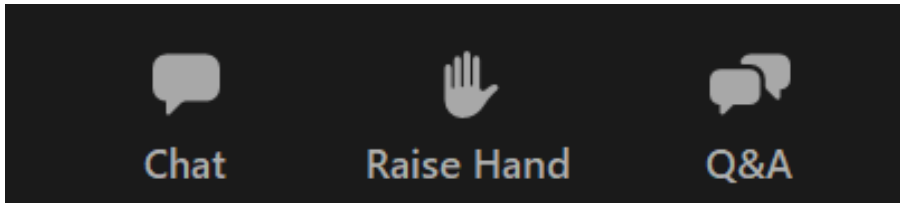
Using Zoom

Hosts will invite you to unmute if you have a question, otherwise you are on mute

Hosts will use the "Chat" to share information with attendees

Use "Raise Hand" if you want the opportunity to be unmuted and talk with the hosts

Use "Q&A" if you have a question you want the hosts to answer



These functions are typically located at the **bottom of the Zoom screen** if you are joining the webinar from a computer

Other Notes

- There will be a ***Question and Answer session*** at end of presentation. Feel free to drop questions in Q&A box anytime.
- This webinar is being recorded
- Project information can be found on the CAMPO website

Kick off question: What mode of travel do you use most frequently?

Webinar Presenters

Zoom Moderator:

- Catherine Rohan, Oregon Cascades West Council of Governments

Presenters:

- Steve Dobrinich, Transportation Planner, Corvallis Area Metropolitan Planning Organization (CAMPO)
- Nick Meltzer, Transportation Programs Manager, Corvallis Area Metropolitan Planning Organization (CAMPO)
- Alex Bettinardi, Transportation Modeler, Oregon Department of Transportation (ODOT)
- Martin Mann, Transportation Modeler, Oregon Department of Transportation (ODOT)

Corvallis Area Metropolitan Planning Organization

Regional Transportation Plan Update: Virtual Open House

Steve Dobrinich
Transportation Planner

Nick Meltzer
Transportation Programs Manager

Overview

***Part One*: About the MPO**

***Part Two*: Project Background + Existing Conditions**

***Part Three*: Travel Behavior + Travel Models**

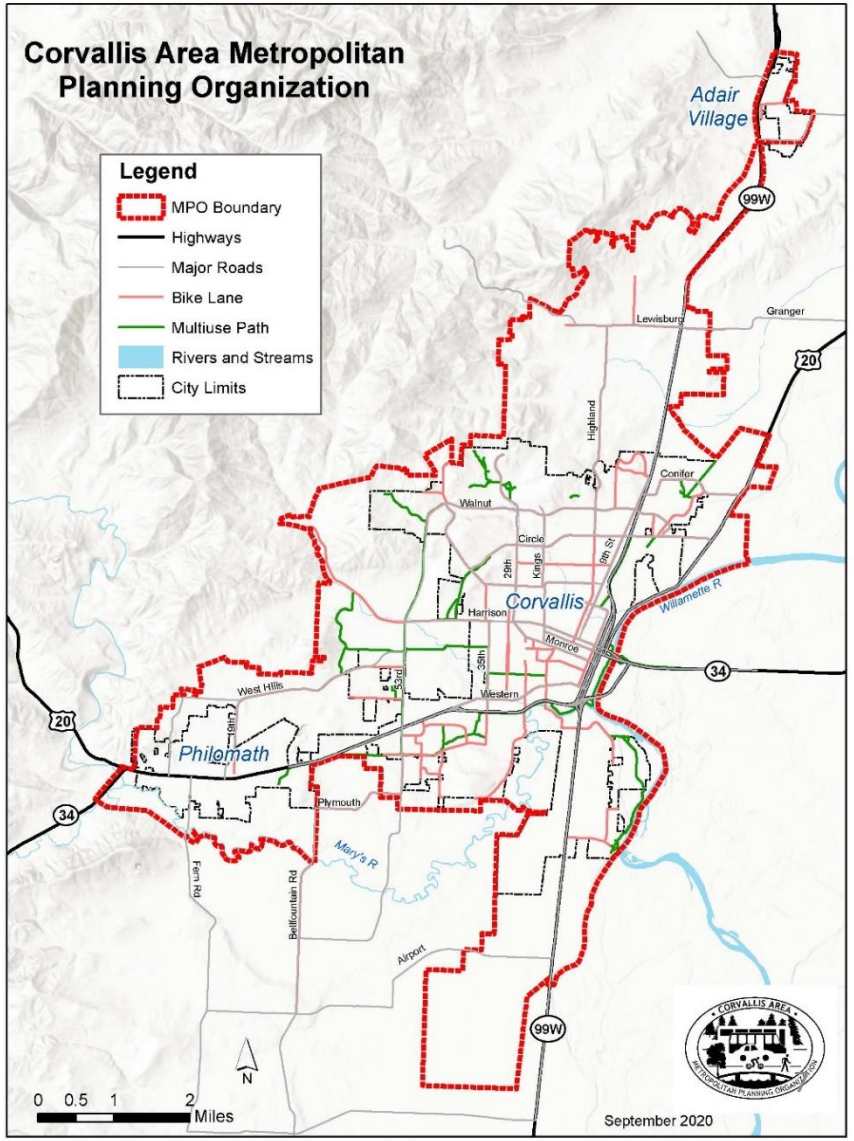
***Part Four*: Next Steps** *(First Glance at Future Scenarios)*

What is a Metropolitan Planning Organization?

- A Metropolitan Planning Organization (MPO) is a regional planning entity, designated by the federal government to coordinate travel across cities greater than 50,000 in population
- Supports local implementation of federal policies and strategic direction, in addition to providing a platform for collaboration among local members
- Adds technical assistance, and additional federal funding to incentivize working across jurisdictional boundaries

Who/what is the Corvallis Area MPO?

- Coordinates transportation planning and construction projects across Corvallis, Philomath, Adair Village, Benton County and the Oregon Department of Transportation (ODOT)
- Governed by elected officials from each city and county



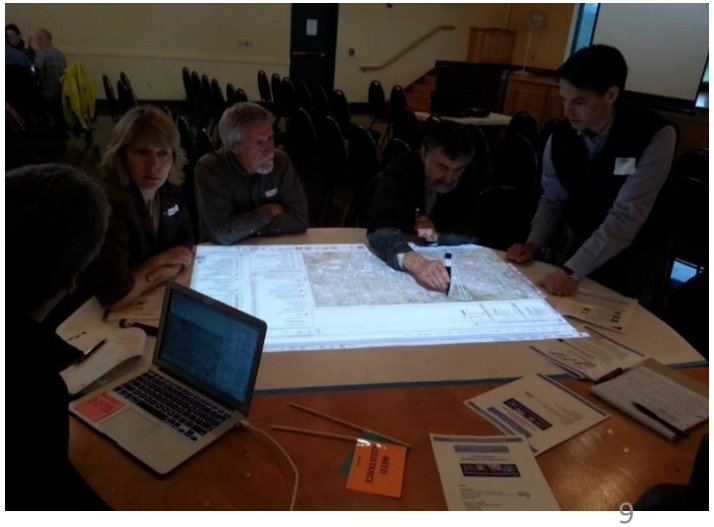
Part Two:
Project Background

What's the Purpose of the RTP?

The Regional Transportation Plan (RTP) is a long range (20 year) plan that identifies the needs of the transportation system for all modes (including walking, biking, driving, transit)

Federal requirements specify that the RTP must be updated every five years (last update 2017)

It includes goals, objectives, transportation modeling and a list of projects to meet the demand of the transportation system



Relationship Between RTP & Local TSPs

- The RTP is distinct from local Transportation System Plans (TSPs) developed by cities and counties
- The RTP does not supersede local TSPs or obligate cities and counties to construct identified projects
- The RTP is designed to function in tandem with local TSPs with a focus on shared regional issues

Corridor Analysis Approach

- Due to the regional focus, CAMPO's RTP is taking a corridor analysis approach in order to focus on connections between cities

- Identified corridors include:
  - Highway 99W in South Corvallis
  - Highway 99W between Adair Village and Corvallis
  - Highway 20/34 between Philomath and Corvallis
  - Circle Boulevard
  - Walnut Boulevard→53rd Street

- Less emphasis on neighborhood streets

Plan Contents

Plan Outline

- Chapter 1: Introduction
- Chapter 2: Existing Regional Characteristics
- Chapter 3: Goals and Metrics
- Chapter 4: Future System
- Chapter 5: Finances
- Chapter 6: Mitigation Activities
- Chapter 7: Recommended System

Public Input

Existing RTP Goals and Objectives

Goal 1 – Provide for the safe, convenient and efficient movement of people and goods within and between urban centers.

Goal 2 – Efficiently manage and operate the regional transportation system.

Goal 3 – Improve the affordability and equitability of the transportation system.

Goal 4 – Promote public health through transportation policies and investment.

Goal 5 – Promote the region's economic vitality through transportation policy and investment.

Goal 6 – Promote environmental sustainability.

Goal 7 – Coordinate land use and transportation decision-making processes to the extent feasible.

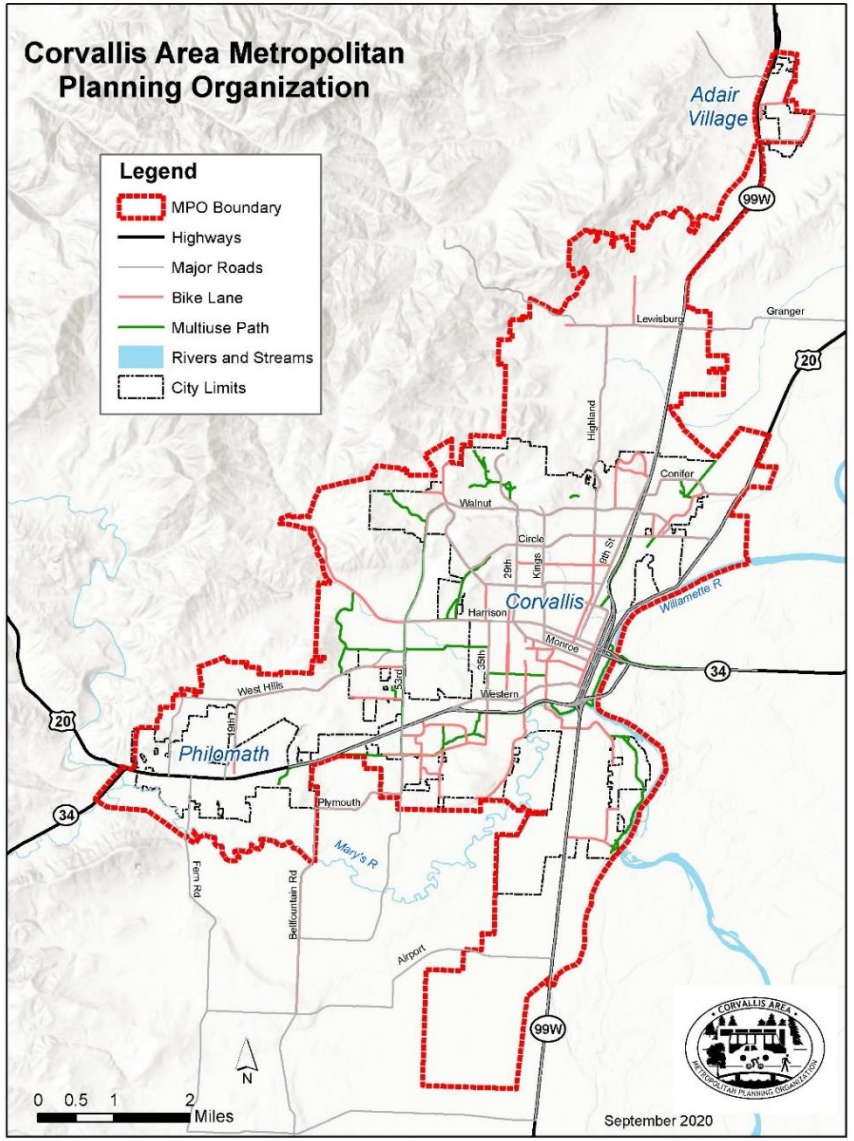
Goal 8 – Promote and expand transportation options for all people.

Additional Guidance for CAMPO Planning

- Federal Performance Measures
  - MAP-21 (2012) required states and MPOs to set targets for the transportation system
  - CAMPO adopted state targets as most of the performance measures are for state or interstate highways
  - Safety, and Congestion Mitigation/Air Quality are applicable to entire system
- CAMPO Performance Measures
  - Adopted in February 2020 to "*reduce reliance on automobiles within the CAMPO region, especially single occupancy vehicle trips. In the interim, support high efficiency and electric vehicles as a greenhouse gas reduction strategy*."
- President Biden's Executive Order 13985 "*Advancing Racial Equity and Support for Underserved Communities through the Federal Government*"

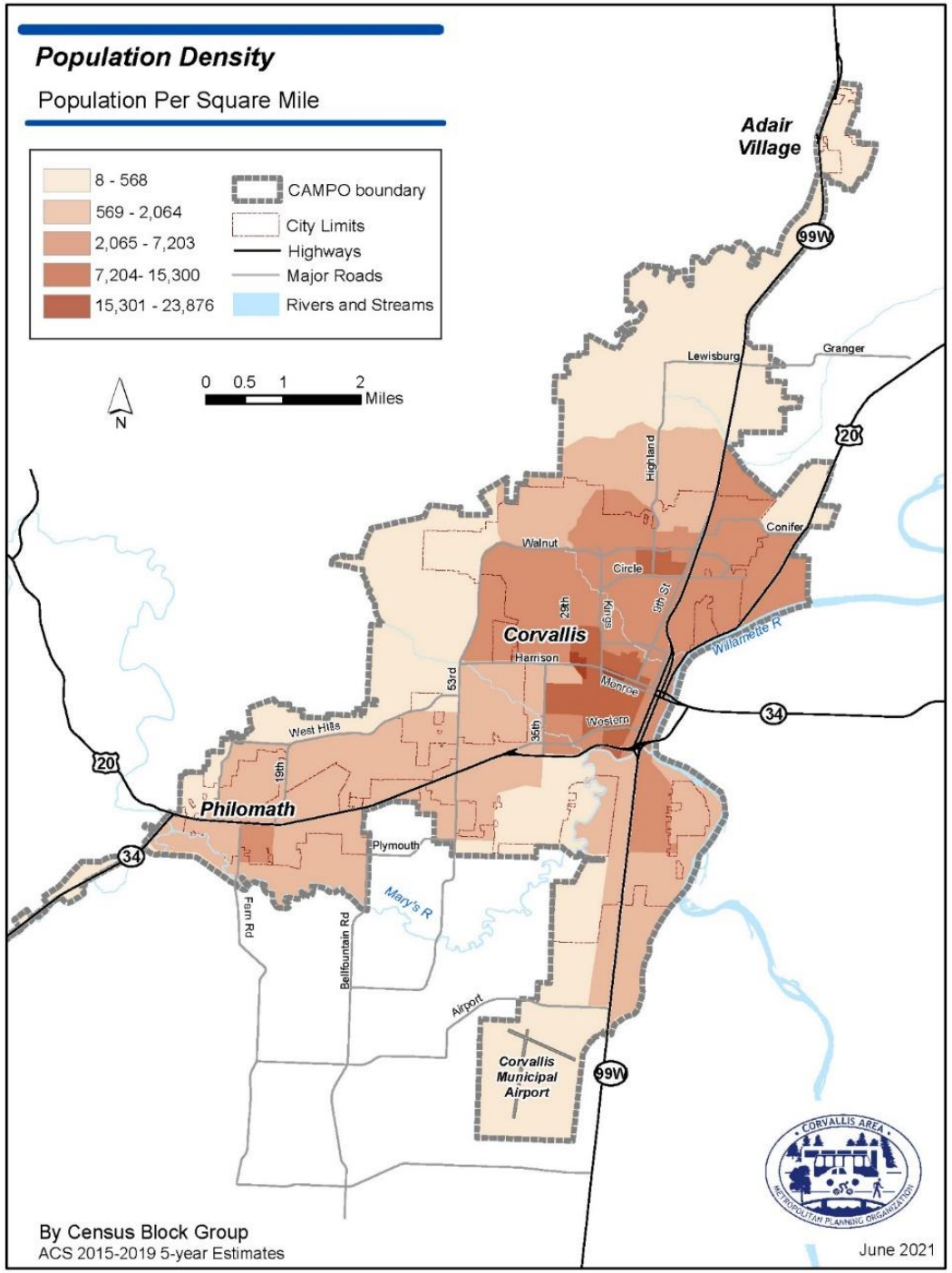
Existing Conditions Analysis

- The CAMPO planning area covers 39.47 square miles (25,260 acres) and extends from Adair Village southward to the Corvallis Municipal Airport
- Existing Conditions Analysis focuses on:
  - *demand* (demographics, population, employment), and
  - *supply* (existing and planned transportation system)



Existing Conditions Analysis

- Where do people live, and what characteristics may influence their trip choice?
- Where are the primary destinations they travel to, and how are they getting there?
- Population density, employment density, age, ability, income, spoken language, race and ethnicity (i.e. non-white)



Demographics

Statistic	CAMPO Region	State of Oregon	United States	Comparison
Population (people)	67,506	4,217,737	328,239,523	N/A
Employment (jobs)	34,559	1,904,601	157,540,000	N/A
Age (percent of adults 65+)	13.2%	17.2%	15.6%	⇩ Oregon ⇩ US
Income (poverty level)	24.0%	13.2%	13.4%	⇧ Oregon ⇧ US

Demographics

Statistic	CAMPO Region	State of Oregon	United States	Comparison
Ability (percent of those with a disability)	10.7%	14.4%	12.6%	↓ Oregon ↓ US
Spoken Language (percent with limited English proficiency)	5.7%	5.6%	8.4%	= Oregon ↓ US
Race and Ethnicity (percent non-white)	22.6%	24.3%	39.3%	= Oregon ↓ US

Existing Conditions Summary

The CAMPO region, as compared with the State of Oregon and United States:

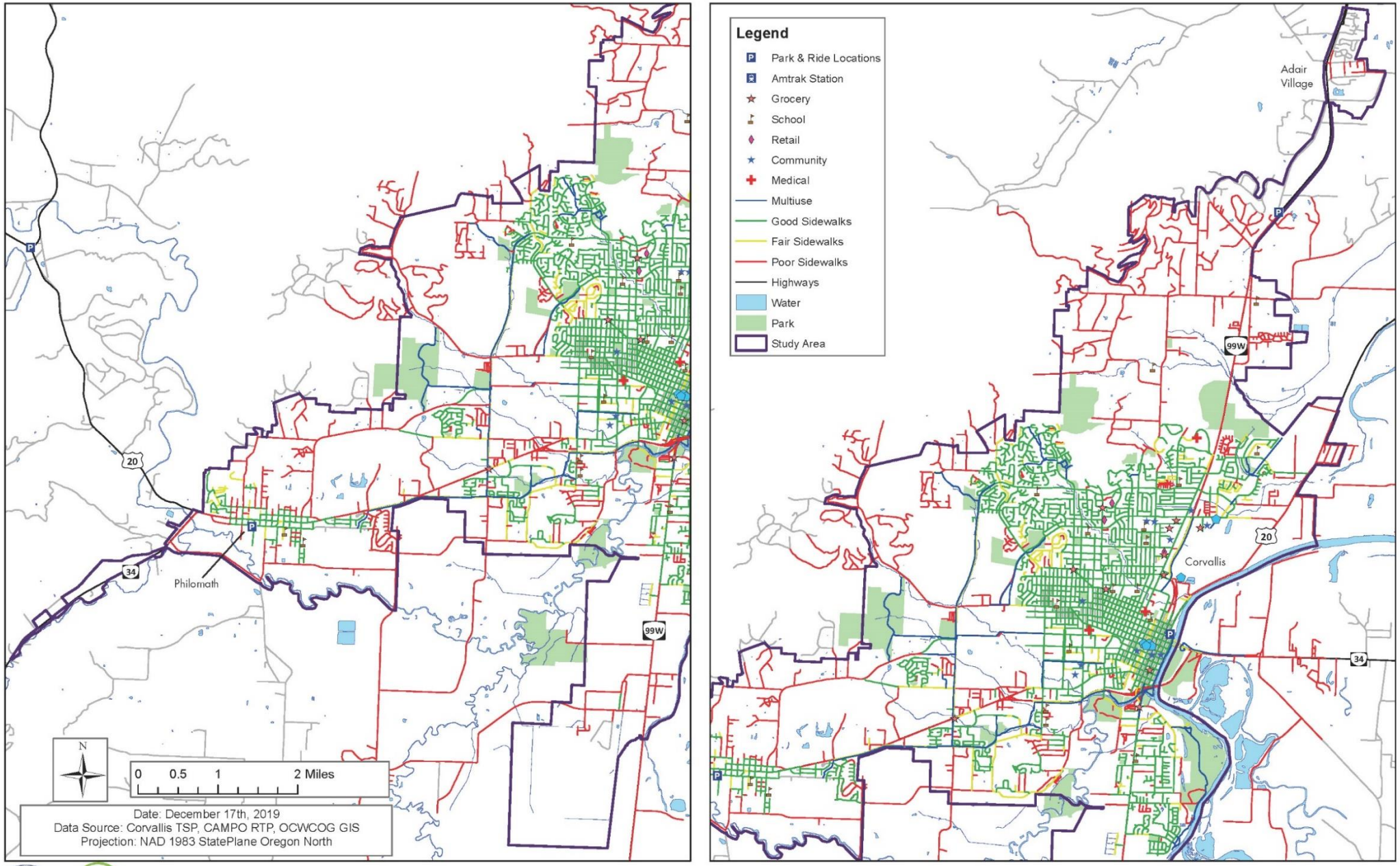
- Is younger
- Has more low income residents
- Has fewer people with disabilities
- A similar number of people that do not speak English well, compared with Oregon
- A similar percent of non-white population compared with Oregon

Transportation System

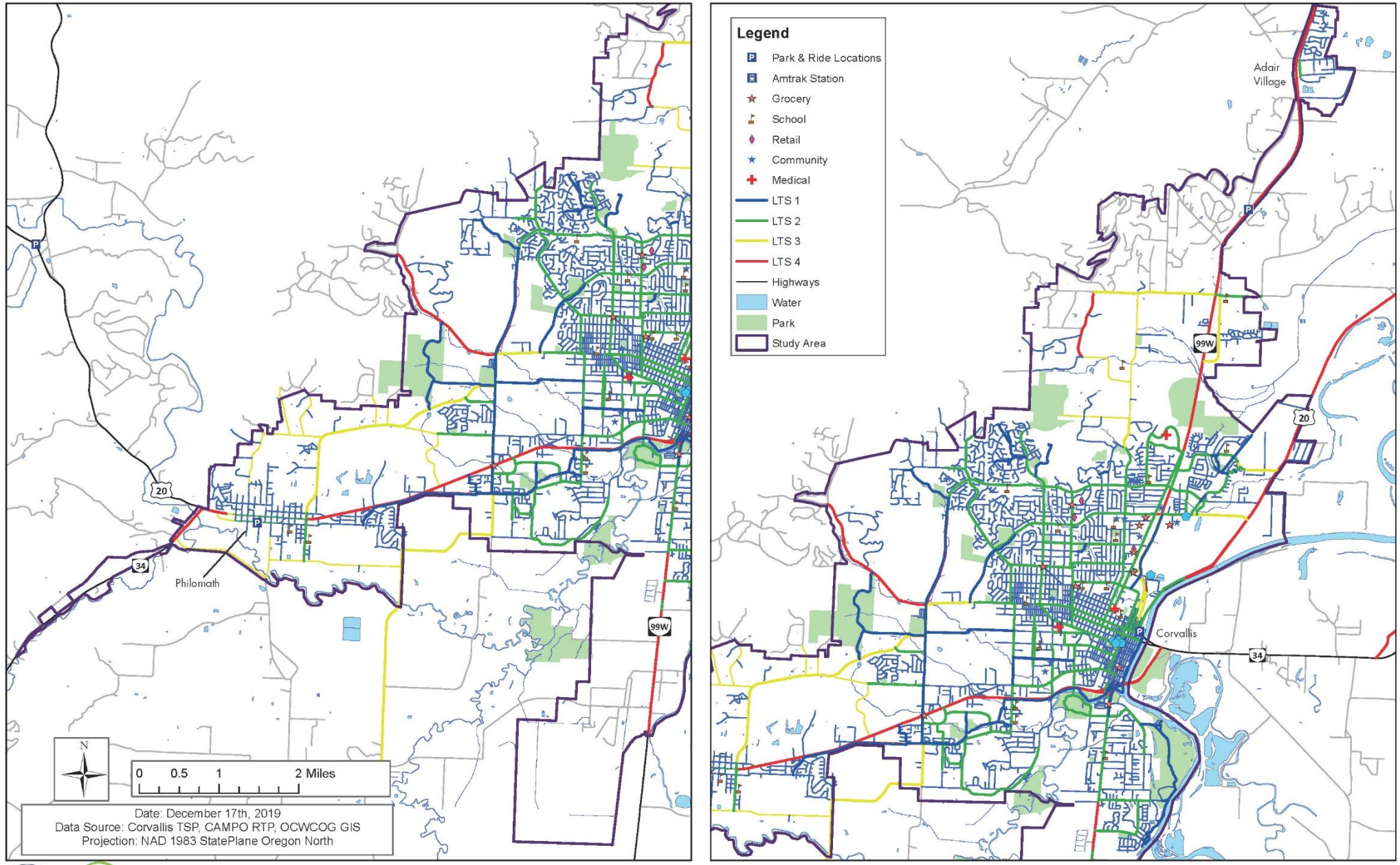
The region has a robust street network to carry motor vehicles, freight and transit. Highways include US 20, OR-34, and OR-99W

Sidewalks are prevalent in historic downtown cores, but become more sparse at the urban-rural development fringe

Low speeds enable comfortable travel by bicycle on neighborhood streets, but gaps exist between communities, as well as isolated higher speed roadways



Map 11: Corvallis Area Neighborhood Sidewalk Rating



Map 12: Corvallis Area Neighborhood Level of Traffic Stress (LTS)

Existing Conditions Summary

Statistic	2019	2040 Estimated (approx.)	Change
Population	67,506	89,000	21,500 (+32%)
Households	28,619	39,000	10,400 (+36%)
Jobs	34,559	39,800	5,200 (+15%)

- The region is growing in population and jobs
- We don't expect the street network to expand very much
- This creates challenges for moving people through the region, which is where modeling helps us assess different alternative futures

Part Three:
Travel Behavior

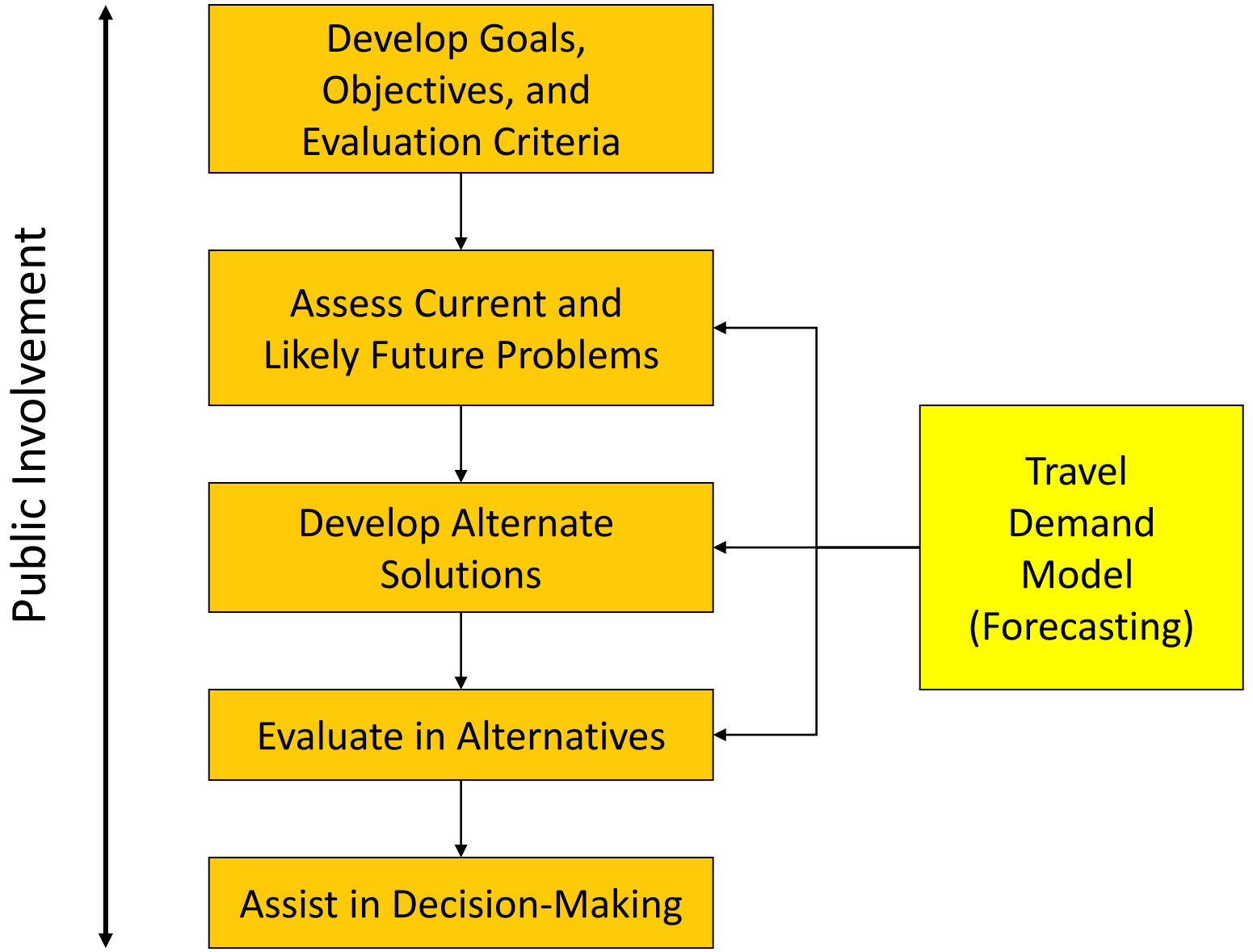
RTPs and Travel Models

- Federal requirements mandate the use of a travel model to estimate "future travel demand"
- Models are tools that help us understand the future, but are expensive and time-consuming to create
- The model was originally developed in 2010, and for this plan update we validated it against 2019 conditions
  - Most recent year we have data for, in addition to being prior to COVID impacts
- The model is referred to as the Corvallis-Albany-Lebanon Model, or CALM

Transportation Planning & Analysis Unit, ODOT

- CAMPO is collaborating closely with the Oregon Department of Transportation's (ODOT) Transportation Planning and Analysis Unit (TPAU)
- CAMPO staff are leading the plan update, with support from TPAU on the travel demand model
- Staff:
  - Alex Bettinardi
  - Martin Mann

Transportation Planning Process



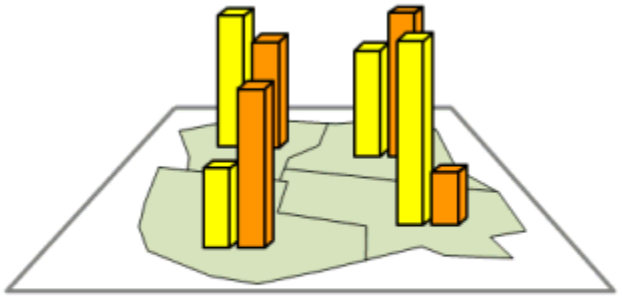
What is a model?

- "…mathematical representation of a…relationship, structure, system, or an aspect of the real world."

- Objectives of a model
  - To facilitate understanding by eliminating unnecessary components
  - To aid in decision making by simulating 'what if' scenarios
  - To explain, control, and predict events on the basis of past observations.

http://www.businessdictionary.com/definition/model.html

What is the urban travel demand model?



Characteristics of the Transportation System

(Supply)

Number and Location of Households and Employment

(Demand)

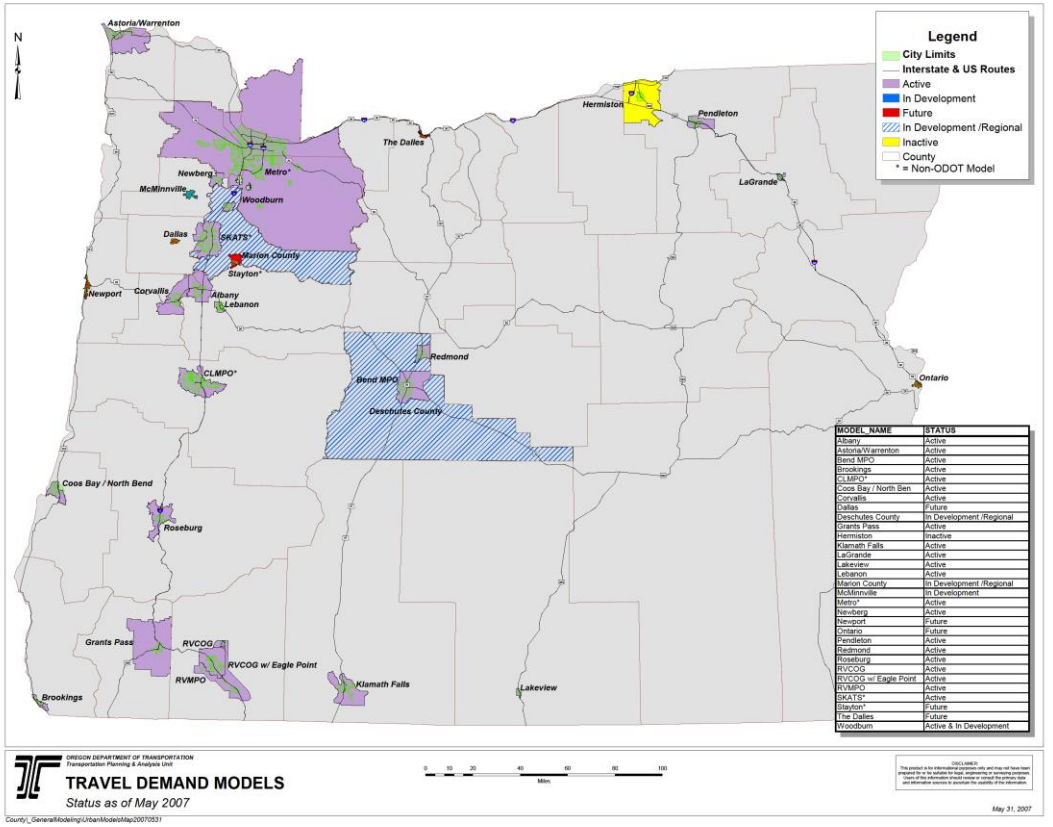
Travel Demand Model

Transportation System Performance

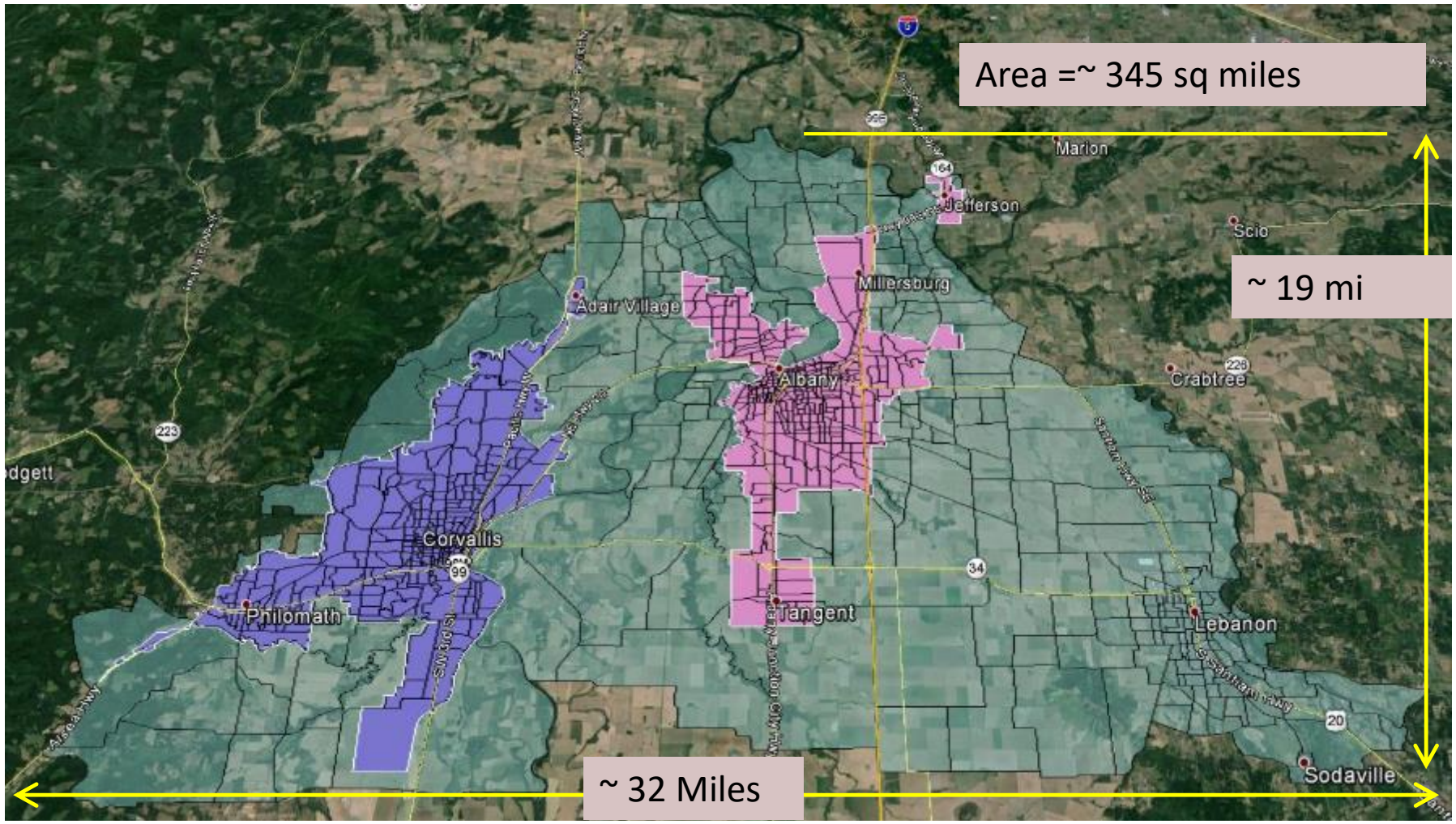
Why use a "Travel Demand Model?"

Travel Demand Models are important because transportation decisions, plans and investments are based on what the models say about future travel.

- Common Required Uses:
  - Clean Air Act (CAA)
  - Regional Transportation Plan (RTP)
  - Transportation System Plan (TSP)



What is the Corvallis/Albany/Lebanon Model?



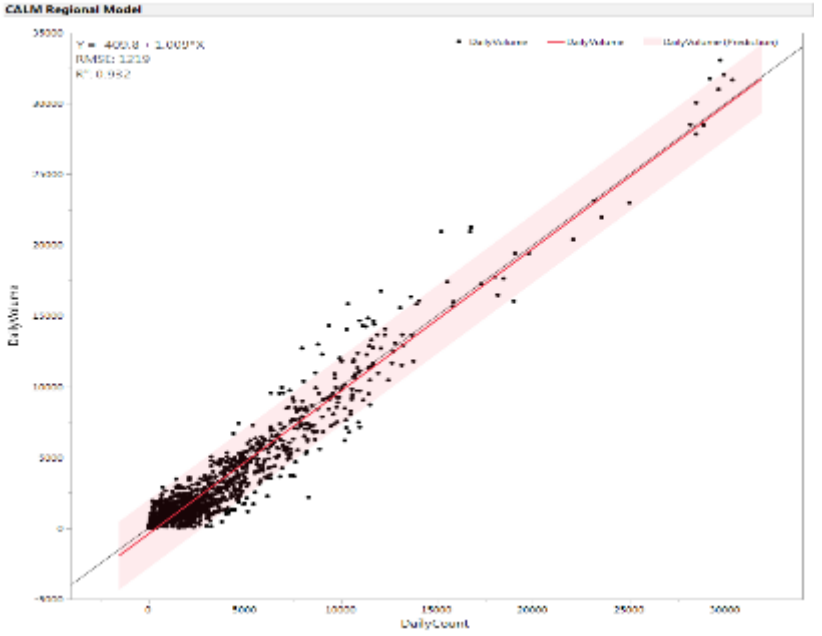
CALM Model Outputs

- Forecasted volumes by route
- Congestion levels (i.e. demand to capacity (d/c) ratio)
- Travel choice (i.e. walking, biking, driving, transit)
- Vehicle-hours of day (difference between free-flow and congested speed times demand)
- Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT), Vehicle Hours of Delay (VHD)
- Accessibility calculations
  - Percent of jobs within x minutes transit stop
  - Percent of households within x minutes of downtown by transit, auto

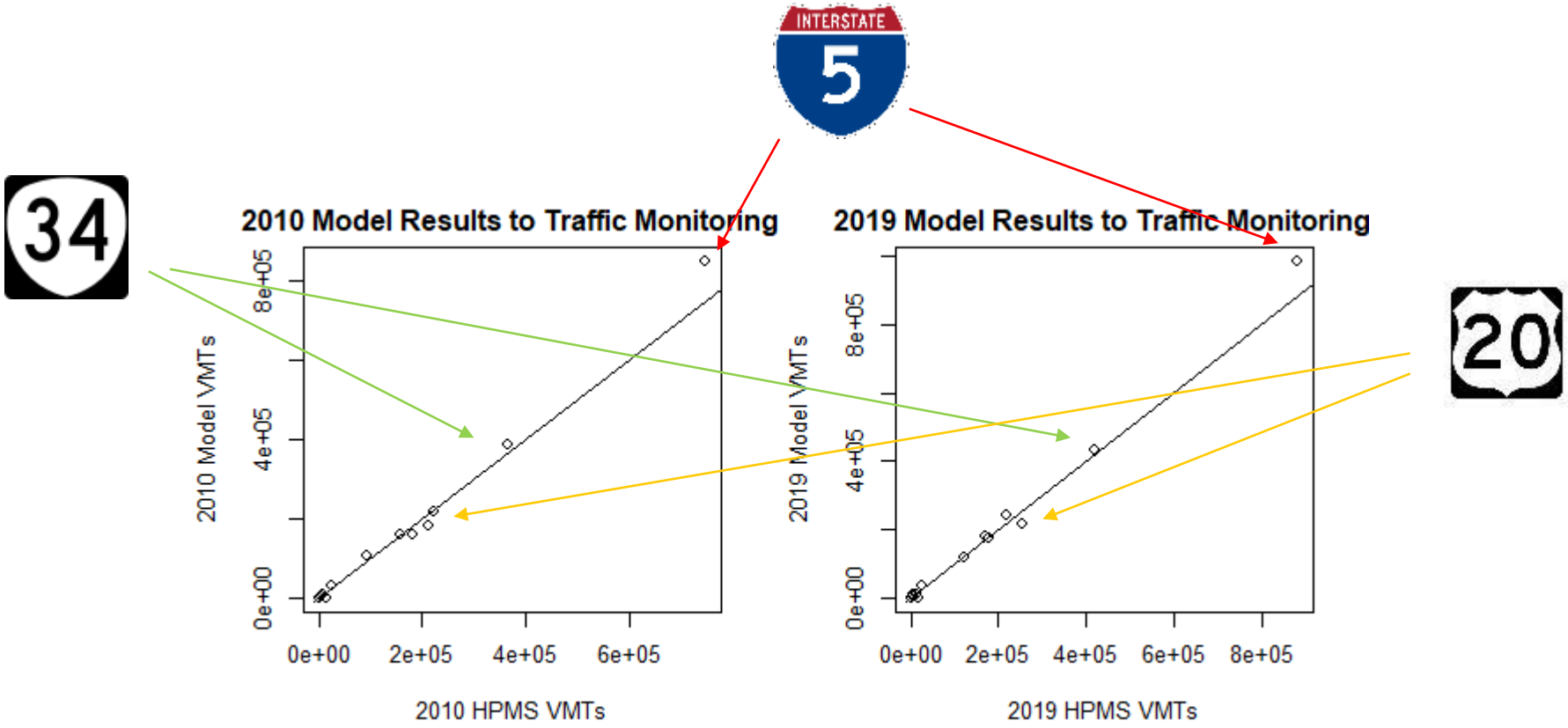
2010 Development, 2019 Validation

Initial model built in 2010, and validated in 2019 using:

- State route VMT comparison
- Count assessment for available counts
- ACS (Census) Journey to work comparison

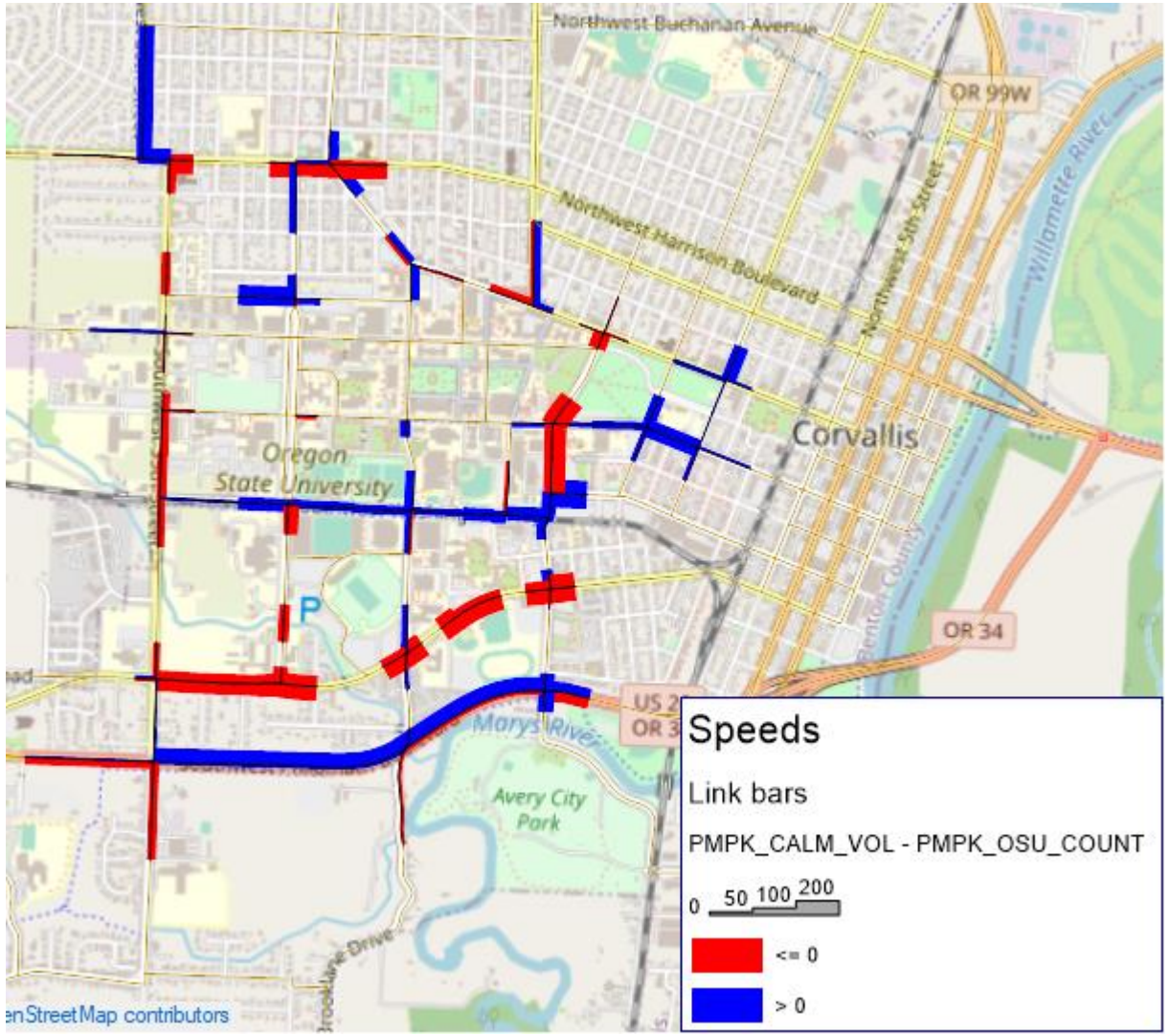


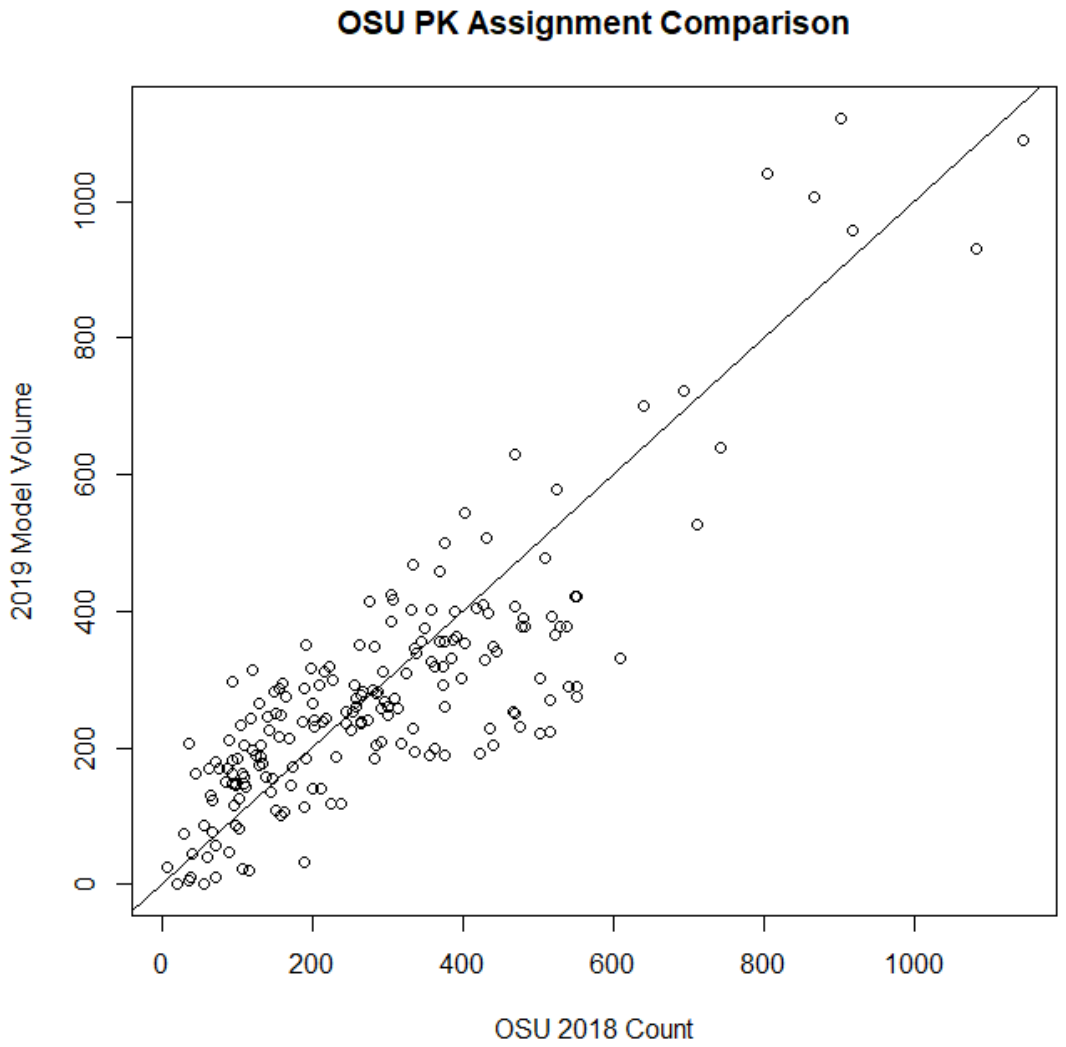
2010/2019 Vehicle Miles Traveled (VMT) Comparison



10 State Routes compared (plus ramp locations)

Comparison to Counts (OSU Collected – 2018)





Journey to Work Comparison

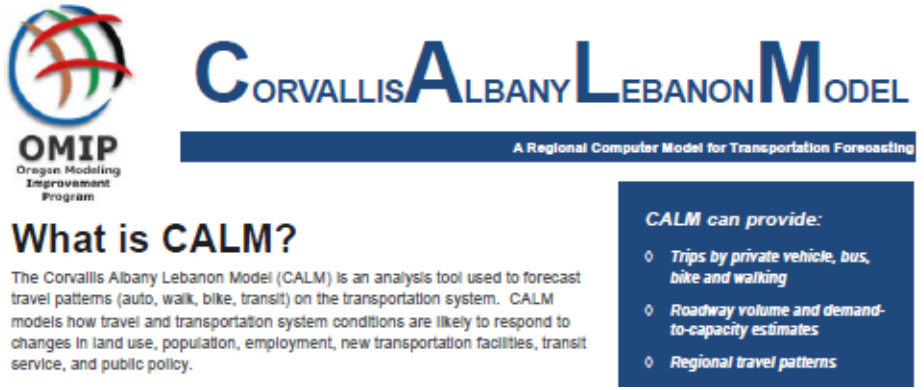
Travel Mode	*ACS (Census) Reporting	Model Shares
Drove Alone	65%	64%
Carpooled	9%	13%
Biked	11%	10%
Walked	11%	10%

*2015-2019 American Community Survey (ACS), developed by US Census

Mode share = travel choice (i.e. bike, walk, drive, etc.)

Summary

- Pleased with the model results and believe it's ready for future year analysis
- For more information on CALM, a brochure is available on CAMPO's RTP website
- For more detailed questions, email Alex



Part Four: Next Steps

Public Process and Schedule

	2021 Q2		2021 Q3			2021 Q4			2022 Q1		
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Existing Conditions Analysis											
Initial Public Outreach											
Future Conditions Analysis											
Intermediate Public Outreach											
Identify Strategies and Projects to Meet Goals											
Capital Investment and Financial Plan											
Draft RTP Report											
Final Public Outreach											
Finalize and Adopt RTP											

First Glance: Future Scenarios

- Modeling allows us to explore different policy options for the future
- CAMPO is exploring 3-4:
  - Status quo, minimal investment in the transportation system
  - Significant investment in transit and bicycle infrastructure
  - Electrification of passenger vehicles
  - Others, as time allows:
    - Establishing more commercial neighborhood centers
    - Incorporation of pricing (i.e. Vehicle Miles Traveled fee)

Provide Your Feedback

Visit the CAMPO RTP website to review existing conditions in depth, and answer some questions:

1. After reviewing the existing conditions and changes in the community, is there anything in particular we should consider when planning for the future transportation system?
2. Please review the CAMPO RTP goals, and then rank from most important to least important (1 being most important and 8 being least important)
3. Please rank the potential metrics for project selection from most important to least important (1 being most important)

Staff Contact Information

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Time for Questions