be creating a committee to review “orphan” highways.

9. Adjournment -

The meeting was adjourned at 2:40 PM.

The next TAC meeting is scheduled for February 4, 2016.

The next Policy Committee meeting is scheduled for January 21, 2016.