



**CORVALLIS AREA  
Metropolitan Planning Organization**

777 NW 9<sup>th</sup> Street, Suite 204C; Corvallis, Oregon 97330  
541-758-1911 | nmeltzer@ocwcog.org

**Policy Board Meeting  
Wednesday, October 9, 2019  
4:00 pm to 6:00 pm  
Benton County Commissioners Office  
Board Meeting Room; 205 NW 5<sup>th</sup> Street, Corvallis**

**AGENDA**

<b>4:00</b>	<b>1. Call to Order</b>	<b>Chair, Barbara Bull</b>
<b>4:05</b>	<b>2. Agenda Review</b>	<b>Chair</b>
<b>4:10</b>	<b>3. Public Comments</b> <i>Email regarding street crossing safety (Attachment A)</i>	<b>Chair</b>
<b>4:20</b>	<b>4. Minutes of August 14, 2019 Meetings (Attachment B)</b> <i><b>ACTION: Decision on Minutes</b></i>	<b>Chair</b>
<b>4:25</b>	<b>5. Bikeway Design Training Debrief</b>	<b>All</b>
<b>4:35</b>	<b>6. CAMPO Events and Short Range Planning</b> -Regional Transportation Presentation -Joint AAMPO Policy Board Meeting -Highway 20 Update -Joint TAC Meeting -OMPOC Summit (Attachment C)	<b>All</b>
<b>5:20</b>	<b>7. Performance Measures Update (Attachment D)</b> <i>Update on conversations with TAC and discussion of directive memo from Governor Brown</i>	<b>Meltzer</b>
<b>5:40</b>	<b>8. Jurisdictional Updates</b>	<b>Chair</b>
<b>6:00</b>	<b>9. Adjournment</b> <i>Next meeting: November 13<sup>th</sup></i>	<b>Chair</b>

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-84051. TTY/TTD 711*

**From:** [Capps, Josh](#)  
**To:** ["Beasley, Eric"](#)  
**Cc:** [Nick Meltzer](#); [Sims, Gigi](#); [Norcross, Emily C](#); [Kim Patten](#); [Bailey Payne](#); [Hull, Evan](#); [Scherf, Lisa](#)  
**Subject:** RE: Safe Routes to School - Wilson Elementary Concerns  
**Date:** Monday, September 23, 2019 8:46:33 AM

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Hi Eric,

Thanks for adding this information. It sounds like, when we resubmit, we have some tweaking to do in order to convey this message both through quantitative and qualitative methods.

~ Josh

**From:** Beasley, Eric <eric.beasley@corvallis.k12.or.us>  
**Sent:** Sunday, September 22, 2019 1:31 PM  
**To:** Capps, Josh <Josh.Capps@corvallisoregon.gov>  
**Cc:** Nick Meltzer <nmeltzer@ocwcog.org>; Sims, Gigi <gigi.sims@corvallis.k12.or.us>; Norcross, Emily C <Emily.Norcross@oregonstate.edu>; Kim Patten <kim.patten@corvallis.k12.or.us>; Bailey Payne <bailey.payne@corvallis.k12.or.us>; Hull, Evan <Evan.Hull@corvallisoregon.gov>; Scherf, Lisa <Lisa.Scherf@corvallisoregon.gov>  
**Subject:** Re: Safe Routes to School - Wilson Elementary Concerns

Thank you, Josh for sending the ideas from the past proposal and re-submitting during the next cycle. The speed of cars coming down the hill on Satinwood is definitely a concern. Not only is there a large amount of commuting staff, but the reason many people are accessing medical facilities causes stress, people are texting, etc. Our school has also increased in size and shifted in demographics. If data from the school is helpful, such as equity lens data that we are a high poverty school, we'd be happy to help. Many of our children are seeking upward mobility in life and navigating tricky home life situations. For example, sometimes we have students getting to school late after the crossing guards have already come in. Any help to make access even safer would be welcomed!

-Eric

On Fri, Sep 20, 2019 at 4:42 PM Capps, Josh <[Josh.Capps@corvallisoregon.gov](mailto:Josh.Capps@corvallisoregon.gov)> wrote:

Hello Emily and Team,

First, I want to apologize for such a delayed reply. I assure you my lack of response is in no way pointing to lack of interest on the subject. In fact, speaking with my supervisor (Lisa Scherf), we agree that the volume and velocity of vehicles on Satinwood has become alarming.

Currently, there are no treatments planned to mitigate this, however, in 2018, Lisa put together a Safe Routes to School grant application for a project at Wilson Elementary that would help to add a segment of traffic calming to Satinwood. The project entailed the following mitigation:

- Bulb the crossings, reducing the crossing distances (currently 40' and 46' wide; Plans

attached)

- Realign skewed crosswalks
- Upgrade ramps to be ADA compliant
- Radar speed feedback signs (Plans attached)

Although the project was endorsed with a letter of support by Kim Patten, the Facilities and Transportation Director at the Corvallis School District, (and Nick Meltzer, both on this email) it was still not enough to be selected for a 2018 Safe Routes to School (SRTS) Infrastructure grant. These grants are our lifeblood and regulate which projects we can implement as our budget is typically pooled in to support signing, striping and other elements that help maintain our transportation network. Although we were denied in 2018, we plan to discuss what we could have done to strengthen our application with the SRTS Program Manager (LeeAnne Ferguson) and reapply with the same project again when infrastructure grant applications roll around again in summer of 2020. Depending on what LeeAnne provides us, we may come back to the community to ask for support.

While I cannot provide promise of any of the mitigation treatments you mention below, Emily, I can assure you that we will continue to advocate for this area and step up our ask for 2020 to build a meaningful solution to a clear community ask.

I will reach back out to any/all of you if there is support we can ask for that would further bolster our 2020 Safe Routes to School Infrastructure grant.

Josh Capps  
Active Transportation Program Specialist  
City of Corvallis, Public Works  
541.754.1730

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**From:** Nick Meltzer <[nmeltzer@ocwcog.org](mailto:nmeltzer@ocwcog.org)>  
**Sent:** Monday, September 16, 2019 11:24 AM  
**To:** Sims, Gigi <[gigi.sims@corvallis.k12.or.us](mailto:gigi.sims@corvallis.k12.or.us)>; Norcross, Emily C <[Emily.Norcross@oregonstate.edu](mailto:Emily.Norcross@oregonstate.edu)>  
**Cc:** Kim Patten <[kim.patten@corvallis.k12.or.us](mailto:kim.patten@corvallis.k12.or.us)>; Bailey Payne <[bailey.payne@corvallis.k12.or.us](mailto:bailey.payne@corvallis.k12.or.us)>; Capps, Josh <[Josh.Capps@corvallisoregon.gov](mailto:Josh.Capps@corvallisoregon.gov)>; Hull, Evan <[Evan.Hull@corvallisoregon.gov](mailto:Evan.Hull@corvallisoregon.gov)>; Eric Beasley <[eric.beasley@corvallis.k12.or.us](mailto:eric.beasley@corvallis.k12.or.us)>  
**Subject:** Re: Safe Routes to School - Wilson Elementary Concerns

Emily,

I'm going to let the folks from the City of Corvallis weigh in first as they are the primary point people and would be the ones to take action on city streets. If you'd like to chat about state or regional resources and programs, let me know and I'd be happy to set up a time to chat. Thanks for bringing this issue forward.

Best,  
Nick

**Nicholas Meltzer, PE**

**Transportation Planner**

Corvallis Area MPO | Cascades West COG  
541-758-1911

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**From:** "Sims, Gigi" <[gigi.sims@corvallis.k12.or.us](mailto:gigi.sims@corvallis.k12.or.us)>

**Date:** Friday, September 13, 2019 at 12:19 AM

**To:** "Norcross, Emily C" <[Emily.Norcross@oregonstate.edu](mailto:Emily.Norcross@oregonstate.edu)>

**Cc:** Kim Patten <[kim.patten@corvallis.k12.or.us](mailto:kim.patten@corvallis.k12.or.us)>, Bailey Payne <[bailey.payne@corvallis.k12.or.us](mailto:bailey.payne@corvallis.k12.or.us)>, "Capps, Josh" <[josh.capps@corvallisoregon.gov](mailto:josh.capps@corvallisoregon.gov)>, evan hull <[evan.hull@corvallisoregon.gov](mailto:evan.hull@corvallisoregon.gov)>, Nick Meltzer <[nmeltzer@ocwcog.org](mailto:nmeltzer@ocwcog.org)>, Eric Beasley <[eric.beasley@corvallis.k12.or.us](mailto:eric.beasley@corvallis.k12.or.us)>

**Subject:** Re: Safe Routes to School - Wilson Elementary Concerns

Hello Emily,

I appreciate your advocating for the safety of Wilson students and families. My work has shifted since our Safe Routes to School grant funds ended in 2015. The only work related to SRTS that I am involved with is the district's Bike Education program for 5th grade students, I have worked with the following people and/or organizations on past Safe Routes to School projects. They are excellent resources or can connect you to resources re: traffic volume and speed on Satinwood.

Kim Patten, Corvallis School District Director of Facilities and Maintenance  
Bailey Payne, Corvallis School District Sustainability Coordinator  
Josh Capps, City of Corvallis Active Transportation Program Specialist  
Evan Hull, City of Corvallis Police Department  
Nick Meltzer, Corvallis Area Metropolitan Area Planning

I saw that the mobile speed reader is currently on Satinwood. That should be slowing drivers down.

Thank you.

Gigi Sims

Corvallis SD Wellness

On Fri, Sep 6, 2019 at 10:52 AM Norcross, Emily C <[Emily.Norcross@oregonstate.edu](mailto:Emily.Norcross@oregonstate.edu)> wrote:

Gigi,

I am a Wilson Elementary and Cheldelin parent as well as a resident in the Wilson district. I, as well as many people in my neighborhood, am very concerned about the volume and speed of traffic on Satinwood. I had a meeting with Eric Beasley this morning to discuss options on speed remediation and he suggested that I reach out to you for advice and help on what the community members can do rally the City of Corvallis to make measurable changes with signage and traffic sensors to get people to slow down

or avoid Satinwood for through traffic to the hospital area.

I am familiarizing myself with Safe Routes to School and the Vision Zero for Youth programs and community action plans. Your insight on what has worked for other districts to get permanent speed sensors put in place and improving signage would be greatly appreciated. Satinwood is a residential street that was not designed to be a through fare for hospital traffic. We believe that the safety of Wilson students along with neighborhood children is at risk with these drivers who are often stress and/or distracted as they approach or leave the hospital buildings.

Thank you for your help to improve this situation,  
Emily

**Emily Norcross, MA, ATC**

Instructor | Athletic Training & Kinesiology Programs

Pre-Therapy / Allied Health Internship Coordinator

School of Biological & Population Health Sciences

College of Public Health and Human Studies

Oregon State University

541-737-8194 | 232 Langton Hall, Corvallis, OR 97331

*Lifelong health and well-being for every person, every family, every community*

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**METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING  
Wednesday, August 14, 2019  
Corvallis City Hall  
MINUTES**

**Policy Board Members Present:** Pat Malone, Barbara Bull, Eric Niemann, and John Huestis

**Policy Board Members Absent:** Alan Rowe

**Alternates Present:** Mary Steckel, James Feldmann, and Chris Workman

**Staff Attending:** Phil Warnock, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order		<b>The Chair Barbara Bull called the meeting to order at 4:06 pm.</b>
2. Agenda Review		<b>There were no changes to the agenda.</b>
3. Public Comments		<b>There were no public comments.</b>
4. Minutes of June 12, 2019 Meetings	<p>Corrections: Mary's name, Malone's last name, and meeting location.</p> <p>Commissioner Malone made a motion approve the June 12, 2019 meeting minutes. Seconded by Eric Nieman. Moved by consensus.</p>	<b>Consensus to approve the June 12, 2019 meeting minutes with corrections.</b>
5. TIP Amendment	<p>Staff Nick Meltzer noted that the TIP needs to be amended to include project; Marys Peak Pedestrian Bridge Trail Extension. This is a new project that the Oregon Parks and Recreation Department has applied for within the City of Corvallis. Because it is a new project, a full TIP amendment is required. The project is included in the Parks &amp; Recreation Master Plan. Funding requires a 50% match, and the Parks &amp; Rec may have a grant for the match.</p> <p>Commissioner Malone stated that it would be helpful to see a map of the project. Meltzer has a screen shot that he will email to members. Mary</p>	<b>Staff followed up via email after the meeting</b>

	<p>Steckel will try to find additional details and will forward those to members.</p> <p>No action is needed for this amendment.</p>	
<p>6. CAMPO FY 2021-2024 TIP Projects</p>	<p>Meltzer reviewed the Transportation Improvement Program memo with members. He noted that the Board approved the evaluation criteria, and that the general assumption was that preservation is a priority, but modernization projects would be evaluated on a case by case basis. TAC members submitted projects, a virtual open house was held, and a final review of the projects took place which included review of comments from the public. Meltzer went on to give a brief review of the projects. Question and answers took place.</p> <p>Commissioner Malone stated that it's good to have a balanced budget. Meltzer stated that there is a requirements to be fiscally constraint, and CAMPO has budgeted for overruns or adjustments.</p> <p>Meltzer was asked to clarify the process. Meltzer noted the steps:</p> <ul style="list-style-type: none"> <li>• The MPO is notified of the annual funds available. This adds up to roughly \$800,000 and \$3.4 over four fiscal years. The MPO is allowed to spend the funds at its discretion.</li> <li>• CAMPO requests for the TAC to submit projects.</li> <li>• The projects are ranked by the TAC.</li> <li>• A Public Process/Comment period takes place.</li> <li>• The TAC then does a final review of the projects and comments, and submits a recommendation to the Policy Board.</li> <li>• The projects are then put into ODOT's statewide master list.</li> </ul> <p>Huestis noted that the projects are fund exchange, and an IGA is developed with the project agency. Mary Steckel questioned how ODOT comes up with the total fund amount. Huestis stated that it comes from population, road miles, and a number of other things that go into a formula.</p>	<p><b>Consensus to approve the FY 2021-2024 TIP Project recommendation as presented.</b></p>

	<p>Huestis questioned if there had been good representation from the jurisdictions during the TAC meetings, and if there was any controversy. Meltzer advised that there was good representation, and that there was discussion on the long standing prioritization of preservation over modernization. However, the only hesitancy was whether to provide a combined list of projects to the policy board or two separate lists. The TAC met consensus to submit one list. At the end there seemed to be a good balance and the TAC was in agreement.</p> <p>A discussion took place on the criteria, and Meltzer reported that the TAC plans to review the criteria prior to the next cycle in order to avoid multiple projects scoring the same. Workman added that the criteria is used as a tool to assist in the development of a prioritized list. However, there is always room for improvement and any changes made to it would come to the Policy Board for final approval.</p> <p>Huestis stated that he was concerned that there was not a specific prescribed format for the project proposals. He also questioned if scoping projects were automatically funded. Meltzer advised that a scoring criteria was not available for the scoping projects. Additionally, this was the first time they were eligible for funding. However, the TAC was interested in the scoping projects, therefore they accepted and limited the funding of scoping projects to 10% of the budget. Huestis went on to state that he was concerned as to whether they are able to score consistently and able to justify expenditures.</p> <p>Steckel stated that while the Board is fairly new, the TAC has longevity, and that the Board would not want to tie their hands too much. Warnock added that the projects are quality projects, and the value of the criteria not being so prescriptive is good.</p> <p>Huestis stated that other areas have proposal forms, and a criteria for consistency. Steckel advised that CAMPO's process has been working. Workman added that Meltzer had brought the criteria to the TAC for</p>	
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	<p>review prior to starting the process, and that recommendations that were made had been amended.</p> <p>Mayor Eric Niemann moved to approve the presented recommendation from the TAC. Commissioner Malone seconded. Consensus to approve the FY 2021-2024 TIP project list as presented.</p>	
7. Regional Bikeway Training	<p>Meltzer advised that part of CAMPOs work plan noted for the MPO to host a bikeway training. CAMPO has partnered with AAMPO to provide the training. There will be two training; one on Tuesday, October 1<sup>st</sup> in the AAMPO area, and the other on Wednesday, October 2<sup>nd</sup>, in the CAMPO area. An evening wrap up will take place on day two where elected officials will be invited to attend and have discussion with their staff on what they worked on during the training, and how to move forward. More details to come via email notice.</p>	
8. Van Buren Bridge	<p>Meltzer reported that he received a request for CAMPO to serve as part of the consulting party for the Van Buren Bridge project in regards to the impacts of the historic bridge. The Board would need to formalize comments and agree on them in order to submit them. Huestis stated that unless there is an interest in having additionally meetings to coordinate comments, the Board may not want to become a consultant body. He advised that CAMPO is a stakeholder and would receive updates regardless. Members discussed and agreed remain stakeholder.</p>	<p><b>Consensus for CAMPO to remain a stakeholder.</b></p>
9. Updates or Other Business	<p>Meltzer stated that he will be at a conference during the next regular Board meeting, and there are no urgent agenda items. He questioned if the Board would agree to cancel the October meeting. Members met consensus to cancel the September meeting.</p> <p>Trip Abroad Presentation – Meltzer will be presenting at the Benton County Commissioner’s office. He can attend council meeting or work session if members would like. Commissioner Malone advised that a public meeting presentation would be good to do first. Councilor Bull stated that the presentation could take place after a work session, and that she can look into that.</p>	<p><b>Staff will add jurisdictional updates to the next meeting agenda, and explore the timing regarding a conversation about combining MPOs.</b></p>

	<p>Spin Parklet – Meltzer assisted in a parklet design that got him and his team to finals. The team will traveling to Denver for the final competition.</p> <p>Councilor Bull noted that conversations of whether AAMPO and CAMPO should become a joint MPO. She noted that there will be a joint MPO TAC meeting in September, and this would be a good time to discuss. Members discussed and noted that there are many concerns to a joint MPO such as funding, and transit. Bull stated that joint MPO meetings may be a good start. Commissioner Malone proposed for the MPOs to hold a joint meeting after the first of the year for information sharing and finding common ground.</p> <p>Steckel noted that in the past, the Board held jurisdictional updated. Meltzer stated that with heavy agendas earlier in the year, that had not happened, but he can add it back to the agenda.</p> <p>Commissioner Malone advised that Senator Gelser is on board with the Corvallis to Albany multiuse path. The project keeps moving forward. Benton County has funds to assist with the project this year.</p>	
10. Adjournment		<b>Meeting adjourned at 5:58 pm.</b>

# OMPOC Summit Themes

## 1. Creating a Culture of Equity

- Extremely interested
- Very interested
- Somewhat interested
- Not so interested
- Not at all interested

## 2. Equitable Pricing Strategies

- Extremely interested
- Very interested
- Somewhat interested
- Not so interested
- Not at all interested

## 3. Transportation Impacts on Housing and Affordability

- Extremely interested
- Very interested
- Somewhat interested
- Not so interested
- Not at all interested

## 4. Climate Change and Transportation

- Extremely interested
- Very interested
- Somewhat interested
- Not so interested
- Not at all interested

## 5. Freight Needs in Oregon and Beyond

- Extremely interested
- Very interested
- Somewhat interested
- Not so interested
- Not at all interested

**6. Impacts of Shared Mobility (i.e. scooters and bikes) and Transportation Network Companies (i.e. Uber, Lyft)**

- Extremely interested
- Very interested
- Somewhat interested
- Not so interested
- Not at all interested

**7. Community Outreach Strategies**

- Extremely interested
- Very interested
- Somewhat interested
- Not so interested
- Not at all interested



KATE BROWN  
Governor

September 23, 2019

Bob Van Brocklin  
Oregon Transportation Commission  
Kris Strickler  
Oregon Department of Transportation  
355 Capitol St. NE  
Salem, OR 97301

Jerry Lidz, Robin McArthur  
Land Conservation and Development Commission  
Jim Rue, Director  
Department of Land Conservation & Development  
635 Capitol St. NE # 150  
Salem, OR 97301

Janine Benner, Director  
Oregon Department of Energy  
550 Capitol St. NE  
Salem, OR 97301

Kathleen George  
Environmental Quality Commission  
Richard Whitman, Director  
Oregon Department of Environmental Quality  
700 NE Multnomah St., Suite #600  
Portland, OR 97232-4100

Dear Colleagues,

I urge your Commissions and agencies to combat the impacts of climate change by implementing the Statewide Transportation Strategy (STS) as adopted by the Oregon Transportation Commission.

One of the most cost effective strategies to reduce greenhouse gas (GHG) emissions from the transportation sector in Oregon is to integrate land use and transportation planning in ways that reduce the frequency and distance that people must drive. Compact, mixed-use cities with plenty of options for walking, cycling, and public transit not only reduce per capita GHG emissions but also provide the most equitable transportation access for every resident.

By adopting the STS in 2018, the Oregon Transportation Commission provided the tools that every metropolitan jurisdiction needs in order to develop and implement land use and transportation plans that will reduce GHG emissions from the transportation sector. It is now time for your four agencies to organize an implementation plan for the STS.

Like the Department of Environmental Quality and the Department of Energy, DLCD and ODOT are climate change agencies, and going forward all state and metropolitan transportation planning work needs to be designed to support achieving the state's GHG reduction goals.



September 23, 2019  
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As you begin this work, I would like to propose the following:

- The establishment of GHG emissions reduction performance measures.
- Implementing a Transportation Planning Rule that directs transportation plans of metropolitan jurisdictions to meet their GHG reduction targets.
- That ODOT identifies options for financial and technical assistance to the metropolitan jurisdictions to utilize in crafting transportation/land use scenario plan(s) that meets their GHG reduction target.
- That responsibility for the implementation and integration of the STS be at the highest level of the agency, with regular and direct reporting to the Governor's Office and respective commissions.

Please be assured that the Governor's office will be closely involved in this effort. I welcome your feedback and appreciate the enthusiasm you and the agencies you oversee have expressed to begin this work. Now is the time.

Sincerely,



Governor Kate Brown

KB, bf, ejhr

cc: Karmen Fore, Director, Oregon Solutions