

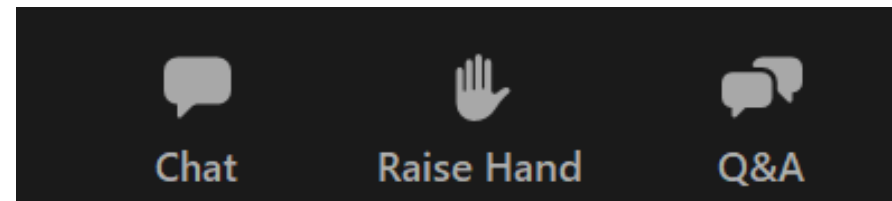
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These functions are typically located at the **bottom of the Zoom screen** if you are joining the webinar from a computer

# 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

# Webinar Presenters

## Zoom Moderator:

- Catherine Rohan, Oregon Cascades West Council of Governments

## Presenters:

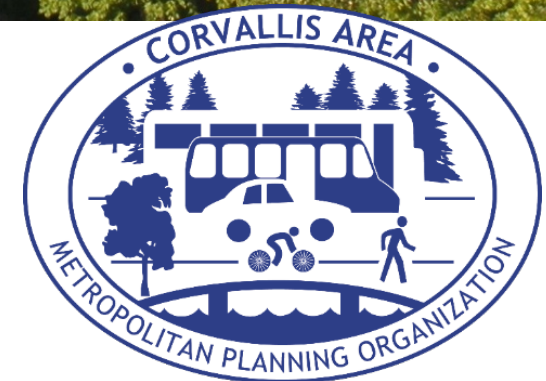
- Steve Dobrinich, Transportation Planner, Corvallis Area Metropolitan Planning Organization (CAMPO)
- Nick Meltzer, Transportation Programs Manager, Corvallis Area Metropolitan Planning Organization (CAMPO)

# Corvallis Area Metropolitan Planning Organization

**Regional Transportation Plan Update:** Virtual Open House

Steve Dobrinich  
Transportation Planner

Nick Meltzer  
Transportation Programs Manager



# Overview

## *Project Recap*

## *Revised Goals*

→ Performance Measures + Project Metrics

## *Future Scenarios Analysis*

→ Preferred Scenario

→ Tradeoffs/ Future Implications

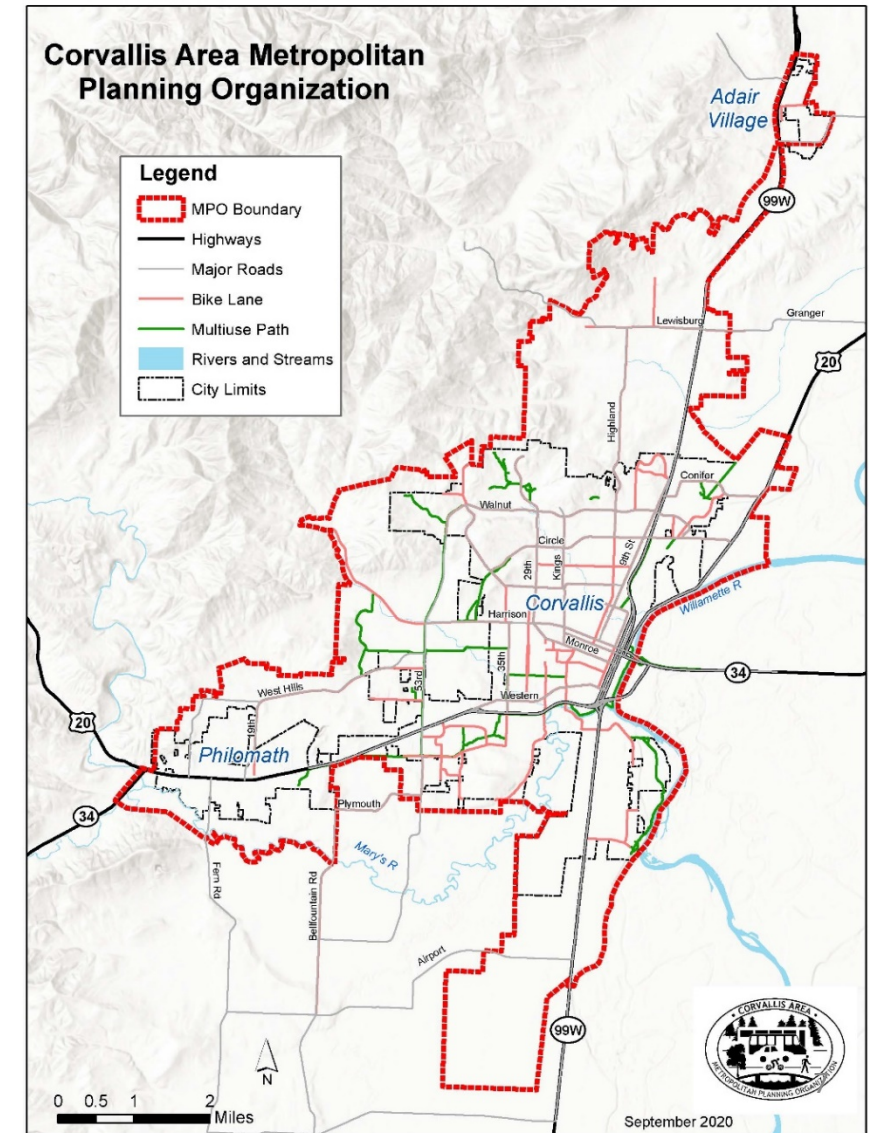
## *Corridor Analysis*

# Part One: Project Recap



# Who/what is the Corvallis Area MPO?

- A Metropolitan Planning Organization (MPO) is a regional planning entity, designated by the federal government in cities with a population greater than 50,000 residents
- CAMPO serves as MPO for the cities of Corvallis, Philomath, Adair Village, Benton County
- Governed by elected officials from each city and county

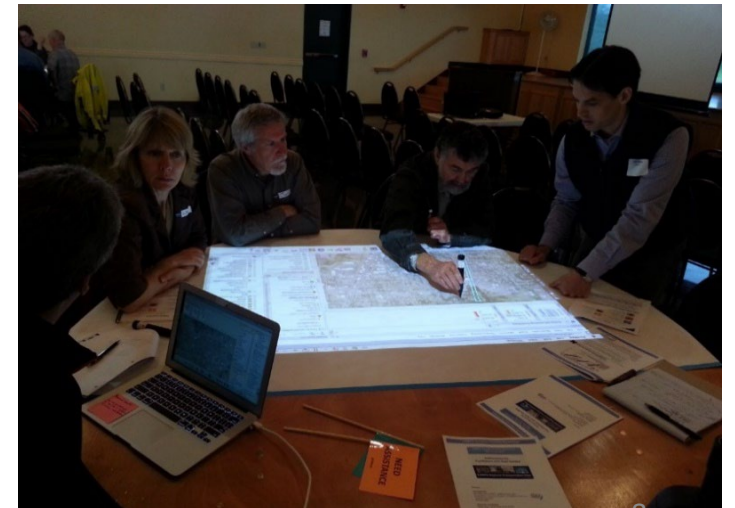


# What's the Purpose of the RTP?

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)

The RTP 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 and is designed to function in tandem with them
- The RTP places a focus on shared regional issues



# Part Two: Revised Goals

# Current RTP Goals

**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

# Feedback on RTP Goals

- When asked to rank the importance of current goals survey respondents indicated:
  - Goal 1 was their top priority (safe convenient efficient movement of people and goods)
  - Goal 6 was second highest priority (Promote environmental sustainability)
  - Goals 4, 7, 3 and 8 were clustered in the middle with similar weighted averages
  - Goal 2 (efficient management and operation) and Goal 5 (economic vitality) were the lowest priorities

# Feedback on RTP Goals

- When asked “What changes would you suggest for the CAMPO RTP Goals?” respondents provided a wide range of responses.
- **Common responses included a desire to emphasize safety** (especially for people walking and riding bikes), **increase transit ridership, and address climate change.**
- Specific comments on text changes included:
  - *“Goals 3 and 8 seem kind of redundant. 3 seems to be better-worded”*
  - *“Remove “to the extent feasible” from Goal 7”*



# Updated Goals

Updated Goals	Notes
<b>Goal 1 –Balanced Multi-Modal System</b> Fund and support a balanced multi-modal regional transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) that meets existing needs and prepares for future demand	New goal highlighting balanced multi-modal system
<b>Goal 2 –Reliability and Efficiency</b> Efficiently manage and operate the regional transportation system enabling people and goods to safely and reliably reach their destinations by a variety of travel modes	Combined elements of goal 1 and 2 and added additional language adapted from Portland Metro’s RTP goals
<b>Goal 3 –Safety</b> Prioritize safety of all people traveling on the region’s transportation system, especially vulnerable road users	New goal focusing exclusively on safety (formerly addressed in goal 1)
<b>Goal 4 –Climate Adaptation</b> Prioritize policies, projects and actions which seek to minimize the impacts of climate change, support climate adaptation, and improve the resilience of the regional transportation system in the face of manmade and natural disasters	Formerly RTP goal #6. Expanded language.

# Updated Goals

Updated Goals	Notes
<b>Goal 5 – Healthy &amp; Active Living</b> Promote public health through transportation policies and investments supporting active modes of travel (walking, biking, and taking transit)	Formerly goal number 4. Added additional language.
<b>Goal 6 –Transportation Equity</b> Prioritize equity in regional transportation decision making in order to eliminate barriers related to access, safety, affordability and health outcomes experienced by people of color, low income people, older adults, people with disabilities and other historically marginalized communities	Added additional language adapted from Portland Metro RTP goals and combined with goals 3 and 8 in current RTP
<b>Goal 7 –Economic Vitality</b> Promote the region’s economic vitality through transportation policies and investments which connect people with jobs and services while connecting businesses with employees, goods and customers	Formerly goal number 5. Added additional language.
<b>Goal 8 –Land Use Coordination</b> Work with member jurisdictions to coordinate land use and transportation decision making processes in order to promote development patterns which support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles	Formerly goal 7. Revised text. Removed "to the extent feasible" as suggested in RTP goals survey.

# Feedback on Performance Metrics

- When asked to rank **potential metrics for project selection** survey respondents selected “**Safety** (defined as reducing fatalities and serious injuries on the transportation system)” **as the top priority by a significant margin** (Weighted average 6.19)
  - “Increasing the percentage of trips taken by bicycle” **was ranked as the second highest priority** (Weighted average 5.34)
  - “Increasing the percentage of trips taken by transit” **was ranked as the third highest priority** (Weighted average 4.80)

# Goals, Performance Metrics and Scenarios

- Each of the eight RTP goals has several objectives associated with it
  - List of objectives can be found in the “Goals, Objectives and Metrics Memo” posted on CAMPO RTP page (under Project Library):  
<https://tinyurl.com/CampoRTP>
  - Objectives may still see some edits/changes
  - Survey data is also posted on RTP page
- Public input, previous CAMPO work and state/federal policy direction were all considered as part of the future scenario analysis

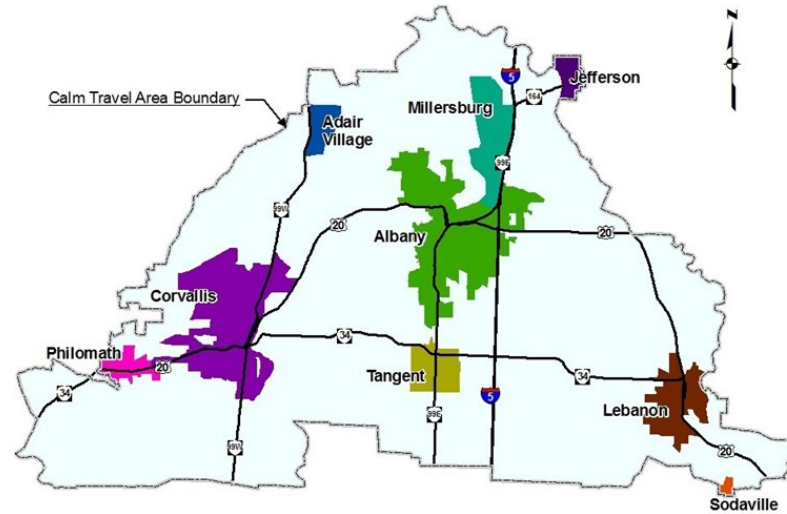
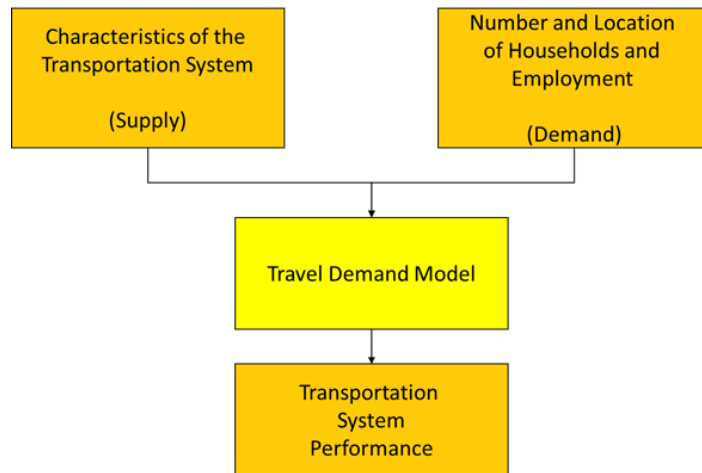
# **Part Three: Future Scenario Analysis**



# Metrics, Scenarios and External Factors

- MPOs have required performance measures, as well as some that could help better align the region for funding
- Public input on increasing bike and transit trips matches with CAMPO adopted document; *Reducing Single Occupancy Vehicle Trips in the Corvallis Area,* adopted in 2020
- Climate Friendly Community Rulemaking, and updating of the Transportation Planning Rule occurring at state level
- Federal focus on complete streets and transportation alternatives
- This informed the staff recommendation on preferred scenario

# RTPs and Travel Models



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%)

*\* 2040 values are estimated using State of Oregon population and employment data*

# Scenarios

- **Status Quo**

- Standard level of investment in transportation system, with funding aligning with historical spending patterns (i.e. focus on resurfacing and minimal modernization)

- **Transit and Bike Investment**

- Significant investment in transit and bicycle infrastructure, that would double bus service, and create a comfortable neighborhood and regional bike network

- **Work From Home**

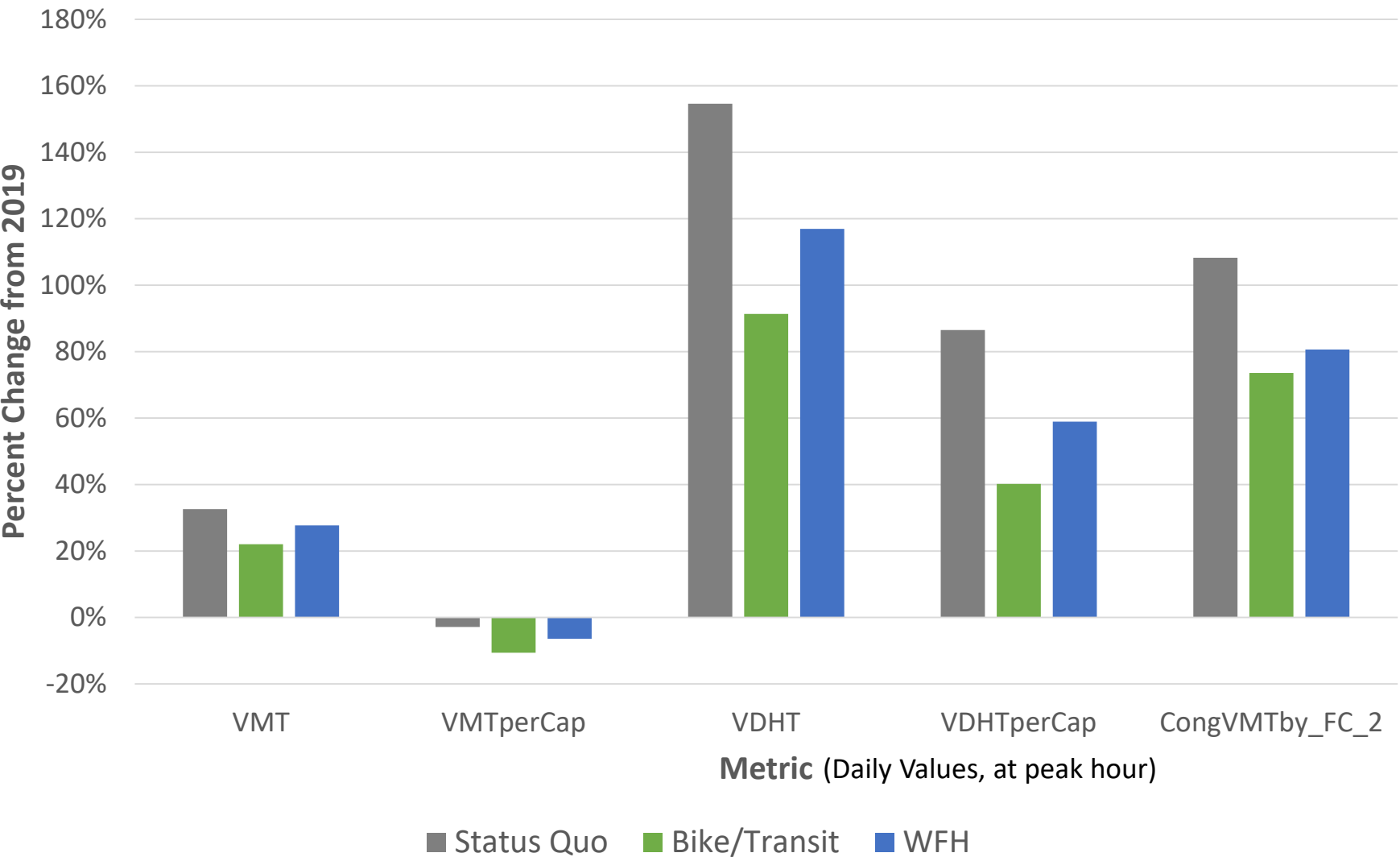
- Reduction in travel demand through fewer commute trips

# CALM Model Outputs

- Travel choice (i.e. walking, biking, driving, transit)
- Congestion levels (i.e. demand to capacity (d/c) ratio)
- Vehicle-hours of delay (difference between free-flow and congested speed times demand), total and per capita
- Vehicle Miles Traveled (VMT), total and per capita
- Forecasted volumes by route

# Comparison

Corvallis Area Regional Plan Metrics and Percent Change Between 2043 Scenarios



Statistic	Change
Population	21,500 (+32%)
Households	10,400 (+36%)
Jobs	5,200 (+15%)



# Summary and Recommendation

- Motor vehicle traffic volumes are expected to increase between 10 and 30% by 2043
- This will increase congestion, VMT, and delay
- The investment in transit and comfortable bicycle infrastructure will reduce the impacts, but there will still be impacts
- We recommended the Transit/Bike scenario, while acknowledging that it comes with trade-offs. The CAMPO Policy Board supported this direction
- Safety remains a concern

# Trade-offs

- There will be an increase in congestion
- Local TSPs (Corvallis, Benton County) use a metric known as volume to capacity ratio, in order to decide on project improvements and specific design aspects
- The CAMPO RTP is proposing to prioritize safety and reduction in vehicle miles traveled, over local volume/capacity ratio metrics
  - This does not prohibit local agencies from adhering to their existing standards
- This collective approach will do two things:
  1. Prioritize future CAMPO funds for safety and bike/ped projects
  2. Support CAMPO working with local agencies on proven policies and countermeasures that improve safety

# **Part Four:** **Corridor Analysis**

# 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 → 53<sup>rd</sup> Street
- Less emphasis on neighborhood streets
  - Addressed through TSPs adopted in 2018



# Investment Scenario → Projects

- Now that we have a preferred scenario, staff will develop corridor investment strategies for each of the four corridors
  - Highway 99W in South Corvallis has separate planning effort
- This strategy will focus on investments in transit, bicycle infrastructure and safety improvements
  - Include opportunities to make the existing roadway more efficient (signalization, etc.)
- Emphasis on equity to align with federal direction
- Also include program and policy recommendations

# Seeking Your Input

- Adjusted the goals and metrics after the last round of engagement, so thanks!
- We have some initial ideas for projects along the corridors from TSPs
- Focusing along the corridors, where:
  - Bike network gaps or high stress sections
  - Transit amenities could be improved
  - Areas that feel unsafe or uncomfortable
- Survey open **November 12<sup>th</sup>**



# 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											

# Staff Contact Information

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# Time for Questions

