

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.