

**SUMMARY MINUTES  
ROGUE VALLEY MPO POLICY COMMITTEE  
JANUARY 26, 2016**



The following attended:

**MPO Policy Committee**

<b>Members</b>	<b>Organization</b>	<b>Phone Number</b>
Mike Baker for Art Anderson	ODOT	774-6353
Bruce Sophie	City of Phoenix	535-1216
Colleen Roberts	Jackson County	646-2878
Ruth Jenks	Eagle Point	941-8537
Michael Zarosinski	Medford	
Tonia Moro	RVTD	973-2063

**Staff-**

Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338
Andrea Napoli	RVCOG	423-1369

**Others Present -**

<b>Name</b>	<b>Organization</b>	<b>Phone Number</b>
Mike Montero	Montero &	944-4376
Alex Georgevitch	Medford	774-2114
Al Densmore	J Watt & Assoc.	601-0704
Paige Townsend	RVTD	
Alex Georgevitch	Medford	
Sheila Lyons	ODOT Bike/Ped	
Constance Wilkerson	United Way	

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

Vice Chairman Bruce Sophie called the meeting to order at 2:05 p.m. Committee began with introductions.

**2. Review / Approve Minutes -**

The Vice Chairman asked if there were any additions or corrections to the December 15, 2015 meeting minutes.

**On a motion by Colleen Roberts, seconded by Rich Rosenthal, the minutes were unanimously approved as presented.**

**3. Public Comment -**

None.

*Presentation Item:*

**4. ODOT Draft Bicycle and Pedestrian Plan (OBPP)**

ODOT representative, Sheila Lyons, presented an overview of the ODOT Draft Bicycle and Pedestrian Modal Plan. Ms. Lyons briefly mentioned the various local projects that have been part of the 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 OBPP 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.

Rich Rosenthal asked if the **OBPP Power Point** could be shared with the Policy Committee. The Executive Summary will also be made available to everyone through the website. Ms. Lyons shared that the comments coming in relate to the draft Plan not being strong enough at this point. Bruce Sophie shared his concerns about local bicycle and sidewalk safety issues, and said it was an appropriate time to be addressing these issues. The Plan is designed to prioritize solutions to those issues with respect to Project Lists.

The RVMPO, other agencies, the public are invited to review and comment on the draft.

#### ***Action Item:***

#### **5. Regional Transportation Plan (RTP) - 2042 RTP Goals, Policies, Potential Actions & Performance Indicators**

Ryan MacLaren presented **RTP Goals & Policies** to the Policy Committee. This final version includes all of the input and recommendations from the PAC and TAC, both of which recommended approval of the final document.

**Staff went over the changes that resulted in the document's final wording. The overall goal was to make the Goals & Policies more user friendly, and easier to implement.**

## **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 (phrase deleted by Policy Committee)~~ 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.

**On a motion by Rich Rosenthal, seconded by Mike Zarosinski, the Regional Transportation Plan (RTP) Goals & Policies, as amended in Goal 4, were unanimously approved by voice vote.**

### **6. RVMPO Planning Update**

- The MPO Strategic Assessment modeling is being reconciled for some of the assumptions on emissions analysis. Presentation to the PAC and TAC will be in February. It will come to the Policy Committee at a later date for action.
- Staff asked if anyone would agree to be an alternate to the February meeting of the State MPO Consortium. Colleen Roberts will check her schedule, and will attend if she is able to do so.

### **7. Public Comment**

### **8. Other Business / Local Business**

- Colleen Roberts mentioned the upcoming evening, public marijuana forum.
- The ODOT Enhance It Program has received three local proposals, which are currently being scoped for the RVACT in May. The Connect Oregon process has received numerous proposals.
- Dan Moore has a Power Point on the FAST program (Fixing America's Transportation), and will share it at the next meeting.
- Tonya Morrow (RVTD) presented draft copies of a bill to create a \$22 million Transit Expansion Fund to issue grants to provide public transportation in rural communities, small communities and certain large communities for maintenance and expansion of public systems. Half of the funding would go to Salem. Member jurisdictions and local MPOs were encouraged to write letters of support to the legislature. Al Densmore shared additional information about the bill, and the benefit of its passage. 1000 Friends of Oregon are supportive of the bill.
- The RVTD Board will meet on Jan. 27<sup>th</sup>.

**On a motion by Tonya Morrow, seconded by Ruth Jenks, Staff was directed to ascertain support for the bill via email to both the RVMPO and MRMPO.**

### **9. Adjournment**

The meeting was adjourned at 3:10 PM.

The next **RVMPO PAC** meeting will be Tuesday, March 15, 2016 at 5:30 p.m..

The next **RVMPO TAC** meeting will be Wednesday, February 10, 2016 at 1:30 p.m.