
Meeting Minutes

Jackson County TSP Update

Technical Advisory Committee Meeting #2

Thursday, June 25th, 2015 – 2:00 to 4:00 p.m.

Medford Library – 205 S Central Avenue, Medford, OR 97501 – Adams Room

Meeting Organizer: Mike Kuntz, County Project Manager

Attendees: Paige Townsend, Josh LeBombard, Alex Georgevitch, Matt Samitore, Robert Miller, John Krawczyk, Jonathan David, John McDonald, Jerry Marmon, John Vial, Mike Kuntz, Susan Wright, Matt Bell.

Meeting Purpose: The purpose of Technical Advisory Committee (TAC) Meeting #2 was to provide an overview of Tech Memos 3 and 4 (Existing and Future Conditions), receive feedback from TAC members, and identify if there are any additional deficiencies that should be considered during the Alternatives Analysis phase of the project.

Discussion Topics and Action Items:

1. General Comments

- a. The analysis may not capture all issues along Table Rock Road and Antelope Road within the White City area. These areas are most impacted in the early p.m. peak – around 3:30 p.m. **Review traffic counts conducted along Table Rock Road and Antelope Road for alternative peak hours, update analysis as necessary.**
- b. Consider level of service (LOS) along with volume to capacity (v/c) in identifying problem areas. **Add discussion on intersections that operate at LOS F.**
- c. Some of the intersections are shown with v/c at or near 0.00, how is that possible? This is due to relatively low or no movements at the minor street approach.
- d. LTS is a relatively new concept. It should be defined in each of the documents. **Include a description of LTS and how it is used in Tech Memos 3 and 4.**
- e. Craig to discuss with Kelly the possibility of a joint meeting between planning commissioners and the CBC.
- f. Questions on population and employment projections - there is a new coordinated population forecast for Jackson County. Has this been incorporated to the Analysis? No, the model data we are using is based on previous projections.
- g. The maps in Tech Memo 4 show a change in household density – does the density change reflect recent up-zoning change? Several jurisdictions are looking at compressive plan

- amendments that will change the zoning. No, the model data we are using is based on current zoning. At the end of the project, we may be able to do a sensitivity analysis to test the need for certain projects based on the most recent population and employment projections and associated model data available at the time.
- h. It is difficult to quantify the issues at OR62 and Vilas and Frontage Road.
 - i. What expectation is there for the County to address issues on ODOT facilities? ODOT looks at the issues in conjunction with the County. When it comes time to identify projects, we need to be careful. Five years later the change may not be needed, then you have to update the TSP to make the change you want – want to analyze it as a user system – want to be as broad as possible to identify solutions that work for everyone to comply with or be consistent with County and ODOT goals.
 - j. Tech Memo 4 has the OR62 bypass going in the next couple years when that is completed there will be a lot of traffic coming off of OR62 – issues related to the frontage road will continue to be an issue – but the volumes along OR62 should be cut in half.
 - k. The volumes may go down initially, but in 20 years, the volumes will be back.
 - l. Are truck volumes included in the analysis? Yes, they are included as a percentage of total vehicles.
 - m. It is difficult to know what the LTS routes are connecting to within the cities. **Consider addition of County bicycle layers to LTS route maps for context.**
 - n. Should review existing and future transit routes to help prioritize/identify needs for shoulders. This will be addressed in the Alternatives analysis.
 - o. Griffin creek road and other school locations should also be considered.
 - p. Vilas, Hamrick, South Stage, Griffin Creek, Colver outside of Talent and Phoenix are all identified for potential future transit service.
 - q. Most of OR62 does not have bus stops because the shoulder isn't there for them to stop.
 - r. Pedestrian and bicycle counts – you would get more counts on recreational facilities.
 - s. Recreational routes – look closer at recreational routes or routes that provide connections to recreational routes.
2. Traffic Operations Analysis
- a. Why is the focus on the evening peak hour? TSPs tend to focus on the commuter peak hours because that is when we see the most issues. We can review potential solutions for recreational routes and other treatments as part of the alternatives, but it will be at the expense of other potential solutions.
3. Safety Analysis

- a. Which direction are the crashes occurring? This is an important consideration when identifying improvements. **Review traffic data for direction of crashes.**
 - b. The Table Rock/Biddle Road and Table Rock/Vilas Road intersections – there have been signal timing improvements - does the data reflect the reduction? **Review crash data to see if there has been a decline in crash in recent years, update document as necessary.**
 - c. OR62/140 – improvements are currently underway to address the issue. **Update Tech Memo 4 to reflect the improvements as necessary.**
 - d. OR62/Vilas – the bypass will address some of these issues, but we should identify some near-term solutions for this location – current plans for the southeast corner – is currently being planned to incorporate to the UGB – will be removing the frontage road – have done some recent timing change that may have had an impact. There is a concept plan for the area – *Alex will provide a sketch if available.* **Update Tech Memo 4 to reflect the improvements as necessary.**
 - e. Foothill Road/Coker Butte – currently have an ARTS application in to add a separate left-turn lane. **Update Tech Memo 4 to reflect the potential for the improvements as necessary.**
 - f. **Include a paragraph talking about the rural nature of the system** – run off the road crashes, narrow roads, pavement conditions, windy roads, high speeds – roads are very unforgiving – want to be mindful of systemic safety issues – use information from ARTS for Jackson County. RVMPO also did some safety review – *Dan Moore to send us a link to the study.*
4. Freight Analysis
- a. RVMPO is planning to update the study in the next fiscal year – inputs, new commodity flow, update project list, etc.
 - b. Medford identifies specific freight routes within city. Eagle point has truck routes – want to take a look at freight routes.
 - c. *Mike will provide team with list of roads they provided to the state that will allow large trucks.*
 - d. May want to include freight route analysis as part of the alternatives analysis.
 - e. Designated freight routes allow you to focus improvements in high freight areas – Table Rock Road, Antelope Road, etc.
 - f. Consider in the alternatives analysis recommendations for freight routes
5. Future conditions analysis
- a. Administrative rule says we have to use the new numbers if the project was initiated after June 30th.

-
- b. PSU forecast shows a 13 percent reduction in the population forecast, including a 21 percent reduction for Medford, 24 percent reduction for Central Point, a 56 percent reduction for Eagle Point.
 - c. Do you have to use the new forecast?
 - d. **Could provide a paragraph on the conservative nature of the model and population and employment forecast.**
 - e. Would benefit the county to send a notice to DLCDD based on what we have – don't have a housing element – the population information is an educated guess.
 - f. McAndrew to Hillcrest widening includes signals at both McAndrew ramps. **Update Tech Memo 4 to reflect these improvements.**
 - g. Foothill/Lone Pine intersection – median? This is one that will have to be on the list – this is located inside the Medford city limits.
 - h. Foothill/Hillcrest Road – eastbound right will be an issue.
6. General questions/comments
- a. Connections to Rogue River greenway and Bear Creek Greenway.
 - b. Interest and need to connect Rogue River, Eagle Point, and other communities are identified as a need.
 - c. Transit issues not included in existing conditions analysis – schedule issues to White City and Ashland.
 - d. The West Main and Columbus intersection will be an issue in the future.
 - e. RVTDD is looking at transit signal priority on OR99, OR62 and in Medford that are under ODOT and County jurisdiction.
 - f. Would like to know what the County would like to see for transit operations.
 - g. Improvements to stops – *Paige to provide summary of planned improvements.*
 - h. RVTDD completed a stop inventory based on traffic volume speeds, shoulder widths, passenger activity, etc. and prioritized those based on current passenger activity that they would like to see done. *Paige to provide.*
 - i. Title VI – federal mandate – identify the populations, identify whether there are any detriments or benefits, and then take them into account. Have to document them as reasonable as we can. The census data that we rely on is limited – square miles – what we would like from the county is whether there are any areas in the county that should be prioritized.
 - j. RVMPO has a Title VI plan and coordinator.
 - t. ODOT will be providing a Spanish interpreter for the open houses.