



Agenda

Rogue Valley Metropolitan Planning Organization Public Advisory Council

Date: Tuesday, September 15, 2015
Time: 5:30 p.m.
Location: Rogue Valley Council of Governments
 Jefferson Conference Room
 155 N. First Street, Central Point
Transit: served by RVTB Route #40
Phone: 541-423-1360 (Sue Casavan, RVCOG)
RVMPO website: www.rvmppo.org

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

Action Item:

4. **RVMPO PAC Member Application**.....Dan Moore

Background: Justin Hurley, representing Central Point has submitted a new member application.

Attachment: #2 - PAC Member application

Action Requested: Forward recommendation for approval to the Policy Committee.

Information Items:

5. **Central Point Conceptual Land Use & Transportation Plan**Tom Humphrey, Central Point

Background: Tom Humphrey, Community Development Director, Central Point will present an overview of the City's Urban Reserve Area CP-1B Tolo Road Concept Plan

Attachments: Power Point presentation at meeting.

Action Requested: None

6. **Regional Transportation Plan (RTP) Goals and Policies**.....Dan Moore

Background: RVMPO has begun updating the 2017-2042 Regional Transportation Plan which will be adopted in 2017. One of the first parts of the RTP to be reviewed is the Goals and Policies chapter. The review of the goals will help guide future decision making in developing and implementing the RTP. Staff is proposing no changes to the current goals

& policies. The TAC & PAC are being asked to review the goals and policies chapter and propose revisions as necessary.

Attachments: #3 – Memo Goals, Policies, Potential Actions & Performance Indicators

Action Requested: Review & discuss, and propose revisions to the goals, policies, potential actions & performance indicators. A final draft will be presented to the PAC at their November 17th meeting.

7. Public Involvement Strategies for RTP Update..... Ryan McLaren

Background: Staff seeks the PAC's input on proposed public involvement strategies to be employed for the 2017 RTP update as described in the attached memo. The PAC is being asked to consider the appropriateness of these techniques, as well as valid ways to engage the public.

Attachments: #4 – Memo and RTP Update Flyer

Action Requested: Review and discuss public involvement strategies for the 2017 RTP update.

8. MPO Planning Update Dan Moore

9. Other Business.....Chair

10. Public Comment.....Chair

11. Next Meeting.....Chair

** The next Public Advisory Council meeting is scheduled for November 17, 2015, at 5:30 p.m. at Rogue Valley Council of Governments, Jefferson Conference Room **

12. Adjourn..... Chair

Other RVMPO meetings

Technical Advisory Committee: 1:30 p.m., Wednesday, October 14, 2015, Rogue Valley Council of Governments, Jefferson Conference Room.

Policy Committee: 2:00 p.m., Tuesday, September 22, 2015, 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 July 21, 2015



The following attended:

MPO Public Advisory Council

Aaron Prunty, Chairman	Eagle Point	864-9868
David Lewin	Phoenix	512-0436
Edgar Hee	Bicycle/Pedestrian	734-4872
Glen Anderson	East Medford	770-6577
Kay Harrison	Central	664-1066
Mary Wooding	Ashland	482-1066
Michael Stanek	Eagle Point	821-1804
Mike Montero	Freight Industry	779-0771
Mike Stitt, Vice Chair	Phoenix	535-2504
Ron Holthusen	Jacksonville	878-3019

Staff

Dan Moore	RVCOG	423-1361
Ryan MacLaren	RVCOG	423-1338
Sue Casavan	RVCOG	423-1360

Others Present

Ian Horlacher, ODOT

1. Call to Order/Introductions/Review

Aaron Prunty called the meeting to order at 5:35 p.m. Dan Moore introduced Ryan MacLaren. Members present introduced themselves.

2. Review/Approve Minutes

The Chairman asked if there were any changes or additions to the May 19th meeting minutes. David Lewin had the following comments: in regard to the Alternative Measures discussion at the last meeting he wondered when looking at GHG emission reduction if looking at gasoline consumption and efficiency of vehicles for emissions might be a better measure. Less consumption should mean fewer emissions and perhaps the region is doing better than some of the measures call out. Moore noted that the Alternative Measures focus on reducing reliance on the automobile. The Strategic Assessment model had a calculation for consumption and efficiency and a draft report will be out soon.

On a motion by Ron Holthusen, seconded by Mary Wooding, the Council unanimously approved the minutes as submitted on a voice vote.

3. Public Comment -

None received.

4. Oregon Highway 99 Rogue Valley Corridor Plan

Ian Horlacher gave a Power Point presentation and indicated that the area of study was between Garfield Street in Medford to South Valley View Road on Highway 99. He briefly discussed the purpose of the study.

- Lower current volumes than anticipated;
- Incomplete pedestrian pathways;
- More emphasis on multi-modal aspects from local communities;
- Financial constraints

ODOT developed ideas and concepts from feedback from committees and the public. He presented existing conditions along with options for improvements and consideration.

Concepts identified and presented at the meeting:

- Better access to transit facilities;
- Improved lighting;
- Charlotte Ann Rd to Coleman Creek Culvert – Implement a 5-lane Cross-section and Add Bike Lanes and Sidewalks;
- Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities;
- Phoenix South End of Couplet to South City Limits - Implement a 3-lane Cross-section and Add Bike Lanes and Sidewalks;
- Phoenix South City Limits to Talent – Implement a 3-lane Cross-section and Widen Shoulders;
- Enhanced Bear Creek Greenway Connections and improved signage.

Ron Holthusen asked if bicycles were above the curb and up on or near a pedestrian path that it might be safer. Horlacher noted that the focus of ODOT was to utilize existing facilities.

Mike Stitt mentioned that he did not use Bear Creek Greenway for bicycle transportation due to the conflict between bikes and pedestrians on a shared path. He suggested a centerline separating the two and supports a dedicated lane for bikes on the greenway. Horlacher noted that Jackson County was working on an Active Transportation Plan and suggested contacting Jenna Stanke from the county.

Edgar Hee mentioned that Hwy 99 was the most direct route for transportation purposes and bicyclists used it for that purpose.

Mike Montero added that the freight industry supports combining a bike/ped path off-road for safety purposes.

David Lewin asked if park-n-rides were still being considered for Phoenix with the interchange construction. Horlacher was not sure but suggested the city stay in contact with Art Anderson and Jerry Marmon at ODOT. He will mention it to them as well.

Holthusen asked if it would be safer if bike lane striping was a different color. Hee noted that there were a number of studies where it is not so much a white line but more of a delineation (painting a green 75-100 foot approach) but informed members that at this point there was no best practice.

Mary Wooding commented that she did not like the road diet in Ashland and it may cause more freeway use.

Some members felt the dedicated center turn lane might provide a safer roadway.

Hee noted that he appreciated where the study has gone from beginning to end and explained that back when it first started alternative modes were not on the table.

Lewin commented that the South Stage overcrossing should be planned in the future to someday hope become an interchange, if needed. Montero informed members that it is the plan but if it is actually ever done will be determined by funding.

Glen Anderson mentioned the aging population does not use bicycles and this should be considered. Hee added that some people do not have a choice and this should also be noted.

5. RVMPO Regional Transportation Plan (RTP) Update

Dan Moore gave a Power Point presentation on the 2017-2042 RTP Update. He briefly discussed the Scope of Work and noted that the main focus for PAC input would be the public involvement task. The key role for council will be to host the three Open Houses.

Discussion and suggestions for Open House meetings:

- Night meeting times better;
- Arrange meetings in various locations. Consider Carnegie Library, downtown Medford.
- Try to get television coverage, people don't look at newspapers.
- If the Medford Library is chosen, it will be necessary to find out the RCC class schedule as parking can be difficult.
- Create a short handout with very basic background information on the RTP to prompt questions.
- Go to individual communities and talk about the regional plan. Do presentations as part of other community meetings.
- Encourage Policy Committee members to take to the citizenry and encourage participation. Maybe do presentations as part of other community meetings.
- Place a notice in newsletter in the power bill and flyers in city utility bills.
- Brief summary sheet to help explain how the RTP is applicable to the individual communities. Make it personal to the jurisdiction.
- Provide plenty of visuals of how elements of the RTP can be applicable to individual jurisdictions and Show different transportation projects in individual communities and explain why we should care what happens in the other cities, how it is all connected.
- Simplify the concepts, make it personal.

Moore noted that the Strategic Assessment model will be used to help with the update, more information available at the next meeting.

6. MPO Planning Update –

Moore informed the council that RVCOG is currently recruiting for a Senior Transportation Planner.

There will be a Strategic Assessment draft report scheduled to be out for review in November.

There was a request to document in the minutes members 'not in attendance' as well. By consensus, members

decided to stay with the current method and state only members present.

7. Other Business -

Montero briefly discussed Regional Problem Solving (RPS) urban reserve areas and mentioned that part of the process is to share the plan with the MPO and look at the impacts on the regional transportation system, the higher order roads. The cities will then seek a letter of support from the MPO and this will be an ongoing process. Anderson asked if the MPO will only look at transportation compliance, Montero responded yes. Moore will contact Central Point and see if they would give the PAC a presentation. Phoenix and Talent are working on their plans and they should be finished in October.

8. Public Comment -

There were no public comments.

9. Adjournment

The meeting was adjourned by Chairman Prunty at 7:15 p.m.



Office Use Only

Committee: _____

Date Received: _____

Appointed: _____

Yes No

Appointment Date: _____

Term Ended Date: _____

ROGUE VALLEY METROPOLITAN PLANNING ORGANIZATION

Public Advisory Council (PAC) Membership Application

Return Application to:

Rogue Valley Metropolitan Planning Organization
Rogue Valley Council of Governments
P.O Box 3275
Central Point, OR 97502
541-664-6674 ext 360
www.rvmppo.org

Email return to: scasavan@rvcog.org

For background about the Rogue Valley Metropolitan Planning Organization and the role of the Public Advisory Council go to our website, www.rvmppo.org

PLEASE PRINT**Personal Information: (Please indicate Mr. Mrs. or Ms.)****Name:** Justin Hurley**Home address (include Zip code):** 1019 Rustler Peak, Central Point, OR 97502**Telephone: (home)** 541.951.3890 **(business)** 541.602.4719**Email** justin@innovarellc.com

About PAC membership... The Rogue Valley Metropolitan Planning Organization Public Advisory Council (PAC) makes recommendations on transportation planning issues to the RVMPO's Policy Committee. PAC members are appointed by the Policy Committee to two-year terms, representing one of the RVMPO's regional areas of interest. The PAC has positions for both geographic and issue-specific interests. Appointments are based on an applicant's ability to represent one of the Geographic or Issue-Specific interests.

- To represent one of the **Geographic Areas** listed below and illustrated on the attached RVMPO map, you must live, own property or operate a business within that area. You do not have to live within city limits. (Please refer to the RVMPO map, or call 664-6674 ext. 360, for clarification.)

- **Issue-Specific Positions** represent the freight industry, mass transit, low-income citizens, minorities, senior citizens, public health, and bicycle/pedestrian. Low-income and minority representatives do not have to be low income, or a racial minority, but would advocate for the concerns of those communities. Special-interest representatives may live, own property, or operate a business anywhere within the RVMPO.

1. Please indicate below the Geographic Area, or special interest that you would represent. Select only one from the following list, section (A) or (B) below.

A. Geographic Area (see Citizen Involvement Area map on the last page):

<input type="checkbox"/> Ashland	<input checked="" type="checkbox"/> Central Point	<input type="checkbox"/> Eagle Point
<input type="checkbox"/> Jacksonville	<input type="checkbox"/> East Medford	<input type="checkbox"/> West Medford
<input type="checkbox"/> Phoenix	<input type="checkbox"/> Talent	<input type="checkbox"/> White City

B. Special Interest Area:

<input type="checkbox"/> Freight industry	<input type="checkbox"/> Mass Transit
<input type="checkbox"/> Low Income Citizens	<input type="checkbox"/> Minority
<input type="checkbox"/> Senior Citizens	<input type="checkbox"/> Public Health
<input type="checkbox"/> Bicycle / Pedestrian	

(Continued on Next Page)

2. What experience, interest, knowledge or qualifications would you bring to the Public Advisory Council?

Past director of real estate and sustainable planning for Asante (15 years)

Past planning commissioner for the City of Central Point (8 years)

RVCC Air Quality Involvement

Past council member for sustainable planning council for the Urban Land Institute (5 Years)

Past council member for healthcare and life sciences council for the Urban Land Institute (8 Years)

Seven LEED Certified Projects in 4 years.

3. Why do you want to become a member of the Public Advisory Council?

To bring my knowledge of planning, development, transportation, city and regional planning, as well as my LEED BD+C Certification to the PAC, and be committed to the thoughtful planning and advising that will contribute to the quality of life for the Rogue Valley.

Signature Justin Hurley

Date Justin Hurley Braswell
Digitally signed by Justin Hurley
Braswell
Date: 2015.09.03 13:07:20 -07'00'

Thank You!



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

*Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

DATE: September 9, 2015
TO: Public Advisory Council
FROM: Ryan MacLaren, RVCOG
SUBJECT: 2017-2042 Regional Transportation Plan Draft Goals, Policies, Potential Actions & Performance Indicators

RVMPO has begun updating the 2017-2042 Regional Transportation Plan which will be adopted in 2017. One of the first parts of the RTP to be reviewed is the Goals and Policies chapter. The review of the goals will help guide future decision making in developing and implementing the RTP.

The following pages contain the goals and policies in the current RTP, with the addition of potential actions and performance indicators. The goals and policies component of the RTP consists of 8 goals and 34 policies. The component went through a major review and amendment process for the 2013-2038 update. Consequently, with staff review component for the 2017-2042 RTP update, it was concluded the goals and policies to be thorough, complete and consistent with other federal, state and local plans and regulations. This memo describes that there are no changes or additions necessary to update the goals and policies component to keep it and the RTP consistent with related documents. We will be seeking approval of this component in October 2015.

The examination of the goals and policies included review of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Oregon Transportation Plan. Furthermore, Transportation System Plans for the following jurisdictions were reviewed to determine if updates were needed to reflect current regional values:

Ashland	Central Point
Talent	Eagle Point
Phoenix	Jackson County
Medford	White City
Jacksonville	

While the TSPs contained all concepts, terminology and priority varied as the specific, unique needs for each jurisdiction, it was determined by staff that goals and policies of the RTP were consistent with the local TSPs.

In this review of RTP goals, the TAC is being asked to consider the appropriateness of the goals and policies of the current RTP, as well as valid indicators or ways to measure progress in achieving the goal. Goals and policies from the RTP appear below, each with performance measures or indicators of progress

Goal 1

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

Policies

- 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users.
- 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.
- 1-3: Use MPO structure as a forum to develop a multi-modal transportation system.
- 1-4: Encourage land uses, design standards and funding opportunities that support public transportation.
- 1-5: The RVMPO establishes Long-Term Potential (LTP) corridor areas where planning for future road connections beyond the planning horizon is probable.

Potential Actions

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

Performance Indicators

- a) *Increase proportion of regional corridors that serve at least three modes.*
- b) *Greater use of “streetscapes,” such as benches, planters and traffic calming.*
- c) *Growth in pedestrian and bicycle use.*

Goal 2

Optimize Safety and Security of the transportation system.

Policies

- 2-1: Work with other agencies to promote traffic safety education and awareness.
- 2-2: Inventory crash-prone areas and place a higher priority on investments that correct safety-related deficiencies in all modes.
- 2-3: Coordinate with emergency-response agencies to design and operate a transportation system that supports timely and safe emergency response.
- 2-4: Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards.
- 2-5: Support development of alternate transportation routes to respond to emergency needs.

Potential Actions

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

Performance Indicators

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

Goal 3

Use transportation investments to foster compact, livable unique communities.

Policies

- 3-1: Recognize the connection between transportation efficiency and land use and densities.
- 3-2: Promote street and pathway connectivity, including off-road corridors, for non-motorized users.
- 3-3: Provide environmentally sensitive and healthy transportation options.
- 3-4: Identify and support beneficial human health effects when planning and funding transportation projects.
- 3-5: Consider potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state and local agencies.

Potential Actions

- Local plans support transit oriented development 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.

Performance Indicators

- a) *Measure changes in mixed-use and downtown development.*
- b) *Measure impacts on 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 (PM₁₀) and greenhouse gases.*

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

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

Performance Indicators

- Track funding obligations, funding availability.*
- Review and update project funding criteria using quantitative methodologies to the extent practicable.*

Goal 5

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

Policies

- 5-1: Add or remove traffic signals and signal networks, including interstate access ramp signals, to improve system efficiency.
- 5-2: Optimize intersection and interchange design.
- 5-3: Manage street access to improve traffic flow.
- 5-4: Effectively integrate technology with transportation infrastructure consistent with RVMPO Intelligent Transportation Systems (ITS) program.

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.

Performance Indicators

- Measure improvements, upgrades to existing system.*
- Measure implementation of ITS projects.*
- Track projects that use innovative, emerging technologies.*

Goal 6

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

Policies

- 6-1: Support Transportation Demand Management strategies.
- 6-2: Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.
- 6-3: Enhance bicycle and pedestrian systems.
- 6-4: Support transit service.

Potential Actions

- Governments become models for TDM strategies by allowing flexed work hours, subsidizing rideshares, telecommuting, and other methods of trip reduction.
- Establish low minimum and maximum parking-space standards to increase infill development.
- Adopt design standards with parking at side or rear of building so pedestrians can access entrances.
- Adopt 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.

Performance Indicators

- a) *Track transit service hours and ridership.*
- b) *Track funding for bicycle, pedestrian and transit projects.*
- c) *Measure population living within 1/4-miles of transit service.*
- d) *Implement a TDM self-evaluations and reporting process for local jurisdictions.*

Goal 7

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

Policies

- 7-1: Coordinate existing and future land use and development with plans for the transportation system.
- 7-2: Conduct outreach consistent with the RVMPO Public Participation Plan to acquire public input in the planning process.
- 7-3: Coordinate local, state, and regional transportation planning through the RVMPO.
- 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.

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

Use transportation investments to foster economic opportunities.

Policies

- 8-1: Accommodate travel demand to create a regional transportation system that supports the local economy.
- 8-2: Consider effects on freight mobility when prioritizing projects.
- 8-3: Support projects that reduce and remove identified barriers to safe, reliable and efficient goods movement.
- 8-4: Support projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.
- 8-5: Plan for enhanced train-truck-transit interface for movement of goods and people.

Potential Actions

- Balance the demand for freight routes with the demands for local circulation.

Performance Indicators

- a) *Measure employment change in vicinity of projects.*



Rogue Valley Metropolitan Planning Organization

Regional Transportation Planning

*Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

DATE: September 9, 2015
TO: Public Advisory Council
FROM: Ryan MacLaren, RVCOG
SUBJECT: 2017-2042 Regional Transportation Plan – Draft Public Outreach

This document provides an overview of the regional transportation planning process in order to improve citizen awareness and promote citizen involvement. There are a variety of opportunities for public involvement during the various phases of planning, including citizen committees, public meetings, public hearings, workshops, and public information programs.

Transportation affects all citizens. Impacts such as transportation efficiency, air quality, property value, and aesthetics are important to all residents. Participation lets the public make its needs known, and promotes a working relationship between citizens and planners. The result is a transportation system that better serves the community.

In addition, federal regulations require public involvement procedures. Public involvement remains a hallmark under Moving Ahead for Progress in the 21st Century (MAP-21).

Experience has taught us that the most effective way to reach a wide-ranging population of the community is to go to them. Therefore, our approach tries to balance the importance of traditional meetings with additional strategies designed to encourage participation. As a result we propose a series of traditional public meetings and a series of events where staff goes out to the community.

In this review of RTP public outreach strategies, the PAC is being asked to consider the appropriateness of these techniques, as well as valid ways to engage the public. Ideas for public engagement appear below, followed by possible community events to reach a broader range of the population. A sample of draft survey questions, which can be completed online or by hand, is also attached for review and comment.

Ideas for Public Engagement

- Community Access TV
- Social Media
- Local Newspaper
- MPO Flyers
- Neighborhood Associations
- Schools / PTA's
- Religious and Civic Organizations
- Public Health Agencies
- Libraries and Community Centers

Possible Public Involvement Events

- Eagle Point – Saturday Market, May-Oct 8:30am to 1:30pm
- Central Point – Southern Oregon Harvest Festival at the Expo, September 18th to the 20th
- Jacksonville – Sunday Farmers Market, 9:00am to 1:00pm
- Phoenix – Community Dinner, 2nd and 4th Thursday at First Presbyterian Church
- Talent – Harvest Festival, October 3rd 7:00am to 4:00pm
- Ashland – Rogue Valley Growers & Craft Market, Saturdays May 2 to October 31
8:00am to 1:00pm
- Medford – Connect for Lunch, Each Week TBD by Chamber Members

Draft Survey Questions

Are you a resident of the Rogue Valley Metropolitan Planning area?

Yes

No

What community do you live in?*Ashland**Talent**Phoenix**Medford**Jacksonville**Central Point**Eagle Point****What is your age group?****0-15**16-25**26-54**55-74**75+****What is your primary mode of transportation to work or school?****Bicycle**Personal Vehicle**Carpool**Public Transit**Other (please specify)****Approximately how many miles do you travel to work or School?****(Open ended answer)*

What is your primary mode of transportation for non-work related trips?*Bicycle**Personal Vehicle**Carpool**Public Transit**Other (please specify)****How many registered vehicles are there at your household?****(Open ended answer)****How would you rate the RVMPO transportation system?***

	<i>Not Sure</i>	<i>Very Poor</i>	<i>Poor</i>	<i>Fair</i>	<i>Good</i>	<i>Excellent</i>
<i>State Highways</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>Local Roads</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>Bridges</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>Public Transit</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<i>Overall</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

***What do you think are the most important changes the region must make over the next twenty years to improve how all RVMPO residents get around? Rank in order of priority 1=top
12=lowest***

- ☐ *Improve traffic safety*
- ☐ *Increase number of bike trails, bike paths, and bike lanes*
- ☐ *Repair/maintain sidewalks pedestrian walkways, and trails*
- ☐ *Increase recreational facilities/trails*
- ☐ *Reduce high vehicle speeds in communities*
- ☐ *Improve public transit*
- ☐ *Improve local roadway and highway conditions*
- ☐ *Increase rideshare/carpooling opportunities*
- ☐ *Improve goods movement/commercial traffic*
- ☐ *Reduce the negative impact that transportation has on environment*
- ☐ *Reduce traffic congestion on streets/roads*
- ☐ *Ensure that transportation system supports needs of local economy*

What do you see as significant transportation issues in the Rogue Valley region?

(Open ended answer)

If you could fix one transportation problem in the Rogue Valley region, what would it be?

(Just one, please)

Regional Transportation Connections

– how you get there



2017 Regional Transportation Plan

The Rogue Valley Metropolitan Planning Organization (RVMPO) is working with local, regional and state partners and the public to update our region's shared vision and strategy for investing in the transportation system for the next 25 years.

The 2017 Regional Transportation Plan (RTP) will be a key tool for strengthening the region's economy and connecting the people who live, work and visit here to jobs, schools, families, parks and other important destinations.

The 2017 RTP will define a vision and policies to guide near-term and future investments in the transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian - and the movement of goods and freight throughout our metropolitan area.

Why is the 2017 RTP important?

Investment in a transportation system to provide safe, healthy, accessible and reliable options for getting around is important for our region's long-term prosperity and quality of life.

As the region continues to grow, the 2017 RTP will help us respond to the changing transportation needs of our communities and businesses. The new plan will establish priorities for state and federal funding and help set the stage for the options available for people and products to get where they need to go based on what is most important to people today.

What will be included in the 2017 RTP?

The 2017 RTP will include a financial plan of local, regional, state and federal transportation funds expected to be available over the next 25 years to meet the region's needs. It will also have a shared strategy of local, regional, state and federal transportation investment priorities to accomplish the plan's goals. Finally, it will have a short-term action plan for how the region will work together to get this all done and monitor progress.

Who has a role in developing the 2017 RTP?

As a federally-designated Metropolitan Planning Organization (MPO), the RVMPO is responsible for leading and coordinating updates to the RTP on regular basis in cooperation with each of the region's 7 cities, Jackson County, RVTD and ODOT. The next update is due in 2017.

Businesses and community groups and the people who live and work in the region will also play an important role in shaping the 2017 RTP.

Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

www.rvmppo.org



Regional Planning and the Rogue Valley's Quality of Life

Taking a regional approach to transportation planning gives communities the opportunity to look at projected future development and resulting travel demands and make decisions to avoid some of unwelcome consequences of growth: sprawl development, traffic congestion and deteriorating air quality. The RTP, like the regional transportation system, links the region's communities. It identifies a transportation need they all hold in common and offers a foundation for addressing that need as the region grows.

RVMPO Policy Committee

Michael G. Quilty, Chair, City of Central Point
Bruce Sophie, Vice Chair, City of Phoenix
Michael Zarosinski, City of Medford
Rich Rosenthal, City of Ashland
Darby Stricker, City of Talent
Jim Lewis, City of Jacksonville
Ruth Jenks, City of Eagle Point
Colleen Roberts, Jackson County
Julie Brown, RVTB
Art Anderson, ODOT

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Components that will be updated during development of the 2017 RTP

-  **Goals, policies, potential actions and performance indicators** are the driving forces of the RTP
-  **Regional Alternative Measures** to meet compliance with State Transportation Planning Rule requirements
-  **RTP short, medium and long range roadway, bike/pedestrian and transit projects** that will improve the regional transportation system
-  **Financial plan** that identifies funding for the next 25 years
-  **Regional travel demand model** will be brought up-to-date with the latest traffic counts, land use and economic forecasts
-  **Rogue Valley Intelligent Transportation System (ITS) Plan** will be updated to add new ITS projects and technologies to improve travel time and safety
-  **Regional freight plan** will be updated to identify trends in freight movements and improvements needed to accommodate freight traffic
-  **RVMPO Safety Profile** to analyze crashes, their causes and needed improvements

The RTP will also address new state and federal requirements, and incorporate the region's active transportation plan and look at strategies for reducing greenhouse emissions.

Timeline of 2015 activities

July – September – update goals, policies, potential actions and performance indicators

October – December – create RTP project list, and update travel demand model

Contact

Contact the RVMPO to receive periodic email updates and notices of public comment opportunities:

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