



CAC MEETING #1 SUMMARY

APRIL 2ND, 2018 – 1:30 – 3:00 PM
RVT TRANSLINK - 239 E BARNETT ROAD, MEDFORD, OR
971.244.7300, CONF. ID: 29903#

SUMMARY

MEETING ATTENDEES

JURISDICTIONS/ORGANIZATIONS:

Janelle Wilson, Brad Earl, DeeAnne Everson, Karen Zerger, Jay Harland, Pamela Norr, Eric Leal, Ed Smith-Burns, Greg Holmes, Jim Herndon, Robin Lee, Michelle Glass, Patrick McKechnie, Francis Plowman, George Adams, Kevin Keating, Al Densmore,

RVT STAFF:

Paige West, Jon Sullivan, Julie Brown, Tim D'Alessandro

CONSULTANT TEAM:

Susie Wright, Molly McCormick

DESIRED OUTCOMES

- ▶ CAC member understanding of project and comfort level with role
- ▶ Project team understand CAC member interests in transit and desired outcomes
- ▶ Feedback from CAC on background information

AGENDA

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
1:30	Welcome and Introductions	Paige West/ RVTD	
1:35	Project Background and Desired Outcomes	Paige	Confirm Understanding, Questions for Clarification
1:45	Project Overview (schedule, process, TAC role, public involvement)	Susie Wright/ Kittelson	Confirm Understanding, Questions for Clarification
2:00	Overview of background information (Memos 1, 2, and 4)	Susie	<p>Memo 1 – Existing Transportation Services – Is there additional information you think would be helpful for guiding the plan?</p> <p>Memo 2 – Evaluation Criteria– Which evaluation criteria are most important to you? Are there other criteria the project team should consider?</p> <p>Memo 4 – Demographics and Population Forecast - Is there additional information you think would be helpful for guiding the plan?</p>
2:30	CAC Member Desired Outcomes	Susie	<p>How do you interact with RVTD and what do you know about transit use and users in your community?</p> <p>What are two things you'd like to see achieved through the TMP update process? What do you see as potential risks of the project?</p>
2:50	Public Comment		
3:00	Next Steps/Adjourn	Susie	

MEETING NOTES

- ▶ Welcome the CAC members
 - This is a long-range plan; 25-year plan to replace the current 10-year plan
 - Will identify projects/programs in implement during three timeframes: 5, 10, and 25 years
 - 5- and 10-year plans will be important because they will identify the prioritized projects/programs for near-term implementation

- RVTD wants to keep up with cutting-edge technology and trends while also focusing on the day-to-day service
- Need this plan to access upcoming State Transit Improvement Fund funding; available starting in 2019
- Consulting team includes Kittelson & Associates, Inc, Angelo Planning Group, and Jacobs
- ▶ Introduce RVTD Transit Master Plan project and review role of the CAC
 - Discussed 7 main desired outcomes of the project
 - Increase the use of transit
 - Reduce reliance on single occupancy vehicles
 - Identify near-, mid-, and long-term improvements to transit routing, stops, and amenities
 - Identify whether the RVTD service area should be extended
 - Provide different funding scenarios for the implementation of proposed changes
 - Provide a Transportation Options plan for use by RVTD and local jurisdictions
 - Recommend local jurisdiction plan and code amendments that are supportive of transit and active transportation
 - Project schedule
 - Five CAC meetings throughout two-year schedule
 - Project handout has broad information on expectations for CAC members for each meeting
 - There will be a variety of types of outreach implemented throughout the process: CAC, TAC, open house, jurisdictional and organization meetings, RVTD Board meetings, transit design charrettes
 - If there is an organization that a CAC member is part of, or knows of, that they believe the plan would benefit from a meeting with, please let Paige and/or Susie know
 - Project website: rvtd2040transitplan.com
 - Feel free to share the above link to anyone who is interested in this project or who wants to provide comments
 - The public handout is also available on the project website; feel free to share
 - A commenting map will be continuously available for public input via the website during the project
 - CAC member expectations
 - Please review any memos and materials before the meeting
 - Ideally, every member will be able to attend every meeting or send a representative in your place
 - If the project team does not hear from you, silence is assumed as consent with the information that was shared with the committee
 - CAC feedback is wanted on a meeting-by-meeting basis
 - Each meeting's agenda will attempt to identify what feedback the project team is looking for from the CAC

- There are a few big milestones where feedback will be needed to make crucial decisions that will affect the future steps of the plan
 - Evaluation criteria verification
 - Verification that prioritized list of projects/programs is appropriate and agreement with near-term, mid-term, long-term plans
- Any additional comments that you are unable to express during the CAC meetings should be provided to Paige, in written form, by the following Monday
- Questions from CAC
 - Will the CAC ideas be restricted by funding?
 - Not mandated by law to have a financially-constrained project list, but for the near-term, RVTD will look to plan for projects that they can implement within their forecasted budget
 - The long-term list can include bigger reaches
- ▶ Discuss CAC member interests in transit and desired outcomes
 - Tabled to later in the meeting
- ▶ Provide overview of project background information (Memos 1, 2, and 4)
- ▶ Memo 1 - Existing Transportation Services
 - Service Area expansion will be explored in the plan
 - Specifically considering Eagle Point, Tolo, and Gold Hill and Rogue River
 - Eagle Point voted down being annexed into the district in 2014
 - Service in the area is provided by RVTD, as well as some other transportation services
 - RV Commuter Line, SouthWest POINT, Amtrack, Greyhound, Medford airport, southern Oregon transit providers
 - Fixed-route bus service and paratransit service within ¾-mile of fixed route service (Valley Lift) are mandated through the FTA funding
 - All other RVTD services have been adopted over year by RVTD to meet a community need or through partnerships
 - Charges for services cover approximately 14 percent of the general fund revenues, this is within range and normal compared to national data
 - Approximately 25 percent of stops are not wheelchair-accessible
 - Accessibility will be considered through the plan
 - Questions from CAC regarding the Onboard Passenger Survey
 - Are non-riders surveyed?
 - Not through the discussed passenger survey
 - Hoping to incorporate non-riders through other means
 - Maybe a mailing or through online surveying
 - Open Houses/Online Open Houses for the project will invite any and all members of the public to discuss the plan
 - If you have any venues or opportunities for reaching other populations, please let Paige know
 - Passenger Survey

- Would like to have things that are interesting or surprising highlighted in the passenger survey summary to help with the policy-making decision; not just a summary of those things that are expected
- Would like to see the Valley Lift $\frac{3}{4}$ -mile service area on the service map (RVTD service area, MPO area, Jackson County)
- Park and rides – did not realize these were an available resource. How are they advertised?
 - There is signage around each area and ODOT maps
 - Locations include:
 - Front Street Station
 - Talent City Hall
 - Central Point 2nd and Manzanita
 - White City SORCC
- ▶ Memo 2 - Evaluation Criteria
 - Reviewed applicable performance measures from plans and policies pertinent to RVTD and from peer agencies
 - Measures currently important to CAC members:
 - Seems like there is high number of stops that are not ADA-accessible
 - Would be an easy and measurable impact
 - Why is “percentage of minority population within $\frac{1}{4}$ mile of transit route or stop” only a project-level criterion and not for both project-level and scenario-level?
 - Can include for both sets of measures

What is the difference between a project and a scenario?

A project is one addition or enhancement such as a new route or longer service hours, a scenario looks at all the routes and service combined in one package.

- Majority of passengers are of working age
 - Some measures around on-time service would be important
 - Maybe an economic or community criterion with relation to on-time work arrival
- As these measures are being applied, would like to have a better organization and grouping of them
 - To provide further understanding of the tension between different criteria areas
 - Organize where there is tension or synergy between two groups of criteria
 - Potential four groups for criteria
 - Density of service
 - How often is it running?
 - How long is it running?
 - Qualitative
 - ADA, etc.
 - At the next CAC meeting, the criteria will be better organized and further streamlined to what is most important to RVTD

- When printing the slides for the meetings, print at a larger scale
- ▶ Memo 4 - Demographics and Population Forecast
 - Slow and steady growth in Jackson County
- ▶ CAC final comments – what are the two most important items the project should address?
 - Greg Holmes
 - Future growth and annexations/boundaries
 - Grants Pass inclusion: think big
 - Patrick McKechnie
 - Focus on higher density areas; population will likely grow faster than we anticipate
 - Requires efficient routes
 - Janelle Wilson
 - Equity and access
 - Increasing service, particularly weekend, and more frequent service
 - Jim Herndon
 - Grants Pass; a lot of opportunity due to people commuting to work from Grants Pass to the RVTD service area
 - Eagle point as well; lots of new businesses
 - Jay Harland
 - The system is a hub and spoke format right now; some cross-town service would be beneficial
 - Funding scenario planning
 - What happens if certain funding disappears, i.e. Translink
 - Just because it is currently available, does not mean it will remain available
 - Brad Earl
 - Want to attract a variety of users. How do we gain more non-dependent riders?
 - Pam Norr
 - Equitable access
 - How do we address the current housing issues? If people who are more transit-dependent have to move outside the current RVTD service area or away from bus stops
 - Get feedback from those unable to ride transit now
 - Francis Plowman
 - Public perception of transit
 - People saying “no one rides transit”
 - Eric Leal
 - Scenario planning
 - What if we need services to grow faster than 1%?
 - Or need to minimize service?
 - Interested in making sure people have medical access
 - Karen Zerger

- Keep the long-term in mind
- Be realistic with financial projections so the team does not come up with a long-term plan that cannot be reached
- DeeAnne Everson
 - Would like those who aren't dependent on transit to ride because it allows RVTD to provide more service; at the same time, there needs to be a focus on providing the service for those who are completely dependent on it
 - There is tension between the two
- Kevin Keating
 - Consider different types of equipment in the long-term
 - Driverless vehicles as an option
 - Get people who aren't dependent on transit to use it
 - Reliability and accuracy are important
- Robin Lee
 - Still forming opinions as a non-user of the transit system
 - Would need to have real benefits to get people out of their personal vehicles
 - Event coordination could get people to use transit instead of dealing with the hassle of finding parking and dealing with traffic for big events
 - Employer voucher systems could also help persuade non-users to give transit a chance
- Ed Smith-Burns
 - Increase services to attract current non-users
 - Take a deeper dive to understand the potential shifts in the community makeup that may happen in the next 25 years
 - Equity and access
- Michelle Glass
 - Equity is very important
 - Converting non-transit-dependent riders to riders
 - Stress and anxiety about reliability and on-time performance keep people away
 - As well as the perception that the bus system won't be able to help people meet their obligations and time constraints
 - If the system is robust, it would be able to work for more types of riders
 - Partnering with employers should be further explored
- Al Densmore
 - Medford is a significant tax base, but all parts of Medford are not transit-accessible
 - Northeast Medford is a decent distance away from a bus stop
 - Adding services to better connect Northeast Medford and Southeast Medford to the system may persuade others to use the service
- ▶ Next steps
 - Next CAC meeting is targeted for the afternoon of June 6th
 - Medford library

- o Open House will be scheduled that evening after the CAC meeting
- o DeeAnne wants RVTD to know that United Way of Jackson County has a free space that they can use for meetings as well if/when needed