

Meeting Summary

Rogue Valley Active Transportation Plan Citizen Advisory Committee Meeting #2

January 24, 2019

Jackson Creek Pizza | 317 E Main St., Medford | 5:30pm

Attendees: Harlan Bittner, Edgar Hee, Mark Knox, Haley Cox, Viki Brown, Mike Kuntz, Jenna Marmon, Karla Kingsley, Nick Gross

Introductions:

The meeting kicked-off with a roundtable of introductions and a review of project schedule.

Project Vision and Goals:

Karla Kingsley reviewed the project vision statements and provided an overview of the input received from the TAC/CAC vision statement survey. Vision statement 1 received the highest rating based on input received from TAC and CAC members through the survey.

"The Rogue Valley's comfortable, convenient, and attractive walking and biking networks connect communities and people around the region. Coupled with transit, all users, regardless of age, ability, need, or interest, can safely access destinations, employment, and schools via these networks."

The project team concluded that vision statement 1 will be used moving forward with minor tweaks based on input regarding positive components from vision statements 2 and 3. The CAC agreed with this approach.

Summary of Online Open House:

Nick Gross provided an overview of the input received on the virtual open house (online survey and interactive map). There were 178 comments on the interactive map and 193 responses collected on the survey. Nick reviewed the key takeaways from the visual preference survey: there was strong support for separated pedestrian and bicycle facilities. Nick also reviewed key walking and bicycling barriers identified by community members, as well as the types of improvements that would encourage them to walk or bike more for short trips. Nick also provided an overview of the level of traffic stress (LTS) analysis which will be conducted on the identified regional route network.

General Discussion:

CAC members suggested that in order to achieve appropriate levels of traffic stress, lower vehicle speeds may be more feasible than providing physically separated facilities, especially along rural roads.

CAC members also noted that driving in the Rogue Valley is very convenient for people who are able to drive, compared to other areas where, for example, parking is constrained or expensive.

Defining the Regional Active Transportation Network:

Karla Kingsley led a discussion to determine the preferred terminology for the active transportation routes identified within the map. For the purposes of the draft memorandum, the terms "Arterial Route" and "Collector Route" were used; however, the general consensus was that these terms related too closely to

vehicular classifications and may create confusion since the active transportation routes do not necessarily align with the same roadway facilities.

The preferred terminology for the “Arterial Routes” was:

- Primary Routes, Primary Active Transportation Routes or Regional Routes

The preferred terminology for the “Collector Routes” was:

- Connector Routes

**It is worth noting that the TAC also preferred the terms “Regional Routes” and “Connector Routes”.*

General Discussion:

CAC members noted that Foothill Road should be prioritized as a Regional Route and that the Larson Creek Greenway should be included as a Regional Route. CAC members also noted that McAndrews Road should not be included as a Regional Route since it is unlikely to significantly change in the future and there are other potential routes for making that connection.

Defining the Collector Routes – Map Exercise

The project team asked the TAC members to provide input on potential Connector Routes on zoomed in maps. See scanned Connector Route exercise

Evaluation and Prioritization Process:

Karla Kingsley gave an overview of the evaluation and prioritization approach and asked for CAC input on the evaluation criteria. CAC members noted that programmatic influences should be included and that the prioritization is heavily focused on infrastructure. One example programming approach mentioned is to work with larger employers to incentivize walking/biking commutes.

General Discussion:

Goal 5: Regional Collaboration – multi-jurisdictional routes was confirmed as an evaluation criterion that should be included. It was noted that the City of Medford has plans to build out Foothill Road with 7-foot shoulders to address vehicular safety while also serving a dual function of accommodating bicyclists within the right-of-way.

A discussion of LTS targets concluded that the plan should strive for LTS 2 where feasible and along regional routes; however, there may be exceptions for LTS targets based on route evaluation (e.g. using LTS 3 for some longer-distance connections). In general, the CAC felt that each node connection should try to have at least one LTS 2 route i.e., Medford to Jacksonville. It was noted that the Bear Creek Greenway serves as an LTS 1 connection from Central Point to Ashland today and priority should be placed on nodes that do not fall within this corridor.

Next Steps:

- The project team will compile the input from the TAC and CAC on the Regional Routes and the Connector Routes to prepare updated route maps. These will be circulated to the CAC and TAC for additional comment.
- Next, comprehensive data will be collected for the routes within the network that will be used to inform the evaluation and prioritization analysis.
- The project team will then initiate the evaluation of the routes to inform prioritization, which will be the main topic of discussion at the next TAC/CAC meetings.