

**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	Mass Transit	482-2807
Brad Inman	East Medford	734-5409
David Chapman	Ashland	488-0152
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	RVCOG	423-1369

**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 job with the entire Discretionary Funding selection process.

**5. MPO Planning Update** – Jonathan David announced a joint TAC/PAC meeting on May 14<sup>th</sup> (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