



CAC MEETING #3

OCTOBER 8TH, 2018 – 2:00 – 4:00 PM
TRANSLINK – 239 E BARNETT ROAD, MEDFORD, OR

SUMMARY

MEETING ATTENDEES

CAC MEMBERS:

Janelle Wilson, Jay Harland, Eric Leal, Ed Smith-Burns, Greg Holmes, Jim Herndon, Robin Lee, Michelle Glass, Patrick McKechnie, Francis Plowman, George Adams, Tom Fink, John Watt

RVT STAFF:

Paige West, Melissa Lowry

CONSULTANT TEAM:

Susie Wright, Molly McCormick, Drew DeVitis (phone)

DESIRED OUTCOMES

- ▶ CAC input on Transit Supportive Areas
- ▶ CAC input on Community Transit Vision for overall system.
- ▶ CAC input on Community Transit Vision by jurisdiction.

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
2:00	Welcome/Project Updates	Paige West/ RVTD	Confirm Understanding, Questions for Clarification
2:10	Transit Supportive Areas	Susie Wright/ Kittelson	Comments on transit supportive areas
3:10	Community Transit Vision	Susie	Comments on community transit vision for overall system and by jurisdiction Input on desired enhancements system-wide, by jurisdiction, and by route
3:55	Next Steps/Adjourn	Susie	

MEETING NOTES

- ▶ Welcome
 - Design charrettes are coming up at the end of this month
 - STIF funds will be coming online in the near future (part of HB 2017)
 - There will be some service rollouts starting in Fall 2019; phased in over a 2-year period
 - STIF Advisory Committee application process will be start soon
 - 5-7 individuals from the public
 - RVTD will put out a call for applicants
 - 3-year terms with meetings twice a year
 - Please consider applying as someone already involved in transit planning and committee work
 - Paige to send a follow-up email
 - Need to make enhancement recommendations by April
 - Would like to figure out preferred enhancements for two years
 - Potentially moving the next CAC meeting to February but could happen in March as well
- ▶ Benchmarks
 - GIS
 - ¼-mile walkshed can help us understand if there are missing stop locations
 - There is often reasoning behind why there are some of those gaps
 - Transit supportive areas – to support 1-hour fixed route transit and a baseline housing and employment density
 - 3 houses per acres or 4 jobs per acre
 - Remix
 - Existing transit service is doing a good job of addressing equity by serving a higher percentage within the ¼-mile walkshed than 3-mile area

- TBEST
 - No comments
- Is the regional model impacted by the PSU estimate numbers?
 - PSU uses the same growth numbers as the regional model
 - Many cities in other Oregon areas are seeing new projections that show decreased densities from previously forecasted numbers
 - RVTD is more interested in upcoming developments and increased employment/housing to understand transit supportive areas
 - More about the land use side than the actual projected numbers
- ▶ Transit Supportive Areas (TSAs)
 - Background
 - No comments
 - Land use and density
 - TOD is an official land use designation that the city council approves
 - Demographics
 - Medford UGB has been updated and is not current in the Memo maps
 - Will ask Medford for this
 - Growth projections
 - No comments
 - Ashland overview
 - No comments
 - Central Point overview
 - No comments
 - Eagle Point overview
 - How are we handling Eagle Point since it is not currently in the District?
 - Currently has dial-a-ride service, mostly for those who are elderly or with disabilities
 - Special transportation fund
 - Have had this service in place for about 3 years
 - RVTD will receive some funds that could be used for out of district service from the house bill. The projected funds range based on year.
 - If Eagle Point wants a higher level of service, would need to annex into the district
 - But those out-of-district funds make it possible to provide some service without annexation
 - Why have we not included Rogue River or Gold Hill in this discussion?
 - A transit boundary study done in 2011 said that these areas were not highly feasible for inclusion in the district; it is too costly to have service that far; however they get some service from the Connector which could have more frequency in the future.
 - Jacksonville overview
 - No comments
 - Medford overview
 - Double check UGB

- Phoenix overview
 - No comments
- Talent overview
 - No comments
- White City overview
 - No comments
- Any surprises or things to look into?
 - How are UGBs decided and expanded?
 - Work with PSU as a state in terms of projected growth and it is broken down into forecasts for counties, MPOs, and cities
 - The jurisdictions have the create transportation system plans and land use plans that support the projected growth
 - This may mean that expansions to the UGB need to be considered
 - Suggestions for setup of Memo 7
 - Break Medford into four sections
 - Hard to understand the scale when comparing with all the cities
 - Add scales on the zoomed in maps
- ▶ Community Transit Vision
 - Background
 - This is the wish list that the enhancements will be chosen from
 - System-wide desired service enhancements
 - No comments
 - Ashland
 - Currently conducting a transit feasibility study that will be done in December
 - Three options for circulators are being considered
 - Central Point
 - Interested in a route on Table Rock Road all the way to Central Point along OR 99
 - Costco project near Airport Way
 - Coming from Table Rock Road to get to Costco
 - Eagle Point
 - No comments
 - Medford
 - Agree with Central Boulevard and OR 99 as potential expansion area
 - How do we get into east Medford?
 - The Walmart bus stop is currently set up to be able to handle 2-3 buses and could be a transfer center
 - The 2-3 bus space is only going southbound; would need something on the other side of the street to allow for a two-way transfer center
 - Maybe IHOP can be part of that when it comes online

- Talent
 - A park and ride would need to be a close destination for potential express route service on I-5
 - Could maybe replace the current “park and ride” in Talent
 - Need to consider the impacts of the park and ride; where would the cars go?
 - Jacksonville
 - Maybe replace Route 30 with a hybrid demand-responsive service
 - Phoenix
 - No comments
 - Route-based desired service enhancements
 - TAC mentioned that we should document passenger rail as a desired enhancement; don't want to prohibit it for exploration in the future
 - CAC comments
 - Pages 6 and 7 of Memo 8: increased frequency and expanded service hours were important in the survey
 - Favor high quality service on the existing lines instead of new service routes
 - This type of balancing will be done in the design charrettes
 - Help understand priorities and TAC/CAC thoughts on what the recommended service enhancements should be
 - Is the funding discussed through the design charrettes just for expansion or the overall system?
 - For the design charrettes, will be working from the assumption that the current system is in place
 - And that the potential funding is for operations budget (annually) and not capital investments (such as new buses)
 - Rail option has not been revisited for Rogue Valley since early 2000s
 - We will evaluate if the models can show any variance between a rail alternative and other high-capacity alternatives
 - May be easier to do something like a connection between Medford and Grants Pass first to get rail started in the area
 - May be easier than starting with a connection between Central Point and Ashland
 - This is a higher reach; in this plan, we are likely to recommend lower hanging fruit like high capacity transit on OR 99 or I-5
 - Are unserved people getting their voices heard?
 - There was a good representation via the survey
 - Seems like those without existing service may have more difficulty getting enhancements since it is easier to update existing service
- ▶ Next Steps
- Design charette later this month
 - Paige to share STIFAC application