
Meeting Minutes

Jackson County TSP Update

Citizens Advisory Committee Meeting #1

Tuesday, April 21st, 2015 – 6:00 to 8:00 p.m.

Jackson County Roads – 200 Antelope Road, White City, OR 97503 – Conference Rooms B and C

Meeting Organizer: Mike Kuntz, County Project Manager

Attendees: Tina Grimes, John McDonald, Craig Anderson, Mike Kuntz, Tom Lavagnino, John Vial, Joe Fisher, Harian Bittner, Edgar Hee, George Pelch, Andrea, Darci Rudzninski, Susan Wright, Matthew Bell

Meeting Purpose: The purpose of Citizens Advisor Committee (CAC) Meeting #1 was to introduce CAC members to the project and to review and receive feedback on Tech Memos 1 and 2.

Project Overview:

- This meeting sets the framework for making future decisions for how to move forward with the plan
- The TSP is required by the State for the County to have – driven by Oregon land use law
- Every City and County is required to have a land use plan to plan for 20 years of growth (population/employment) – this plan addresses the transportation system needs to meet the 20 year plan
- While the plan is a 20 year plan, most agencies revisit it every 5 to 10 years along with population/employment projections and land use updates
- The plan will include the full needs of the transportation system and what are the near-term/top priorities with limited funding
- What is the process to update a TSP and why does it take a year? There are a number of steps, including:
 - What are the goals and objectives - We set the stage of the vision and goals and objectives
 - What is in the plans today, within the County, City's, MPO, ODOT, etc. – state law requires consistency between other plans
 - Also need to provide coordination with the other plans to make sure that the Cities and Counties are talking and that where one street ends, the other begins
- The focus of this plan is on the unincorporated areas – not the urban areas within the incorporated Cities

Binders

- Section 2 provides an overview of the projects, the major steps (establish vision and goals, identifying what is involved, etc.)
- Our next meeting in late June, where we will cover the technical analysis aspect of the work – assessment of existing conditions, projection of future conditions with increases in population and traffic, safety issues, transportation issues – how are they operating today/future?
- Need to come to agreement on the problems we will come to solutions for
- Next step is to identify solutions (policies, programs, projects, etc.)
- We will talk about how they perform relative to the goals, objectives, and evaluation criteria
- Once we agree on the planned system, we need to come to consensus on the top priority for limited funding as well as the next set of projects that could be addressed as alternative funding sources become available
- Draft plan then adoption process – adopt through the public hearings process
- We will meet with the CAC five times every 2-3 months.
- We have a TAC that is made up of City, County, and other agency staff. They will help address technical issues
- We are interested in other issues from your standpoint, a citizen's perspective
- Next meeting date is June 25th, may not be in the same location, but it will be at the same time.
- We will have two public meetings through the process
- We ask that you review the materials in advance so we can have a dialogue, rather than simply share the information.
- Can also submit your comments to Mike by the end of day Monday following the meetings

Tech Memo 1

- The four underlying goals for the tsp are safety, access, integration, economic development
- It is important to understand what the goals are, what should the transportation system provide
- Objectives help define how to achieve each goal – we know we will have achieved our goal if we meet these objectives

- Currently there is a lot of discussion on environmental issues, such as reducing our carbon footprint, reducing VMT, reducing greenhouse gases, etc.
 - The current comprehensive plan does not include it as a goal – it has also not been a strong focus of the board
 - It is not unusual to have a goal to reduce VMT or address other environmental issues
 - The RVMPO is doing a study to define how to measure the reduction in VMT
 - A lot of TSPs in the urban areas are focused on capacity issues – so much of the work they address – most of our issues involve safety
 - Ashland was dedicated an intent on reducing greenhouse gas – they added a sustainability chapter to their TSP – Ashland is trying to get ahead of the curve – other communities are waiting to see what the guidance is. There are a lot of different goals to get to the same ends
 - We could look at incorporating that kind of goal; however, there is no other policy direction for the plan
 - We are also incorporating a lot of multi-modal goals, which get to the same end – I think that is the best we can do. The county has a limited ability to address those issues
 - The tools for putting those things into the plan are in the early stages of development
- Rail systems and airports – how are they addressed?
 - They are required components to the plan so we identify them and the intermodal facilities to connect to those systems

Objectives

- There is nothing that speaks to quality of life – what about access to recreation?
- Medford used “activity centers” to capture everything – schools, parks, commercial centers, etc.
- **Should include something about access to recreational facilities in goals**
- Access to federal lands – how to integrate federal lands to this plan?
 - John McDonald will reach out to the BLM/US Forest Service/Park Service to get them incorporated into the process.
 - We will review the US Forest Service Motor Vehicle Use Maps to see if there is anything that needs to be considered in the TSP update (i.e. federal road closures, etc.)

Evaluation Criteria

- The evaluation criteria rank projects from negative to positive – how much does each project help us to achieve these objectives?
- Most of these can be answered quantitatively, which projects help us meet these goals, which projects do not.
- Will also help us pick what projects go into the plan and which projects are a higher priority for the County – meets multiple objectives/goals
- Not going to be a decision maker, but a starting point for what goes into the plan
- What do you mean by operations performance measures – does that include bridges?
 - Not the quality of the bridge, but how traffic flows on the bridge – traffic safety and congestion
 - Typically bridge work wouldn't go into the tsp – just like roadway maintenance and overlay does not go into the plan.

Goal 2

- **Is it possible to expand this to include recreational opportunities?**
- **2C2/2C3 - increase miles that take you somewhere**

Goal 3

- What does it mean to promote strategic investments?
 - We want to make sure that each project meets multiple goals
- **Change wording from “promote” to “prioritize” strategic transportation investments**

Goal 4

- 4C2 is a not an issue today, but it may be an issue in the future. It is more of a safety issues for bikes
- Something we could consider in the safety criteria is bicycle crossing at rail crossings
- Is this a good place to address air and rail for economic activity?
- **4C2 remove**
- **Add an objective that addresses connectivity to air and rail**
- **Add an objective that addresses connectivity to trails, greenways, and other ped, bike facilities**
 - We will not be looking at the expansion of an off road system – this along with making a better plan for access to the off road system will be addressed in the active transportation plan

Policy Review

- Provides the framework for what the County TSP needs to be consistent with/coordinated with
- Wanted to find standards, policies, projects, etc. anything that has some bearing on the county TSP
- Need to make sure the project identified in these plans are accounted for in the TSP
- The BLM and US Forest service are closing a lot of roads or gating them off, these should be integrated into the plan
- A lot of the TSP is what we want to do, the remainder is requirements

Funding Forecast

- Identifies the potential funding for TSP– sets the baseline of what funds might be available
- Looking back over the last 10 years, what is the annual average source of income?
- This funding estimate is based on how successful the county has been over the last 10 years.
- A vast majority of their money goes to overlay program, maintenance and administration
- There are other local options that county could also explore
- It used to be that when we went through the process we did this at the end, so people would get excited... we now do it at the beginning so we know what we can count on up front.
- It is still important to have a master plan, even if you can't afford it. It helps you have a holistic look at what the county needs it also helps justify those projects you are spending money on and helps preserve the right-of-way needs.
- When the county is pursuing grants, it asks if it is in the TSP, the regional plan, etc. you want to create a list that is larger than what you can afford.

Inventory

- Each of the maps area broken into four quadrants and white city
- **The maps are one giant file, is it possible to breakdown any further?**
- **Gravel roads should be included with the improved roads**
- Does county maintain gravel roads? Yes.
- Are there standard cross sections?
- Yes, we will be talking about what is the existing standards and what, if any, standards should be modified
- Would the group rather meet in Medford? Tina Grimes will look for a meeting space at her work; however, most people are okay with meeting at County Road department