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**AGENDA**
**Rogue Valley Metropolitan Planning Organization  
Policy Committee**


**Date:** *Tuesday, January 26, 2016*

**Time:** *2:00 p.m.*

**Location:** *Jefferson Conference Room, RVCOG 155 N. 1<sup>st</sup> Street, Central Point*

*Transit: served by RVTD Route #40*

**Phone :** *Sue Casavan, RVCOG, 541-423-1360*

*RVMPO website : [www.rvmppo.org](http://www.rvmppo.org)*

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1. **Call to Order/Introductions/Review Agenda** ..... **Mike Quilty, Chair**
2. **Review/Approve Minutes** (Attachment #1)..... **Chair**
3. **Public Comment**, Items not on the Agenda ..... **Chair**  
(Comments on Agenda Items allowed during discussion of each item)

**Presentation Item:**

4. **Draft Oregon Bicycle and Pedestrian Plan (OBPP)** ..... **Savannah Crawford, ODOT**

*Background:* On Friday November 13<sup>th</sup>, the Oregon Transportation Commission opened the 90-day public comment period for the Draft Oregon Bicycle and Pedestrian Plan. The OBPP is the biking and walking element that refines Oregon Transportation Plan, establishing a vision and policy foundation for the next 25 years. An overview of the plan will be presented.

*Attachment:* #2 – Memo to Oregon MPOs

*Action Requested:* None

**Action Item:**

5. **Regional Transportation Plan (RTP) Goals and Policies** ..... **Ryan MacLaren**

*Background:* The TAC and PAC have reviewed and revised the RTP Goals & Policies for the Policy Committee's consideration.

*Attachment:* #3 – RTP Goals and Policies (in track changes), revised Potential Actions, and Final Goals & Policies (clean copy - changes accepted).

*Action Requested:* Approve RTP Goals and Policies

- 6. RVMPO Planning Update.....Dan Moore**
- 7. Public Comment..... Chair**
- 8. Other Business / Local Business ..... Chair**  
*Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.*
- 9. Adjournment ..... Chair**  
 The next MPO Policy Committee meeting is scheduled for Tuesday, February 23 at 2:00 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

- The next MPO PAC meeting is scheduled for Tuesday, March 15 at 5:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.
- The next MPO TAC meeting is scheduled for Wednesday, February 10 at 1:30 p.m. in the Jefferson Conference Room, RVCOG, Central Point.

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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  
ROGUE VALLEY MPO POLICY COMMITTEE  
DECEMBER 15, 2015**



The following attended:  
**MPO Policy Committee**

<b>Members</b>	<b>Organization</b>	<b>Phone</b>
Art Anderson	ODOT	774-6353
Bruce Sophie	City of Phoenix	535-1634
Colleen Roberts	Jackson County	646-2878
Jim Lewis	Jacksonville	899-7023
Mike Quilty, Chairman	Central Point	664-7907
Mike Faught for Rich Rosenthal	Ashland	941-1494
Michael Zarosinski	Medford	
Ruth Jenks	Eagle Point	941-8537
Tonia Moro	RVTD	973-2063

**Staff -**

Dan Moore	RVCOG	423-1361
Dick Converse	RVCOG	423-1373
Sue Casavan	RVCOG	423-1360
Michael Cavallaro	RVCOG	

**Others Present -**

<b>Name</b>	<b>Organization</b>	<b>Phone</b>
Mike Montero	Montero & A Assoc.	944-4376
Zac Moody	Talent	
Mike Baker	ODOT	
John Vial	Jackson County	
Paige Townsend	RVTD	

**1. Call to Order / Introductions/ Review Agenda -**

Chairman Mike Quilty called the meeting to order at 2:03 p.m. Committee began with introductions. Dan Moore requested that Agenda Item 8, 'Regional Transportation Plan (RTP) Goals and Policies' be removed from the agenda. He informed members that the Technical Advisory Committee (TAC) will be doing further review. Staff will bring back to the committee in January.

**2. Review / Approve Minutes -**

The Chairman asked if there were any additions or corrections to the October meeting minutes. Phone number for Colleen Roberts is incorrect. Members asked if all phone numbers could be reviewed and corrected if needed. Mike Faught was representing Rich Rosenthal at October meeting. Art Anderson commented that the Viaduct Overlay funding dollars don't seem to correct, ODOT will work with MPO staff and update the committee next month.

**On a motion by Jim Lewis and seconded by Colleen Roberts the minutes were approved with subsequent changes and review of all phone numbers.**

**3. Public Comment -**

None.

***Public Hearing:*****4. 2015-18 Transportation Improvement Program (TIP) & Regional Transportation Plan Amendment**

**The Chair read the public hearing procedure.**

Dan Moore summarized the proposed TIP amendment and explained that two projects using ODOT funds will go to Phoenix and Ashland for ADA improvement projects.

- Region 3 ADA Improvement Projects**

Michael Zarosinski asked what the specific funding source was. Art Anderson replied that ODOT had funding they wanted to use to take care of ADA ramps and started with Special Transportation Areas (STAs). ODOT allocated a certain amount of funding to various cities that had state highways or roads running through them in the STAs. Three cities, Ashland, Jacksonville, and Phoenix were eligible. ADA rules have changed and Anderson hoped to see more rounds of funding for ADA in this region.

**The Chair opened public testimony.**

**In support:** None received.

**In opposition:** None received

**The Chair closed the public hearing.**

**On a motion by Art Anderson and seconded by Jim Lewis the committee unanimously approved the Transportation Improvement Program (TIP) & Regional Plan Amendments for the ADA improvement projects in Ashland and Phoenix.**

***Action Item:*****5. Talent Conceptual Plan**

Dick Converse presented the conceptual plans for TA-4 and TA-5. The conceptual plans and comment letter were reviewed by the Technical Advisory Committee at its November 2015 meeting. The areas are relatively small and he noted that through the public involvement process the design for TA-5 will be much different than first proposed. Potential for developable land in Talent was decreased and the smaller areas are not requiring arterial or collector construction. He added that it will most likely be a mix of residential and commercial development to achieve the required densities. Option 2 and Option 3 for TA-5 are probably most likely to be adopted. He noted that the city council is moving ahead and approved the resolution.

Mike Baker mentioned that the MPO comment letter says that Talent is looking at opportunities to increase development in the present Urban Growth Boundary (UGB) to reduce densities in TA-5. He asked if there was a minimum density requirement for TA-5 and if an offset was allowed. Converse responded yes it is allowed and the regional plan itself set minimums for every community and then it stated that it could be offset by increasing densities in the existing urban area. Converse briefly explained the performance indicator concept in the regional plan. Commercial development was challenging in Talent as there are areas in the existing core ready for development. He noted that there is a strong need for residential and adequate area for commercial. Zac Moody, City of Talent, indicated that in 2007 the city amended a code to allow different densities for areas outside the city limits but within the UGB. The city came up with different concepts such as allowing ground floor residential in a commercial zone. There was a big concern that if commercial was built in the new areas that it could vacate commercial in the core.

**On a motion by Jim Lewis and seconded by Bruce Sophie the committee unanimously authorized the MPO Chair to sign the RVMPO comment letter for the City of Talent.**

Mike Baker thought it was well done and a good effort at looking at concepts of where growth will occur in the future.

**6. RVACT/RVMPO Coordination Policy Revisions**

Moore informed members that at the October meeting the Policy Committee approved changes to the RVACT-RVMPO Coordination Policy by changing the committee structure of having Co-Chairs from Jackson and Josephine Counties to a Chair / Vice-Chair format. ODOT proposed a few minor revisions and added the RVACT Chairperson as a signatory. He briefly discussed the changes presented in a policy. Anderson mentioned that it will be on the RVACT agenda in January and all necessary signatures will be obtained.

**On a motion by Mike Faught and seconded by Jim Lewis the committee unanimously approved the RVACT/RVMPO Coordination Policy revisions.**

**7. RVMPO Public Advisory Council (PAC) Appointments**

Moore noted that there were three PAC membership applications that require Policy Committee action. All applications were supported by the PAC.

- Brad Inman, representing East Medford

- Aaron Prunty, representing Eagle Point
- Ron Holthusen, representing Jacksonville

**On a motion by Jim Lewis and seconded by Bruce Sophie the committee unanimously approved member renewals for Brad Inman, Aaron Prunty, and Ron Holthusen to 2-year terms on the RVMPO Public Advisory Council.**

## **8. Regional Transportation Plan (RTP) Goals and Policies**

Agenda Item removed; will bring back to the committee in January.

## **9. RVMPO Planning Update**

Moore mentioned that the TAC is currently reviewing the final draft Strategic Assessment document. Updates will be based on comments and the Policy Committee is scheduled to review the document in January.

MPO staff is working on the RTP update: Goals and Policies; Travel Demand model update.

DKS is currently updating the Intelligent Transportation System Plan (ITS) which will include RVMPO and Middle Rogue MPO and become a regional plan.

MPO staff is working on finishing a Needs Assessment for the MPO and it will be presented in the next few months.

## **10. Public Comment**

None received.

## **11. Other Business / Local Business**

Quilty attended the rail leadership group meeting and briefly discussed future plans for rail. He added that at the Oregon Freight Advisory meeting they discussed the passing of the new 5-year transportation bill.

Anderson mentioned that last Thursday sent out design package for Hwy 62 Bypass Phase 1 to Salem. Bid opening scheduled for February 11, 2016. He announced that Jeff Griffin is leaving his current job and there is going away event tomorrow.

Highway 138, 62, and 230 are still closed.

Baker announced that the viaduct study is moving ahead, gathering technical information. Most issues are pointing toward seismic and operational type issues. A purpose and need statement will be developed and determine options.

Tonia Moro informed the committee that Jackson County, RVTD, and other sponsors hosted a Healthy Communities session, reinforces that when regions focus on bicycle/pedestrian and transit they will have healthier communities.

## **12. Adjournment**

The meeting was adjourned at 2:45 PM.

**STATE OF OREGON****MEMORANDUM****Department of Transportation  
Transportation Development Division**

Mill Creek Office Park  
555 13th Street NE, Suite 2  
Salem, Oregon 97301-4178  
(503) 986-4121 FAX (503) 986-4174

Date: December 1, 2015

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TO: Metropolitan Planning Organizations

FROM: Savannah Crawford, Principal Planner  
Oregon Department of Transportation

SUBJECT: Draft Oregon Bicycle and Pedestrian Plan Public Comment Period

On Friday November 13th, the Oregon Transportation Commission opened the 90 day public comment period for the Draft Oregon Bicycle and Pedestrian Plan (OBPP). The OBPP is the biking and walking element that refines Oregon Transportation Plan, establishing a vision and policy foundation for the next 25 years. Its nine goal areas cover topics such as safety, connectivity, health, community/economic vitality and strategic investment. Policies and strategies provide direction for ODOT and guide decisions across the state in planning for, investing in, constructing and maintaining biking and walking facilities, as well as cover education, outreach, and programmatic activities.

The OBPP solicited input from a diverse mix of Oregon stakeholders through a variety of methods: a 16 member Policy Advisory Committee, a Technical Advisory Committee, stakeholder interviews, listening meetings, and other outreach opportunities. Committee and working group members include federal, regional, local jurisdictions, business interests, transportation providers, and others.

Over the next three months, ODOT staff is conducting public outreach for the OBPP to interested stakeholder groups and agencies throughout Oregon. The draft OBPP is available for public comment now **through February 18, 2016**. After completing public outreach, ODOT staff, in coordination with the Policy Advisory Committee, will review the comments and make a recommendation to the Oregon Transportation Commission regarding adoption of the final OBPP in the spring/summer of 2016.

With this letter, we are extending an invitation for you to participate in review and comment on the Draft OBPP:

Bicycle and Pedestrian Plan Outreach

December 1, 2015

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*Executive Summary*

[http://www.oregon.gov/ODOT/TD/TP/BikePed/Draft\\_ExecutiveSummary\\_PublicReview.pdf](http://www.oregon.gov/ODOT/TD/TP/BikePed/Draft_ExecutiveSummary_PublicReview.pdf)

*Draft Plan*

[http://www.oregon.gov/ODOT/TD/TP/BikePed/DraftPlan\\_PublicReview.pdf](http://www.oregon.gov/ODOT/TD/TP/BikePed/DraftPlan_PublicReview.pdf)

We will be updating the website regularly to include information on upcoming presentations/events. In addition, we will have an online open house available mid-December, so stay tuned! For more information, please visit the Plan website: <http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>.

If you have any questions or would like to discuss the Oregon Bicycle and Pedestrian Plan in more detail, please contact:

Savannah Crawford at 503-986-4105 or [savannah.crawford@odot.state.or.us](mailto:savannah.crawford@odot.state.or.us)

Amanda Pietz at 503-986-4227 or [amanda.pietz@odot.state.or.us](mailto:amanda.pietz@odot.state.or.us)

Thank you.



## 2042 RTP Goals, Policies, Potential Actions & Performance Indicators

### Proposed Revisions

[PAC Comments 11/17/2015](#)

[TAC Comments 11/16/2015](#)

[TAC Comments 12/09/2015](#)

[TAC Comments 01/13/2016](#)

### Goal 1

**Current Goal 1: Plan for, develop and maintain a balanced multi-modal transportation system that will address existing and future needs.**

***Proposed Goal 1: Design, develop, and ~~sustain~~ support a balanced multi-modal transportation system which will address existing and future needs.***

**Comment [IKH1]:** Sustain in this context means continue to improve upon and expand

**Comment [DM2]:** PAC is asking the Policy Committee what is the intent of the word "sustain" and the implications of it. Does it imply funding?

### Policies

Current: 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users.

*Proposed: 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all modes and users ~~s including freight.~~*

**Comment [IKH3]:** All modes and users includes freight. This is redundant.

Current 1-2: As transportation facilities are developed in urban areas, use design standards, landscaping and other amenities to encourage people to walk and ride bicycles.

*Proposed 1-2: ~~Develop-Use-Utilize~~ design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian and bicycle users.*

Current 1-3: Use MPO structure as a forum to develop a multi-modal transportation system.

*Proposed 1-3: Develop a ~~robust~~ user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.*

Current 1-4: Encourage land uses, design standards and funding opportunities that support public transportation.

*~~Proposed 1-4: Support multi-modal transportation (transit, pedestrian and bicycle) by encouraging land use, design standards and funding opportunities which will encourage development and redevelopment.~~*

*Proposed 1-4: Support multi-modal and public transportation options by encouraging land use design standards and funding opportunities. ~~which will encourage development and redevelopment.~~*

Current: 1-5: The RVMPO establishes Long-Term Potential (LTP) corridor areas where planning for future road connections beyond the planning horizon is probable.

*Proposed 1-5: Establish Long-Term Potential (LTP) corridor areas through the RVMPO where planning for future road connections beyond the planning horizon is apparent.*

#### Potential Actions

- Current: Projects designed with space reserved for current and future multi-modal transportation infrastructure connections.

~~• Proposed: Projects designed with space reserved for current and future freight and multi-modal transportation infrastructure connections.~~

#### Performance Indicators

Current:

- Increase proportion of regional corridors that serve at least three modes.
- Greater use of "streetscapes," such as benches, planters and traffic calming.
- Growth in pedestrian and bicycle use

*Proposed:*

- Increase the proportion of regional corridors serving no less than three modes.*
- Continuing developed use of "streetscapes," such as benches, planters, and traffic calming.*
- ~~*Sustained growth*~~ *Growth in transit, pedestrian and bicycle use.*
- ~~*Improved quality and safety of multi-use paths and freight routes.*~~
- ~~*Improved conditions for the safety and mobility of freight routes.*~~

**Comment [IKH4]:** Collectors and Arterials which do run through TOD's and Downtown areas where there is heavy pedestrian and bicycle use.

#### Goal 2

**Current Goal 2: Optimize Safety and Security of the transportation system.**

**Proposed Goal 2: Develop, optimize, and coordinate current and ongoing procedures for the Safety and Security of the Transportation System.**

#### Policies

Current: 2-1: Work with other agencies to promote traffic safety education and awareness.

*Proposed: 2-1: Coordinate and organize with Federal, State and local agencies to promote traffic safety education and awareness.*

Current: 2-2: Inventory crash-prone areas and place a higher priority on investments that correct safety-related deficiencies in all modes.

*Proposed: 2-2: Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.*

Current: 2-3: Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe emergency response.

*Proposed: 2-3: Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.*

**Comment [IKH5]:** This is improved language that would be consistent with incident response programs state-wide. There is also a legislative mandate for ODOT to be able to clear accidents in under 90 minutes. This means that there has to be a coordinated response with all incident-response agencies.

Current: 2-4: Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards.

*Proposed: 2-4: Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents and natural hazards.*

Current: 2-5: Support development of alternate transportation routes to respond to emergency needs.

*Proposed: 2-5: Plan, manage and support development of alternate transportation routes ~~to~~ restore general mobility in response to regional incident needs.*

**Comment [IKH6]:** This is expanded language. It's one thing to support an alternative route, but when there is no planning and managing of routes, that becomes problematic with incident response as we have found out with several incidents on I-5 and rerouting of traffic onto OR 99.

#### Potential Actions

- Local, state and regional providers work together to maintain coordinated regional emergency and incident response plans.
- All modes of transportation, *including freight routes*, are examined for security deficiencies. Recommendations for improvements are developed and implemented.

**Comment [IKH7]:** Freight is included in all modes of transportation.

#### Performance Indicators

- Measured reduction in the number and severity of injury and fatal crashes.
- Measured reduction in the number of non-injury and property damage crashes.
- Increase in safety education.
- Incorporate crash history/safety concerns in project evaluation.

#### Goal 3

**Current:** Use transportation investments to foster compact, livable unique communities.

**Proposed:** ~~Identify, design and fully fund invest in transportation investments to improvements that foster compact, livable unique communities. Identify and utilize transportation investments to foster compact, livable, and unique communities.~~

#### Policies

Current: 3-1: Recognize the connection between transportation efficiency and land use and densities.

*Proposed: 3-1: ~~Recognize and encourage connections linking transportation efficiency, land use, and densities. 3-1: Recognize and encourage the connection between transportation efficiency and varying land use types, mixes, and densities.~~*

Current: 3-2: Promote street and pathway connectivity, including off-road corridors, for non-motorized users.

*Proposed: 3-2: Plan, ~~develop and create and support~~ street and pathway connectivity, including off-road corridors for non-motorized users.*

Current: 3-3: Provide environmentally sensitive and healthy transportation options.

*Proposed: 3-3: Identify, plan and ~~deliver support~~ environmentally sensitive and healthy regional transportation options.*

Current: 3-4: Identify and support beneficial human health effects when planning and funding transportation projects.

~~Proposed: 3-4: Identify, plan and support planning and funding regional transportation projects which will promote and benefit healthier communities including green spaces and natural areas.~~

**Comment [IKH8]:** The RTP doesn't plan for green spaces and natural areas. State Agencies and Local Jurisdiction may at their discretion.

Current: 3-5: Consider potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state and local agencies.

~~Proposed: 3-5: Identify, study and reduce potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state, and local agencies. Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.~~

~~Proposed 3-6: Identify and incorporate into design and planning, areas that represent features of historical value and community identity.~~

~~3.7 Identify and support a regional strategies which will encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design. (New Goal)~~

**Comment [IKH9]:** Requirement within the MPO area for local TSP to adopt.

#### Potential Actions

- ~~Local plans~~ Support local transit oriented development plans and similar measures that improve transportation system efficiency.
- Street networks are developed connecting new and existing neighborhoods.
- Special populations, especially low-income and minority communities are identified and engaged in the planning process.
- As transportation projects are planned, funded and designed, federal state and local land use management, natural resources, wildlife, environmental protection, conservation and historic protection agencies are consulted. Emphasis is put on mitigation actions with high potential.
- ~~encourage a~~ Support development of local parking management plans.

#### Performance Indicators

- a) Measure changes in mixed-use and downtown development.
- b) Measure impacts on open space and identified resource areas (Environmental Considerations chapter of the RTP) using most up-to-date data, including Rogue Valley Environmental Database.
- c) Measure expansion of off-network paths and increase in population and employment with access to paths.
- d) Improve air quality through projects that reduce carbon monoxide, particulates (PM<sub>10</sub>) and greenhouse gases.
- e) Improve lighting standards in urban areas, where it is appropriate, to reduce light pollution and to be consistent with roadway classifications.

**Goal 4**

**Current:** Develop a plan that can be funded and reflects responsible stewardship of public funds.

~~**Proposed:** Develop a fiscally constrained plan reflecting accountable stewardship of public funds.~~

**Policies**

Current: 4-1: Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.

~~**Proposed:** 4-1: Develop innovative and comprehensive fiscally constrained funding policies to implement the Regional Transportation Plan (RTP), ensuring costs of planned improvements are consistent with adopted policies.~~

Current: 4-2: Prioritize investments to preserve the existing transportation system.

~~**Proposed:** 4-3: Identify, prioritize and fully fund investments to preserve the existing transportation system.~~

**Potential Actions**

- Public-private partnerships and other innovative approaches can maximize resources.
- ~~Use Support~~ funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.
- ~~Develop Support~~ fund, and implement maintenance programs for transportation facilities.

**Performance Indicators**

- a) Track funding obligations, funding availability.
- b) Review and update project funding criteria using quantitative methodologies to the extent practicable.
- c) ~~Maintain RTP project selection criteria to be consistent with state and federal funding eligibility criteria.~~

**Goal 5**

**Current:** Maximize efficient use of transportation infrastructure for all users and modes.

~~**Proposed:** Identify, plan and develop transportation infrastructure which will maximize the efficient use for all users and modes.~~

**Policies**

Current: 5-1: Add or remove traffic signals and signal networks, including interstate access ramp signals, to improve system efficiency.

~~**Proposed:** 5-1: Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.~~

Current: 5-2: Optimize intersection and interchange design.

~~Proposed: 5-2: Develop, consider, and implement~~ Consider and support measures to optimize intersection and interchange design.

Current: 5-3: Manage street access to improve traffic flow.

~~Proposed: 5-4: Analyze, plan and administer~~ Support an access management strategy to improve traffic flow.

Current: 5-4: Effectively integrate technology with transportation infrastructure consistent with RVMPO Intelligent Transportation Systems (ITS) program.

~~Proposed: 5-4: Identify, develop and effectively integrate technology with transportation infrastructure consistent with the RVMPO Intelligent Transportation System (ITS) program.~~

5-5: Encourage and consider the use of alternative design standards to minimize the costs and impacts to existing communities (NEW)

#### Potential Actions

- Coordinate and link signals to a master control system to optimize system efficiency.
- Interstate ramp meters control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- Geometric improvements and elimination of turn movements increase intersection capacity.
- Where it's appropriate, implement Transit Signal Prioritization on primary transit corridors.

#### Performance Indicators

- a) Measure improvements, upgrades to existing system.
- b) Measure implementation of ITS projects.
- c) Track projects that use innovative, emerging technologies.
- ~~e)d)~~ Track on-time performance for RVTD.

#### Goal 6

**Current: Use diverse strategies to reduce reliance on single-occupant vehicles.**

**Proposed: Identify, develop and support diverse strategies to lessen dependence upon single-occupant vehicles.**

#### Policies

Current: 6-1: Support Transportation Demand Management strategies.

~~Proposed: 6-1: Identify, develop and implement regional Transportation Demand Management strategies.~~

Current: 6-2: Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.

*Proposed: 6-2: Identify, develop and facilitate alternative parking strategies encouraging walking, car and bicycle sharing, bicycling, car and van-pooling, and transit.*

Current: 6-3: Enhance bicycle and pedestrian systems.

*Proposed: 6-3: Identify, plan and enhance bicycle, pedestrian, and transit systems in the region.*

Current: 6-4: Support transit service.

*Proposed: 6-4: Support and improve upon current and future transit services in the region  
Strive to improve transit services in the region.*

#### Potential Actions

- Governments become models for TDM strategies by allowing flexed work hours, subsidizing rideshares, telecommuting, and other methods of trip reduction.
- ~~Encourage infill development by supporting reduced parking requirements where appropriate.~~
- ~~Establish Support low minimum and maximum parking space standards to increase infill development, which lowers development costs and promotes economic development.~~
- ~~Establish Support parking space standards that are proportional to infill development, promoting community livability and economic development.~~
- ~~Adept Support~~ design standards with parking at side or rear of building so pedestrians can access entrances.
- ~~Adept Support~~ park-and-ride standards to place facilities near transit routes.
- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.
- ~~Plan for other~~ ~~Support other~~ forms of public ~~and private~~ transportation such as bus rapid transit, light rail, trolleys, and ~~subways~~ transit feeder and connector services, as the region's population reaches higher thresholds.

#### Performance Indicators

- a) Track transit service hours and ridership.
- b) Track funding for bicycle, pedestrian and transit projects.
- c) Measure population living within ¼-miles of transit service.
- d) Implement a TDM self-evaluations and reporting process for local jurisdictions.
- ~~d)e)~~ *Track the number of people who are participating in a TDM program*

#### Goal 7

**Current: Provide an open and balanced process for planning and developing the transportation system.**

**Proposed: Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.**

#### Policies

Current: 7-1: Coordinate existing and future land use and development with plans for the transportation system.

*Proposed: 7-1: ~~Develop, coordinate and administer~~ Coordinate and support existing and future plans for the regional transportation system in conjunction with land use and development.*

Current: 7-2: Conduct outreach consistent with the RVMPO Public Participation Plan to acquire public input in the planning process.

*Proposed: 7-2: ~~Acquire~~ Obtain and organize public input in the regional transportation planning process with innovative outreach methods consistent with the RVMPO Public Participation Plan.*

Current: 7-3: Coordinate local, state, and regional transportation planning through the RVMPO.

*Proposed: 7-3: ~~Organize and administer local, state, and regional transportation planning efforts through the RVMPO.~~*

Current: 7-4: Decisions will be consistent with federal and state regulations, including the Oregon Highway Plan, the Transportation Planning Rule and the Clean Air Act.

*Proposed: 7-4: Formulate decisions which shall be consistent with Federal and State regulations, including the Oregon Highway Plan, the Transportation Planning Rule, and the Clean Air Act.*

#### Potential Actions

- Maintain a website with updated information about all regional planning.
- Support the RVMPO's Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- Participate in local and regional and national organizations to support RVMPO actions.
- Involve transportation providers in the planning process.

#### Performance Indicators

- a) Record public participation, comments, attendance at meetings.
- b) Demonstrate linkage of public comments to decisions and plan content.

#### Goal 8

**Current: Use transportation investments to foster economic opportunities.**

*Proposed: ~~Evaluate, plan and develop~~ and support regional transportation investments to foster economic opportunities locally and regionally.*

#### Policies



Current: 8-1: Accommodate travel demand to create a regional transportation system that supports the local economy.

*Proposed: 8-1: ~~Plan, develop and implement~~ Accommodate travel demand to create a regional transportation system supporting a robust local economy.*

Current: 8-2: Consider effects on freight mobility when prioritizing projects.

*Proposed: 8-2: Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.*

Current: 8-3: Support projects that reduce and remove identified barriers to safe, reliable and efficient goods movement.

*Proposed: 8-3: ~~Plan, develop and implement~~ Support transportation projects which will reduce and remove identified barriers to safe, reliable, and efficient freight movement including adequate roadway space for commercial vehicle deliveries, locally and regionally.*

Current: 8-4: Support projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

*Proposed: 8-4: ~~Plan, develop and implement~~ Support transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.*

Current: 8-5: Plan for enhanced train-truck-transit interface for movement of goods and people.

*Proposed: 8-5: ~~Plan, develop, and implement~~ Support a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.*

#### Potential Actions

- Balance the demand for freight routes with the demands for local circulation.
- Explore the feasibility of developing interurban freight delivery systems.

#### Performance Indicators

- a) Measure employment change in vicinity of projects.

## Potential Actions

### Goal 1

- Current: Projects designed with space reserved for current and future multi-modal transportation infrastructure connections.
- Proposed: Design projects with space reserved for current and future multi-modal transportation infrastructure connections.

### Goal 2

- Current: Local, state and regional providers work together to maintain coordinated regional emergency and incident response plans.
- Proposed: Work together with local, state, and regional providers to maintain coordinated regional emergency and incident response plans.
- Current: All modes of transportation are examined for security deficiencies. Recommendations for improvements are developed and implemented.
- Proposed: Examine all modes of transportation for security deficiencies. Recommendations for improvements are developed and implemented.

### Goal 3

- Current: Support local transit oriented development plans and similar measures that improve transportation system efficiency.
- Proposed: Keep current.
- Current: Street networks are developed connecting new and existing neighborhoods.
- Proposed: Develop street networks by connecting new and existing neighborhoods.
- Current: Special populations, especially low-income and minority communities are identified and engaged in the planning process.
- Proposed: Identify and engage special populations, especially low-income and minority communities, in the planning process.
- Current: As transportation projects are planned, funded and designed, federal state and local land use management, natural resources, wildlife, environmental protection, conservation and historic protection agencies are consulted. Emphasis is put on mitigation actions with high potential.
- Proposed: : Consult with federal state and local land use management, natural resources, wildlife, environmental protection, conservation and historic protection agencies during the transportation project planning process. Emphasize mitigation actions.
- Current: Support development of local parking management plans.
- Proposed: Keep current.

**Goal 4**

- Current: Public-private partnerships and other innovative approaches can maximize resources.
- Proposed: Encourage Public-private partnerships and other innovative approaches to maximize resources.
- Current: Support funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.
- Proposed: Keep current.
- Current: Support, fund, and implement maintenance programs for transportation facilities.
- Proposed: Keep current.

**Goal 5**

- Current: Coordinate and link signals to a master control system to optimize system efficiency.
- Proposed: Keep current.
- Current: Interstate ramp meters control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- Proposed: Utilize interstate ramp meters to control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- Current: Geometric improvements and elimination of turn movements increase intersection capacity.
- Proposed: Increase intersection capacity through geometric improvements and elimination of turn movements.
- Current: Where it's appropriate, implement Transit Signal Prioritization on primary transit corridors.
- Proposed: Implement Transit Signal Prioritization on primary transit corridors, where appropriate.

**Goal 6**

- Governments become models for TDM strategies by allowing flexed work hours, subsidizing rideshares, telecommuting, and other methods of trip reduction.
- Proposed: Implement Transit Signal Prioritization on primary transit corridors, where appropriate.
- Encourage infill development by supporting reduced parking requirements where appropriate.
- Support design standards with parking at side or rear of building so pedestrians can access entrances.
- Support park-and-ride standards to place facilities near transit routes.
- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.

- Support other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services, as the region's population reaches higher thresholds.

***Goal 7***

- Maintain a website with updated information about all regional planning.
- Support the RVMPO's Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- Participate in local and regional and national organizations to support RVMPO actions.
- Involve transportation providers in the planning process.

***Goal 8***

- Balance the demand for freight routes with the demands for local circulation.
- Explore the feasibility of developing interurban freight delivery systems.

## **2042 RTP Goals, Policies, Potential Actions & Performance Indicators**

### **January 19, 2016**

#### **Goal 1**

**Goal 1: Design, develop, and support a balanced multi-modal transportation system which will address existing and future needs.**

#### **Policies**

- 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all modes and users.
- 1-2: Utilize design standards, landscaping and other amenities as transportation facilities are developed in the urban areas to encourage transit, pedestrian and bicycle users.
- 1-3: Develop a user-friendly and comprehensive multi-modal transportation system by using the MPO structure as a forum.
- 1-4: Support multi-modal and public transportation options by encouraging land use design standards and funding opportunities.
- 1-5: Establish Long-Term Potential (LTP) corridor areas through the RVMPO where planning for future road connections beyond the planning horizon is apparent.

#### **Potential Actions**

- Design projects with space reserved for current and future multi-modal transportation infrastructure connections.

#### **Performance Indicators**

- a) Increase the proportion of regional corridors serving no less than three modes.
- b) Continuing developed use of “streetscapes,” such as benches, planters, and traffic calming.
- c) Growth in transit, pedestrian and bicycle use.
- d) Improved quality and safety of multi-use paths
- e) Improved conditions for the safety and mobility of freight routes.

#### **Goal 2**

**Develop, optimize, and coordinate current procedures for the Safety and Security of the Transportation System.**

#### **Policies**

- 2-1: Coordinate with Federal, State and local agencies to promote traffic safety education and awareness.
- 2-2: Catalogue and rank crash-prone areas, placing a higher priority on transportation investments correcting safety deficiencies for all modes of transportation.
- 2-3: Coordinate with incident-response agencies to design and operate a transportation system supporting timely and safe incident response.

2-4: Reduce vulnerability to the public, goods movement, and critical transportation infrastructure to crime, incidents and natural hazards.

2-5: Plan, manage and support development of alternate transportation routes in response to regional incident needs.

### **Potential Actions**

- Work together with local, state, and regional providers to maintain coordinated regional emergency and incident response plans.
- Examine all modes of transportation for security deficiencies. Recommendations for improvements are developed and implemented.

### **Performance Indicators**

- a) Measured reduction in the number and severity of injury and fatal crashes.
- b) Measured reduction in the number of non-injury and property damage crashes.
- c) Increase in safety education.
- d) Incorporate crash history/safety concerns in project evaluation.

## **Goal 3**

**Identify and utilize transportation investments to foster compact, livable, and unique communities.**

### **Policies**

3-1: Recognize and encourage the connection between transportation efficiency and varying land use types, mixes, and densities.

3-2: Plan and support street and pathway connectivity, including off-road corridors for non-motorized users.

3-3: Identify, plan and support environmentally sensitive and healthy regional transportation options.

3-4: Identify and support funding regional transportation projects which will promote and benefit healthier communities

3-5: Identify and study potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate, Federal, State, and local agencies.

3-6: Identify and consider incorporating into design and planning, areas that represent features of historical value and community identity.

3.7 Identify and support regional strategies which will encourage more efficient use of existing parking facilities.

### **Potential Actions**

- Support local transit oriented development plans and similar measures that improve transportation system efficiency.

- Develop street networks by connecting new and existing neighborhoods
- Identify and engage special populations, especially low-income and minority communities, in the planning process.
- Consult with federal state and local land use management, natural resources, wildlife, environmental protection, conservation and historic protection agencies during the transportation project planning process. Emphasize mitigation actions.
- Support development of local parking management plans.

#### **Performance Indicators**

- a) Measure changes in mixed-use and downtown development.
- b) Measure impacts on open space and identified resource areas (Environmental Considerations chapter of the RTP) using most up-to-date data, including Rogue Valley Environmental Database.
- c) Measure expansion of off-network paths and increase in population and employment with access to paths.
- d) Improve air quality through projects that reduce carbon monoxide, particulates (PM<sub>10</sub>) and greenhouse gases.
- e) Improve lighting standards in urban areas, where it is appropriate, to reduce light pollution and to be consistent with roadway classifications.

### **Goal 4**

***Develop a plan that can be funded and reflects responsible stewardship of public funds.***

#### **Policies**

4-1: Develop innovative and sound funding policies to implement the RTP. Ensure that costs of planned improvements are consistent with policies.

4-2: Prioritize investments to preserve the existing transportation system.

#### **Potential Actions**

- Encourage public-private partnerships and other innovative approaches to maximize resources.
- Support funding mechanisms such as System Development Charges to collect from new developments a proportionate share of facility improvement costs.
- Support, fund, and implement maintenance programs for transportation facilities.

#### **Performance Indicators**

- a) Track funding obligations, funding availability.
- b) Review and update project funding criteria using quantitative methodologies to the extent practicable.
- c) Maintain RTP project selection criteria to be consistent with state and federal funding eligibility.

### **Goal 5**

**Identify, plan and develop transportation infrastructure which maximizes the efficient use for all users and modes.**

**Policies**

5-1: Analyze the regional transportation system effectiveness by adding or removing traffic signals and signal networks, including interstate access ramp signals.

5-2: Consider and support measures to optimize intersection and interchange design.

5-3: Support an access management strategy to improve traffic flow.

5-4: Identify, develop and effectively integrate technology with transportation infrastructure consistent with the RVMPO Intelligent Transportation System (ITS) program.

5-5: Encourage and consider the use of alternative design standards to minimize the costs and impacts to existing communities

**Potential Actions**

- Coordinate and link signals to a master control system to optimize system efficiency.
- Utilize interstate ramp meters to control the amount of traffic entering the freeway to maintain acceptable traffic volumes on the interstate.
- Increase intersection capacity through geometric improvements and elimination of turn movements.
- Implement Transit Signal Prioritization on primary transit corridors, where appropriate

**Performance Indicators**

- a) Measure improvements, upgrades to existing system.
- b) Measure implementation of ITS projects.
- c) Track projects that use innovative, emerging technologies.
- d) Track on-time performance for RVTD.

**Goal 6**

**Identify, develop and support diverse strategies to lessen dependence upon single-occupant vehicles.**

**Policies**

6-1: Support Transportation Demand Management strategies.

6-2: Identify, develop and facilitate alternative parking strategies encouraging walking, car and bicycle sharing, bicycling, car and van-pooling, and transit.

6-3: Identify, plan and enhance bicycle, pedestrian, and transit systems in the region.

6-4: Strive to improve transit services in the region.

**Potential Actions**

- Implement Transit Signal Prioritization on primary transit corridors, where appropriate  
Encourage infill development by supporting reduced parking requirements where appropriate.
- Support design standards with parking at side or rear of building so pedestrians can access entrances.
- Support park-and-ride standards to place facilities near transit routes.



- Promote regionally connected network of off-street bicycle/pedestrian facilities with minimal roadway crossings (Bear Creek Greenway).
- Plan for, build and maintain shared roadways for use by all modes.
- Use land use codes to promote bicycle and pedestrian travel by requiring amenities such as bike racks, crosswalks, showers and lockers at worksites and retail centers.
- Improve pedestrian access to transit.
- Support other forms of public and private transportation such as bus rapid transit, light rail, trolleys, and transit feeder and connector services as the region's population reaches higher thresholds.

### **Performance Indicators**

- a) Track transit service hours and ridership.
- b) Track funding for bicycle, pedestrian and transit projects.
- c) Measure population living within ¼-miles of transit service.
- d) Implement a TDM self-evaluations and reporting process for local jurisdictions.
- e) *Track the number of people who are participating in a TDM program*

### **Goal 7**

**Develop, coordinate, and administer an open and balanced process for planning and developing the regional transportation system.**

### **Policies**

7-1: Coordinate and support existing and future plans for the regional transportation system in conjunction with land use and development.

7-2: Obtain and organize public input in the regional transportation planning process with innovative outreach methods consistent with the RVMPO Public Participation Plan.

7-3: Coordinate local, state, and regional transportation planning through the RVMPO.

7-4: Formulate decisions which shall be consistent with Federal and State regulations, including the Oregon Highway Plan, the Transportation Planning Rule, and the Clean Air Act.

### **Potential Actions**

- Maintain a website with updated information about all regional planning.
- Support the RVMPO's Technical Advisory Committee, Public Advisory Council, and the Policy Committee for deliberation of regional transportation planning issues.
- Participate in local and regional and national organizations to support RVMPO actions.
- Involve transportation providers in the planning process.

### **Performance Indicators**

- a) Record public participation, comments, attendance at meetings.
- b) Demonstrate linkage of public comments to decisions and plan content.

**Goal 8**

**Evaluate and support regional transportation investments to foster economic opportunities locally and regionally.**

**Policies**

8-1: Accommodate travel demand to create a regional transportation system supporting a robust local economy.

8-2: Evaluate and analyze effects on freight mobility when prioritizing projects, regionally and locally.

8-3: Support transportation projects which will reduce and remove identified barriers to safe, reliable, and efficient freight movement including adequate roadway space for commercial vehicle deliveries, locally and regionally.

8-4: Support transportation projects which will serve commercial, industrial, and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

8-5: Support a comprehensive and versatile regional transportation interface for the efficient movement of goods and people, both locally and regionally.

**Potential Actions**

- Balance the demand for freight routes with the demands for local circulation.
- Explore the feasibility of developing interurban freight delivery systems.

**Performance Indicators**

- a) Measure employment change in vicinity of projects.