



Agenda
Rogue Valley Metropolitan Planning Organization
Public Advisory Council

Date: Tuesday, May 20, 2014
Time: 5:30 p.m.
Location: Rogue Valley Council of Governments
Jefferson Conference Room
155 N. First Street, Central Point
Transit: served by RVTD Route #40
Phone: 541-423-1360 (Sue Casavan, RVCOG)
RVMPO website: www.rvmppo.org

1. **Call to Order/Introductions/Review AgendaAaron Prunty, Chair**
2. **Review/Approve Minutes (Attachment #1)Chair**
3. **Public Comment (3-minute limit for each speaker).....Chair**

4. **Exploring Transit Alternatives in the Highway 99 Corridor Paige Townsend, RVTD**

Background: RVTD has partnered with the Community Planning Workshop, based at the University of Oregon, to conduct a scoping study exploring options for “High Capacity Transit” (HCT) in the Highway 99 Corridor between Central Point and Ashland.

Attachments: #2 – Memo and Fact Sheet

Action Requested: Discuss and provide comment on transit alternatives.

5. **Strategic Assessment Discussion..... Jonathan David**

Background: PAC members were invited to a special meeting with the RVMPO TAC on May 14, 2014. ODOT and DLCD gave a presentation to the group on Strategic Assessment for the region.

Attachments: #3 – Memo

Action Requested: Recommendation to Policy Committee

6. MPO Planning Update Jonathan David

7. Other Business.....Chair

8. Public Comment.....Chair

9. Next Meeting.....Chair

** The next Public Advisory Council meeting is scheduled for July 15, 2014,
at 5:30 p.m. at Rogue Valley Council of Governments, Jefferson Conference Room **

10. Adjourn..... Chair

***Other RVMPO
meetings***

Technical Advisory Committee: 1:30 p.m., Wednesday, June 11, 2014,
Rogue Valley Council of Governments, Jefferson Conference Room.

Policy Committee: 2:00 p.m., Tuesday, May 27, 2014, Rogue Valley
Council of Governments, Jefferson Conference Room.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CALL SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATIONS PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**Summary Minutes
Rogue Valley MPO Public Advisory Council
March 18, 2014**



The following attended:

MPO Public Advisory Council

Aaron Prunty, Chairman	Eagle Point	864-9868
Al Willstatter	East Medford	
Brad Inman	Mass Transit	482-2807
David Chapman	Ashland	
David Lewin	Phoenix	512-0436
Eric Heesacker	Talent	455-7138
Kay Harrison	Central	664-1066
Mark Earnest	Jacksonville	899-8080
Mike Montero	Central Point	779-0771
Ron Holthusen	Jacksonville	

Staff

Jonathan David	RVCOG	423-1338
Bunny Lincoln	RVCOG	944-2446
Andrea Napoli		

Others Present

Tom Humphrey, Alex Georgevitch, Mike Faught, Scott Fleur, Jenna Stanke, Robert Miller, Paige Townsend

1. Call to Order/Introductions/Review Agenda -

Chairman Aaron Prunty called the meeting to order at 5:30 p.m.

2. Review/Approve Minutes -

On a motion by Mike Montero and seconded by Al Willstatter the Council unanimously approved the January minutes as submitted.

3. Public Comment -

None received.

4. Discretionary Funding Presentations –

Andrea Napoli opened the workshop for project presentations, and explained the PAC's responsibility to make a recommendation to the Policy Committee on the project rankings.

Medford - Alex Georgevitch explained Medford's four (4) applications, and showed aerial views of each:

- **Barnett Road Adaptive Signal Timing** - better utilize existing traffic controls, reducing travel times. Traffic volumes would not be reduced. Busiest Medford corridor. Serves the burgeoning medical campus in the area. A heavy truck route. Will improve safety in the area. Based on Council questioning,

Mr. Georgevitch explained adaptive timing technology and how traffic can better be moved through a specific area.

- **Columbus Avenue Extension** - creates a critical connection to Sage Road. Local commercial development has completed eastside Sage Road improvements. Will add 6,800 lf of sidewalks and bike lanes. Projected traffic volumes were from Mc Andrews to Rossanley (Hwy.238). Limited ROW acquisition will need to be made.
- **Springbrook-Cedar Links Roundabout** - extension of recently completed Springbrook-Delta Waters improvement. Project is mostly funded already. Design standards were presented. Roundabout will maintain the local neighborhood environment. Connection is one of two higher order east Medford thoroughfares. Adds approximately one (1) mile of sidewalks/bike lanes.
- **Foothills Road Improvements** - Regional Arterial connecting Phoenix and Eagle Point. Project covers just south of Mc Andrews to Delta Waters/Foothills intersection. Favorable loan rates are a timing incentive. Adds 11,000 LF of sidewalks and 10,000 LF of bike lanes. One of two higher order streets in east Medford. Existing, two lane road carries 11, 200 vehicles/day. Includes signals and ramp terminals at Mc Andrews. Foothills has been discussed as an alternate route to the viaduct through Medford (in case of an unexpected emergency). The project will not alleviate/fix immediate traffic problems in other local areas (Hwy. 62, north and south Medford interchanges). Mark Earnest said that this project should be a higher priority on the funding list. Mike Kuntz (JACO) shared that the County has a plan for improvements that will extend north from Delta Waters. Mike Montero said that there are discussions at the federal level on potential funding for projects that are considered to be part of a larger, west coast transportation system.

Ashland - Mike Faught presented the **East Nevada Street extension** details, locational maps, the street cross section, and discussed the new bridge and bike/ped. Facilities. The bike system will be part of the Bear Creek Greenway. JACO supports the extension as part of the BC Greenway. The project is designed to be conducive to expanded transit services. Also creates a vehicular bypass to alleviate heavy traffic impacts in other areas of Ashland. Brad Inman questioned the feasibility of a bike/ped. bridge as an alternative to a full on vehicle bridge. Mr. Faught said that concept would negate the possibility of a vehicular bypass for the area. Ashland will provide \$3 million of the project funding. STP funds are being requested for the project.

The **Chip Seal (double) project** will cover approximately five (5) miles of local gravel roads, thereby reducing adverse air quality effects. Design standards, with the need for an appropriate base, were briefly discussed.

Central Point - Beebe-Hamrick Roundabout specifics (maps and design standards) were presented by Tom Humphrey. He discussed the current, heavy traffic patterns in the area, including LOS impacts, and that it is now becoming more of a neighborhood environment with existing residential development, the War Memorial, La Clinica medical facilities, parks, transportation improvements, bike/ped. facilities, etc., as well as the creation of a TOD in the east side of Interstate 5 to meet RPS residential densities. Roundabout advantages (over a signalized intersection) were outlined, and it is the City Council's preferred alternative because of the additional development expected in the area. ROW acquisition (projected @ \$90,000) is not viewed as a significant issue. JACO and ODOT are involved in an analysis of potential traffic and freight impacts to adjoining rights of way as heavier traffic is shifted away from the Hamrick-Beebe location. Roundabout "Pros" and benefits were articulated, as were minimal "Cons". Greater costs and the potential need for off-site intersection improvements at Biddle/Pine and Biddle/Table Rock were mentioned as negatives.

Eagle Point - Rob Miller went over Eagle Point's **East Main-Stevens Road** improvement plan focusing on area topography, dense residential development (present and future), serious bike/ped. deficiencies as they relate to the nearby locations of Hillside Elementary School, downtown, City services, other local schools and the National Cemetery. He outlined available traffic counts and right of way conditions and proposed

improvement design standards. Finally, he broke down a possible phasing scenario should requested funding not be available in this funding cycle.

Jackson County – Table Rock (Lone Pine to Biddle Road) - Mike Kuntz spoke of the multiple (1/3) jurisdictional project involvement (JACO, Medford, Central Point), current right of way deficiencies as related to narrow roadways with no turn lanes, the extremely heavy freight impacts (21% trucks), and presented the project locational logistics, funding options, design standards (5,100 LF at a 3 and 5 lane standard), including bike/ped. facilities and a traffic signal at Airport Road.

Jackson County & RVCOG - Regional Active Transportation Plan (Regional Walking & Biking Network) - Jenna Stanke went over the need for a regional plan, covering specifics of the Plan's vision to identify key destinations and origination points, current barriers, new routes, establishing a connecting network of pathways, CMAQ and STP application criteria, and, most importantly, prioritizing a set of alternative mode improvement projects. The analysis would include individual area communities and regional, off Greenway connections to outlying jurisdictions. Funding sources, including some committed match participants, were briefly discussed. John Vial previously stated that this plan would eventually become the Bike/Ped. component of the RTP.

Rogue Valley Transit - Paige Townsend spoke about the three (3) year pilot CMAQ project **RVTD Valley Feeder Program** and **Clean Fuel Fleet** project. The "Demand Response" Feeder Program would allow the general public to utilize vacant seats on the existing Valley Lift program. Potential program benefits, mechanics, reservations, computerized trip scheduling and fares were reviewed. The Clean Fuel Fleet project will replace six (6) outdated vehicles with more fuel efficient models. The vehicles will be used for drivers to travel from the bus storage facility to the Front Street station, field supervision and staff transportation to meetings. Four (4) would be NG, two (2) dual fuel for longer trips.

RVCOG – Hybrid Vehicle Purchase - Andrea Napoli explained the dynamics of the hybrid purchase as related to current Staff use of personal cars for MPO travel, and the proposed 50/50 funding split with the MRMPO. The TAC and MRMPO have already recommended approval of this application, and it has been removed from the Discretionary Funding List.

In response to Council questioning, Jonathan David explained how the TAC had collaborated to adjust funding for several applications in order to fund several more projects on the list.

Mike Montero spoke to the regional significance of the top four ranking projects, and the vital safety issues surrounding the need for Eagle Point's application, stipulating that he concurred with the TAC's priority listings.

On a motion by David Chapman and seconded by Mike Montero the Council approved the TAC Funding Recommendations to the Policy Committee. Brad Inman cast the single dissenting vote.

Council members expressed their gratitude to the TAC and RVCOG staff for doing such an exemplary with the entire Discretionary Funding selection process.

5. MPO Planning Update – Jonathan David announced a joint TAC/PAC meeting on May 14th (1:30 PM) regarding an ODOT/DLCD presentation on Strategic Assessment. He also said that State and federal review of the Work Program has been completed, and is ready for local review. Andrea Napoli asked Council members to provide their comments on the Environmental Justice Report.

6. Other Business – Mike Montero asked that he be considered (at a later date) to move to a "freight"

representative position on the Council, thereby opening a Central Point “citizen” opportunity for someone else who might wish to join the Council.

7. Public Comment

There were no public comments.

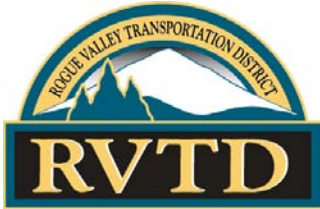
8. Next Meeting

The next meeting is scheduled for May 20, 2014, in the RVCOG conference room, at 5:30 PM.

9. Adjournment

The meeting was adjourned by Chairman Prunty at 8:00 PM

DRAFT



RVTD HIGH CAPACITY TRANSIT PUBLIC ENGAGEMENT PROJECT

2013-2014







The Rogue Valley Transportation District (RVTD) is exploring options for “High Capacity Transit” (HCT) in the Highway 99 corridor between Central Point and Ashland. The project, which can be characterized as a preliminary assessment or scoping study, has three components: (1) an assessment of community perceptions; (2) conceptual renderings of station areas; and (3) an operational analysis. HCT can take the form of an Express Bus, Bus Rapid Transit, Commuter Service and even Passenger Rail. The project sets the stage for a 10-20 year planning horizon that would drastically improve transit travel times, passenger comfort and schedule reliability along the corridor.

Each day, RVTD provides over 5,000 transit trips along the Hwy 99 corridor on Routes 10 and 40. The Federal Transit Administration recognizes a need for HCT when a corridor reaches at least 3,000 trips per day; however the planning for such a service can take as long as 10 years. Density is also an indicator for whether HCT can be cost-effective. The number of employees and residents living and working near the existing Routes 10 and 40 meet, and in many cases exceeds, the necessary density levels to support HCT (20 persons per square acre is a common threshold). RVTD is also experiencing overcrowding on buses, especially on Route 10, and buses often arrive too late to transfer at Front Street Station. Adding an HCT line would drastically reduce travel times and relieve the capacity and schedule issues seen on RVTD’s regular service.

RVTD has partnered with the Community Planning Workshop, based at the University of Oregon, to conduct key person interviews, hold focus groups meetings and complete surveys to gauge whether RVTD should pursue HCT. At the same time RVTD is working with lead transit-planning firm, Nelson Nygaard to complete an Operations Analysis to identify existing resources and deficiencies within RVTD’s current non-HCT system that will require further strategic planning. The preliminary HCT assessment will occur in the spring and summer of 2014. More information can be found at www.rvtd.org.

TYPES OF HIGH-CAPACITY TRANSIT

The following table provides approximations of services provided by different forms of high-capacity transit (HCT). Service levels vary heavily by locality; population and job density needed to support HCT varies by capital costs. According to a study by the University of California Transportation Center, successful mass transit requires “unwavering local commitment” to raise population and employment densities along the transit corridor.¹

TYPE	DESCRIPTION & AMENITIES	SPEED (Including Stops)	FREQUENCY OF STOPS	FREQUENCY OF SERVICE (Peak-Off Peak)	SEATING CAPACITY	DENSITY NEEDED ¹ (Jobs & Pop.)
 COMMUTER RAIL	Typically used to connect commuters in suburbs to a central city.	30-50 MPH	1-10+ miles	30-60 minutes	70-80 (per car)	76/acre at \$75m in Capital Cost/Mile
 LIGHT RAIL	Typically used to connect suburbs and a central city with capability to turn into a streetcar for local service in urban settings.	20-30 MPH	.25-2+ miles	10-30 minutes	60-70 (per car)	56/acre at \$50m in Capital Cost/Mile
 BUS RAPID TRANSIT (BRT)	Typically used to travel along corridors with high ridership potential within and between cities. <ul style="list-style-type: none"> Operates in designated lane for buses and emergency vehicles. Fewer stops; larger, sheltered stations with elevated platforms. Coordination with traffic signals to improve efficiency. 	20-30 MPH	.5-1+ miles	10-20 minutes	40-60	17/acre at \$10m in Capital Cost/Mile
 BRT LITE	Similar to BRT, but with more frequent stops and more operation in mixed traffic. <ul style="list-style-type: none"> May have some elements of BRT, but not as comprehensive (may not include enhanced stations or coordination with traffic signals, for example). 	12-18 MPH (in urban setting)	.25-1+ miles	10-30 minutes	40-60	2/acre at \$5m in Capital Cost/Mile
 EXPRESS BUS	Typically used to connect commuters between cities via highway or freeway, with minimal stops in between. <ul style="list-style-type: none"> Can operate in High Occupancy Vehicle/“Carpool” lane on freeways/highways (operates in mixed traffic, otherwise) Avoids detours and local stops between key destinations Increased service and circulation in peak commute hours 	Varies depending on traffic	.5-10+ miles	30-60 minutes	40-60	N/A
 EXISTING SERVICE	Provides service to users with wide range of trip purposes and destinations, both within and between cities.	16 (Route 10) -22 MPH (Route 40)	.25-.5 miles	20-30 minutes	30	N/A

Images, top to bottom: CalTrain (<http://babyops.files.wordpress.com/2012/06/img-104534143-caltrain-926-in-mountain-view-m.jpg>), TriMet MAX (http://www.rtdands.com/media/k2/items/cache/19752c6956f4179b00e3ff6c4ff19c54_XL.jpg), Lane Transit District EmX (<http://ti.org/EugeneBRTReal400.jpg>), Nashville BRT Lite (http://wkrn.images.worldnow.com/images/21466566_BG1.jpg), Golden Gate Transit (http://farm9.staticlickr.com/8435/7870912162_b6c22c861a_m.jpg), Rogue Valley Transportation District (<http://www.kdrv.com/wp-content/uploads/2013/01/RVTD.jpg>).

¹Guerra, Erick and Robert Cervero. “Cost of a Ride: The Effects of Densities on Fixed-Guideway Transit Ridership and Capital Costs.” University of California Transportation Center. August 2010. <http://www.uctc.net/research/papers/UCTC-FR-2010-32.pdf>



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

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DATE: May 6, 2014
TO: RVMPO Technical Advisory Committee
RVMPO Public Advisory Council
FROM: Jonathan David, Planning Program Manager
SUBJECT: Strategic Assessment

The purpose of this memo is to provide a brief background on Strategic Assessments and the presentation by Oregon Departments of Transportation and Land Conservation and Development on the Strategic Assessment process. The Technical Advisory Committee (TAC) and the Public Advisory Council (PAC) will be asked for formal recommendations to the Policy Committee on proceeding with a Strategic Assessment for the RVMPO area at their next regularly-scheduled meetings (PAC – May 20, 2014 and TAC – June 11, 2014).

Background

At the July 2013 RVMPO Policy Committee meeting, Bob Cortright, Department of Land Conservation and Development (DLCD), gave a Power Point presentation on the Oregon Sustainable Transportation Initiative (OSTI). He briefly discussed the GreenSTEP model and how it could be used to evaluate local plans. He focused on the Strategic Assessment part of the process and said that the region could do an assessment of existing adopted plans.

Following the presentation, Policy Committee members expressed concerns about the impact of work on local staff members. The committee asked for more information on what will be necessary, and requested that the RVMPO TAC and PAC take a look at information about the Strategic Assessment process and bring back a recommendation to the Policy Committee after review. The Policy Committee would like to see what kind of regional support there is for conducting a Strategic Assessment.

At the joint TAC/PAC meeting on Wednesday, May 14, 2014, ODOT and DLCD staff will present information on strategic assessments. The presentation will cover the following:

- Overview of strategic assessments
- Explanation of the modeling tool used for the assessment and the various outcomes it measures, including greenhouse gas emissions, household transportation costs, and air quality
- Connections to other MPO planning efforts
- Support provided by ODOT and DLCD