



**SUMMARY MINUTES**  
*Rogue Valley Metropolitan Planning Organization*  
*Technical Advisory Committee*

**December 14, 2016**

*The following people were in attendance:*

**RVMPO Technical Advisory Committee**

***Voting Members in Attendance:***

Mike Kuntz, Chairman	Jackson County
Jon Sullivan, Vice Chairman	RVTD
Kelly Madding	Jackson County
Kyle Kearns	Medford
Paige Townsend	RVTD
Matt Samitore	City of Central Point
Kelli Sparkman	ODOT
Rob Miller	Eagle Point
Ian Horlacher	ODOT
Mike Faught	Ashland
Matt Brinkley	Phoenix
Alex Georgevitch	Medford

**Others**

John Vial	Jackson County
Scott Fleury	Ashland
Jenna Marmon	Jackson County
Richard Randleman	ODOT
Mike Montero	Montero & Assoc.

**RVCOG Staff**

Karl Welzenbach, Dan Moore, Andrea Napoli, Dick Converse, Ryan MacLaren

**1. Call to Order / Introductions**

The Chairman called the meeting to order at 1:35 p.m. Those present introduced themselves.

**2. Review/Approve Minutes**

**On a motion by Ian Horlacher, seconded by Alex Georgevitch, the minutes of the previous meeting were approved as corrected by unanimous voice vote.**

**3. Public Comment**

- Mike Montero shared that the new CNG facility is open.

**Action Items:**

**3. Alternative Measures Benchmark Analysis, Tech Memo #1: Methodologies (12/7/16)**

Andrea Napoli explained that the RVMPO is currently updating the Regional Transportation Plan and therefore will be conducting an Alternative Measures Benchmark Analysis, provided background on this matter, and asked the TAC to review and approve Tech Memo #1: Methodologies for the 2015 Benchmark Analysis. Ms. Napoli presented a slide show for the TAC, which included:

**Background** - In 2001, the Land Conservation and Development Commission approved seven (7) Alternative Measures adopted by the RVMPO in place of the Vehicle Miles Traveled (VMT) reduction standard contained in the state Transportation Planning Rule (TPR). It is important to note that at the time the Alternative Measures were developed by the MPO and approved by LCDC, the RVMPO was made up of Phoenix, Medford, Central Point, and Jackson County. This has raised questions concerning the baseline (year 2000) Alternative Measures percentages from which 5-year benchmarks were established (approximately 10% increase every 5 years), and how this relates to the present-day RVMPO planning area. The RVMPO expanded in 2002 to include Ashland, Talent, and Jacksonville, and in 2012 to include Eagle Point.

The RVMPO completed an analysis of the 2005 benchmarks in 2007/2008, and an analysis of the 2010 benchmarks in 2014/2015. Both were based on the larger MPO. As a reference, the benchmarks and results of each analysis were provided in Table 1 of Ms. Napoli's memo.

**2015 Benchmark Analysis Objective** - The purpose of this project is to conduct an analysis of the seven adopted Alternative Measures to determine the region's progress in meeting the 2015 benchmark targets. This will be done by building upon the work completed in the previous benchmark analysis by utilizing methods used at that time and those recommended in the June 2015 Alternative Measures Update Final Report. It is expected that areas of the Alternative Measures may be proposed for modification as part of this project.

This (Technical Memorandum #1) describes the proposed methodologies and the data needed for analyzing the seven Alternative Measures. The baseline is 2000, with benchmarks measured in 2007, 2010, 2014, and 2017. The target date is 2020. Proposed methodologies reflect those used in the 2010 benchmark analysis and include **TAC/TPAU recommendations** made at that time.

1. **Measure 1** - Transit and Bike/Pedestrian Mode Share **NOTE:** Tara Weidner, TPAU, communicated with COG staff that she felt it was not appropriate to use the travel demand model for the analysis, feeling that census and journey to work data is better for a shorter range analysis. RVTD ridership count data cannot be used as ridership data. The members discussed various comparison methodologies. Medford has been counting bike/ped manually on alternating years. It was pointed out that counts and measurements should be explained. The "Journey to Work" data was felt to be good. Mr. Welzenbach spoke about the difficulty of obtaining accurate "mode splits" data, and shared that TPAU would provide expanded household data as part of the analysis. "Revenue per Hour" was felt to be a good source of data. Interest was expressed in knowing how Lane County COG was dealing with this issue.

2. **Measure 2** - % Dwelling Units (DUs) within ¼ mile walk to 30 minute Transit Service "Fixed Route Transit Service" was mentioned as a better choice instead of the "30 Minute" designation. Density along transit corridors was recommended by Paige Townsend. The MPO cannot increase densities; that falls to various jurisdictions.

3. **Measure 3** - % Collectors/Arterials with Bike Facilities

Staff is working with jurisdictions on updated 2014 information collection. Multi-Use paths will be included.

**4. Measure 4 - % Collectors/ Arterials in Activity Centers with Sidewalks**

The 2014 analysis is being used for updates. Alex Georgevitch asked to go on the record that disagreed with 2001 DLCDC comments that the southeast Medford TOD is too large to have benefits outside of the core area with respect to activity centers. The activity center definition has recently been changed.

**5. Measure 5 - % New Dwelling Units (DUs) in Activity Centers**

The results will now be separated into sets. (Criteria were established in 2008.) Members discussed RPS and DLCDC density terminology with respect to tax lots Vs acres. It was commented that densities are a local jurisdictional decision. Consistency with RPS (Regional Problem Solving) density was suggested as a recommendation.

**6. Measure 6 - % New Employment in Activity Centers**

The criteria have been separated out into sets.

**7. Measure 7 - Alternative Transportation Funding**

50% RVMPO STP funding goes to RVTDC transit or bike/ped projects. To date, RVTDC has received just over \$10.5 million in STP funds.

Ms. Napoli posed the question of the potential benefit to recalibrating the Alternative Measures. The response was that, if warranted, it should be considered at a later date.

**On a motion by Paige Townsend, seconded by Matt Brinkley, the Alternative Measures Benchmark Analysis outlined in Tech Memo #1: Methodologies was unanimously approved by voice vote. The motion included Measure #1 modifications regarding RVTDC/Medford counts and reviewing LCOG methodologies.**

**4. Phoenix Urban Reserve Concept**

Dick Converse shared that, using a TGM grant, RVCOC staff has been working with the City of Phoenix to complete concept plans for contiguous Future Growth Areas PH-5 and PH-10. Five scenarios have been reduced to three based on preliminary analysis conducted by the ODOT Transportation and Analysis Unit (TPAU). TPAU then conducted a more detailed analysis of the three scenarios and has released a draft technical memorandum outlining its findings.

Matt Brinkley presented the three, preferred **Draft Concept Plan** scenarios and went over all the required analyses that had been completed, as well as the RPS criteria with respect to land use types, housing needs, densities, employment, transportation infrastructure, connectivity. Parks and recreation, activity centers, employment use areas, and mixed use opportunities. There is a recommendation to create much more multi-family zoning. Mr. Brinkley's presentation included a series of illustrative maps. The Phoenix 2036 population is expected to reach 2,000. The entire Concept Plan is available on the MPO website.

Appropriate legal notifications have been published, and multiple meetings and hearings have been held with the Planning Commission and Council to allow public review and input on the Plan, and the Council will be considering endorsement of the Plan within the near future.

Other items presented for TAC consideration were the **Draft RVMPO Policy Committee Letter of Concurrence**:

XXX XX, 2017

Jamie McLeod, City Manager  
City of Phoenix  
P.O. Box 330  
Phoenix, OR 97535

RE: RVMPO Comments on Future Growth Areas PH-5 and PH-10

Dear Jamie,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), both the Technical Advisory Committee (TAC) and the Policy Committee reviewed conceptual plans prepared for Future Growth Areas PH-5 and PH-10. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 and 2.8.

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Phoenix submitted its plans to the TAC for review at its December 14, 2016 meeting. The Policy Committee reviewed the plans at its January 24, 2017, meeting, and provides the following comments.

Performance Indicator 2.7.1 requires that plans identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the region. All scenarios include a network of higher-order streets connecting to North Phoenix Road and Fern Valley Road. An RVTD transit stop is proposed in PH-5 that will be reached from Fern Valley Road. The transportation plans appear to have no significant impact on the regional transportation system. ODOT's Transportation Analysis Unit reviewed three scenarios and concluded that there were no capacity or queuing issues in the I-5 interchange area. The report acknowledges that traffic growth will be substantial, but the reconstructed North Phoenix Road from OR99 to Grove Road and the I-5 interchange are projected to still operate acceptably through 2038.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.81 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Phoenix's target density is 6.6 units per gross acre through 2035, increasing to 7.6 units per acre thereafter. Using a mix of low-, medium-, and high-density residential zoning, the targets will be met. The city's high density residential designation permits up to 26 units per acres, which will balance the lower densities.

Performance Indicator 2.8.4 requires mixed use/pedestrian friendly areas, which are described in Section 2.6 of the Regional Plan. Section 6 requires compliance with two of the 2020 benchmarks in the Regional Transportation Plan; Alternative Measure 5 targets residential densities and Alternative Measure 6 establishes standards for mixed-use employment. The 2020 Regional Transportation Plan

Alternative Measures that require 49 percent of new residential development to be at a density of 10 or more units per acre will be feasibly met through development in the proposed residential zones in PH-5 and PH-10. Alternative Measure 6 establishes a 2020 benchmark of 44 percent of new commercial and industrial development either including a vertical mix of uses (e.g., residential uses on upper floors with employment uses on the first floors) or being located within one-quarter mile of residential area having a density of 10 or more units per acre. Phoenix is also investigating options to increase densities and commercial development in the present UGB to reduce required densities in PH-5 and PH-10.

The Policy Committee finds that the conceptual plans create no barrier to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. These comments are provided to affirm that Phoenix followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,

Michael G. Quilty, Chair  
RVMPO Policy Committee

The **Draft TPAU Analysis** included:

- Introduction
- Background
- Study Area (with Figure 1 Map)
- Concept Descriptions (Three of the initial five were selected in addition to no-build alternative. All include Fern Valley DDI, the South Stage Road extension, and generally share the same roadway connection)
- Traffic Volume Development
- Traffic Analysis
- Analysis Results
- Table 1: Overall Concept Network Improvement Needs
- Table 2: Intersection Analysis
- Table 3: Freeway Analysis - 2038 I5 Merge/Diverge/Segment Volume to Capacity
- Table 4: Future 2038 95<sup>th</sup> Percentile Queues
- MultiModal - Qualitative MMLOS (Bicycle, Pedestrian, Transit & Auto Facilities)
- Table 5: Multimodal Assessment - No-Build
- Table 6: Multimodal Assessment - Concepts
- Summary
- Analysis Findings:
  1. There is no capacity or queuing issues caused by the concepts in the I5 interchange area.
  2. Concept 2 requires a lesser amount of network improvements through 2038 to support the land use than Concept 3 or 4.
  3. Concept 3 requires the most substantial network improvements.
  4. The slightly reduced network in Concept 4 does not have any significant negative effect when compared to the other concepts.
  5. Either roundabouts or traffic signals will work at the highest volume North Phoenix Road intersections at “Main” and South Stage Road.
  6. The use of roundabouts will delay widening North Phoenix Road to two-lanes in each direction though 2038.

7. The use of traffic signals on North Phoenix Road will require North Phoenix Road from Grove Road to South Stage Road to be widened to two-lanes in each direction.
8. In order to support the future volumes, the section of “Main” between North Phoenix Road and “Western” is required to be a four/five-lane section.

The northern portion of the Phoenix transportation system will connect with MD-5 to the north. Phoenix will work to insure that the large lots will not be divided, as recommended in the Regional Opportunities Study, by using the Land Development Code to create protective criteria for the future. However, future economic and development trends cannot be forecast at this point. TPAU found that the concept plans (including the South Stage Overcrossing) will not have an adverse impact on the I-5 interchange area. In PH-10, a transit site will also be provided, including a new RVT route, and transfer facility. Concept #4 was preferred by TPAU.

Signals and roundabouts are part of the North Phoenix Road improvements.

Phoenix and Medford collaborated on future transportation system alignments to provide a smooth connection between the Southeast Medford development (MD-5) and Phoenix’ urban reserve. The South Stage Overcrossing is a vital component of the Concept Plan. The Regional Opportunities Study will be adopted to provide for several parcels that are 50 acres, or larger. Smaller lots, between 5-50 acres will also be a consideration in order to facilitate a larger, regional campus economic development environment.

Comments on Sections 2.98 and 2.99 (Performance Indicators) will be added to the Concept Plan documentation.

Committee members briefly discussed the future need for a regional, long term, eastside bypass from Eagle Point (Hwy. 140) to North Phoenix Road (projected cost at \$45+ million.) Although such a bypass facility is a long way off, it was pointed out that it should still be a consideration, and part of the discussion for the next RTP update in three years.

Matt Brinkley said that he expected residential development to begin in the UGB expansion areas before commercial/industrial development commenced. It was suggested that a Sensitivity Analysis might be warranted. The current issue is conformity. The distinction between the twenty year plan, and fifty year concept.

**On a motion by Ian Horlacher, seconded by Kelly Madding, the Draft RVMPO Letter of Concurrence for Phoenix URAs PH-5 and PH-10, along with additional comments, was recommended for forwarding to the Policy Committee.**

The members discussed the “comments” inclusion, and felt that it was the intent of RPS that the TAC and Policy Committee would make comments.

**The motion passed unanimously by voice vote.**

*Discussion Item(s):*

#### **5. Discretionary Funding Applications Presentations**

Andrea Napoli led a workshop-style session to review and present applications. Each applicant was allowed to present their project for brief committee discussion. If during the discussion, the applicant and the TAC agreed that some minor changes to the application are appropriate, applicant was permitted until

noon Friday, Dec. 16th, 2016 to submit revised application to RVCOG.

All applications filed by the deadline (Friday, December 2, 2016) will be available on the RVMPO website, here: <https://www.rvmpto.org/index.php/2019-2021projectsolicitation>. Purposes of this workshop are to provide an informal application review process and make sure applications are complete. Applicants will present their projects and, with the TAC’s agreement, will be able to amend applications to address questions raised or to provide clarity. The TAC must agree to the general content of the change(s). All changes must be filed with RVCOG by noon Friday, December 16, 2016.

**TABLE 1: Projects Submitted by Jurisdiction**

Jurisdiction	Project Name	STBG Funds Requested	CMAQ Funds Requested
Ashland	Ashland Chip Seal	\$0	\$816,081
Central Point	W. Pine Street Reconstruction, Glenn Way to Brandon Avenue	\$1,844,153	\$1,500,000
Eagle Point	S. Royal Avenue Improvements, Design & ROW	\$177,000	\$355,000
Jackson Co.	Expo Parking Lot Paving	\$0	\$559,873
Jackson Co.	Foothill Road, Delta Waters to Dry Creek	\$1,255,652	\$1,255,652
Jackson Co.	Bear Creek Greenway, Hwy 140 Shared Use Path	\$0	\$776,164
Phoenix	North Couplet Pedestrian Crossing	\$73,000	\$0
Medford	Foothill Road, Cedar Links to Delta Waters	\$2,200,000	\$1,240,000
RVTD	Bus Replacement, 1998 Diesel Fleet to CNG	\$0	\$1,150,000
RVTD	Trip Reduction Program, Indv. Marketing	\$0	\$120,000
	<b>Total:</b>	<b>\$5,549,805</b>	<b>\$7,772,770</b>

**TABLE 2: Available Federal Funds**

FFY	2019	2020	2021	Total by fund
CMAQ	\$1,080,427*	\$1,080,427*	\$1,080,427*	\$3,241,281
STBG	\$971,015**	\$984,609**	\$998,393**	\$2,954,017
<b>Total by year</b>	<b>\$2,051,442</b>	<b>\$2,065,036</b>	<b>\$2,078,820</b>	<b>\$6,195,298</b>

\*Balance after accounting for \$682,216 in CMAQ funding shortfall from 2015-18 CMAQ project programming timeframe (-\$227,405 per year). \*\*Reflects half STBG allocation to RVTD.

**Individual Presentations (Project Costs listed above):**

**Ashland - Ashland Chip Seal**

Scott Fleury gave a slide presentation on Ashland’s chip seal CMAQ project, requiring some engineering and surveying. A double chip seal and fog seal will be done. Scott pointed out roads that are designated as “shared” with JACO in Ashland’s TSP. All modes use the roads and they have a 15 MPH speed limit. A generalized project map, including shared roads, was shown to the Committee. Roads must have non-dirt surface to be converted to “shared” status. The project will allow for surfacing the roads that will then become “shared”. All the proposed roads are currently unpaved. “Shared” roads (at 18’ widths) must be shared by all modes, allowing enough ROW to provide a safe haven for bike/ped users, if needed. An LID has not been considered for this project. This will help air quality too. At 15 MPH, shared roadways meet ASSHTO standards. 2019 is the designated year. The match is 10%.

### **Central Point - W. Pine Street Reconstruction, Glenn Way to Brandon Avenue**

Matt Samitore shared that the project begins at Mae Richardson School and ends roughly at Jackson Creek. Expansion to three lanes with bike/ped facilities is proposed. There are two creeks needing new culverts. The ROW is 60-80', providing unique water quality opportunities. Two ROW acquisitions will be needed. There are limited access controls, along with no center turn lanes. The Housing Authority has two low income complexes in the area, with two more planned. Distance to transit is an issue, as well as fourteen school bus stops. MTOD, plus two activity centers. The actual project request is for \$1,187 million, with a 41% match (\$1.8 million). Central Point will assume jurisdiction from the County, once the road is brought to urban standards.

### **Eagle Point - S. Royal Avenue Improvements, Design & ROW**

Robert Miller spoke on behalf of Eagle Point. JACO and the City currently have joint jurisdiction of the ROW, which serves multiple activity centers. The road meets collector standards, and carries a significant traffic volume. It is the former Hwy. 140 route. No shoulders or bike/ped facilities exist at this time. Proposing bike/ped facilities and turn lanes. Heavy emphasis on possible roundabout at Old Hwy. 62. ROW acquisition is required. Total project cost is \$8+ million, with only a portion being requesting ROW and design funding at this time. A 10.27% minimum match will be provided. Landscaping is already in place. The project is in both Eagle Point's TSP, and the County's updated TSP (projected for adoption in March, 2017).

Mr. Miller responded to Committee questions on CMAQ funding eligibility for design, transit, match funding sources, landscaping, local funding for the match (storm and street SDCs),

### **Jackson County - EXPO Parking Lot Paving**

Mike Kuntz presented the information on this project. The match is 10%. The paving will mitigate long standing dust issues, and provide expanded ADA parking spaces.

### **Jackson County - Foothill Road, Delta Waters to Dry Creek**

Mike Kuntz presented the information on this project. The total project costs (\$2.8 million) are split equally between STBG and CMAQ funding, and the match is 10.27%. The project will begin at the Delta Waters end, with widening, some realignment, 7' shoulders (to allow for bike traffic and additional refuge space for vehicles) and turn lanes at three intersections. The Foothills improvements are the highest priority in both the Medford TSP and the updated Jackson County TSP (expected to be adopted in March, 2017). Foothills is anticipated to be an alternative route to the I-5 viaduct, if/when it is needed. The primary reason for the improvements is to provide a safer transportation scenario for those traveling between Phoenix and Eagle Point. Over the years, multiple crashes have occurred along the right of way (rear end collisions in a left turn situation, run off the road, hitting deer, etc.). The new roadway will have two lanes, with left turn lanes at intersections.

### **Jackson County - Bear Creek Greenway, Hwy 140 Shared Use Path**

Jenna Marmon presented the project details. The proposed improvement will be a parallel, shared pathway from Dean Creek Road to the Kirkland Road tunnel (1.1 miles). The project meets RVMPO goals to improve regional transportation options, safety, resource conservation, mobility, etc. ODOT has done the ROW acquisition, and, the amount of CMAQ funding requested is expected to cover total construction costs.



### **Medford - Foothill Road, Cedar Links to Delta Waters**

Alex Georgevitch outlined Medford's portion of the Foothills project for the Committee. Foothills is a regional connector. The project length is 2,400', with 4,800' of bike/multi-use pathways. Roadways will be to typical Medford standards. Proposed improvements include a buffered, 6' bike lane and a 10' wide multi-use pathway. Planning is working with Parks & Rec on designing that portion of the project, as well as to establish a landscaping plan. Additional, west side ROW has been obtained, allowing for a 100' ROW. The project is a FAST investment.

The buffered bike lanes/pathways will be painted to designate their locations and allow for unobstructed access for maintenance purposes. Specific widths have yet to be finally determined. The bike/ped system will be connected to downtown.

### **Phoenix - North Couplet Enhanced Pedestrian Crossing – STBG funds only**

Matt Brinkley shared that Phoenix will be improving this road crossing with flashing beacons and ADA compliant bump outs to improve pedestrian safety and meet community goals and objectives. Access to the RVTD transit stop at Bear Creek will also be benefitted by the improvements.

### **RVTD - Bus Replacement, 1998 Diesel Fleet to CNG**

Paige Townsend gave details on the project, which would replace three older busses with CNG models. Air quality benefits would be significant. Lower operating/maintenance costs would be another benefit. A 23% match would be provided by RVTD. 2018 is the target year for implementation. Only CMAQ funds are requested for this project.

Committee questions included the possibility of using some competitive federal funding,

### **RVTD - Trip Reduction Program, Indv. Marketing**

This is a voluntary program to encourage people to use transit options and other travel modes, as opposed to vehicular use. This has been very successful at SOU. The State recognizes the value of this marketing program. Route 10 (4500 households) will be used for the program, which would last one year. There will be a significant focus on neighborhood events. Community surveys are an integral part of the project. Community health benefits were stressed. A marketing consultant will be part of the program. 2018 is the target year. Route 10 is being used because it has 20 minute service.

### **Schedule for Funding Decisions**

A detailed schedule is in the instructions packet which is available on the RVMPO website ([https://www.rvmppo.org/images/Instructions\\_Sept2016SA.pdf](https://www.rvmppo.org/images/Instructions_Sept2016SA.pdf)). Staff will evaluate projects and present results to the TAC for discussion at the January, 11 TAC meeting. At that time, the TAC is expected to make its funding recommendations to the Policy Committee.

In response to a question asked by Mr. Welzenbach regarding the feasibility/benefit of doing before and after Pm10 analyses (paid for by CMAQ funds) for CMAQ projects, TAC members suggested that the best way to determine the viability of this was to pose the question in a statewide forum. Mr. Welzenbach stated that he would do so at the upcoming meeting.

## **7. MPO Planning Update**

- Karl Welzenbach presented an OMPOC update that PL funds would be increasing for the RVMPO, but that the MRMPO funding would be reduced by \$3,400. This is due to the inclusion of Salem and Eugene-Springfield in the CMAQ process.
- Anyone asking for model runs was asked to also communicate that information to RVCOG.

**8. Public Comment**

None received.

**9. Other Business / Local Business**

**10. Adjournment**

The meeting was adjourned at 4:40 p.m.

**Scheduled Meetings:**

- |                |                      |         |
|----------------|----------------------|---------|
| • RVMPO TAC    | Wed., Jan. 11, 2017  | 1:30 PM |
| • RVMPO Policy | Tues., Jan. 24, 2017 | 2:00 PM |
| • RVMPO PAC    | Tues., Jan. 17, 2017 | 5:30 PM |

DRAFT