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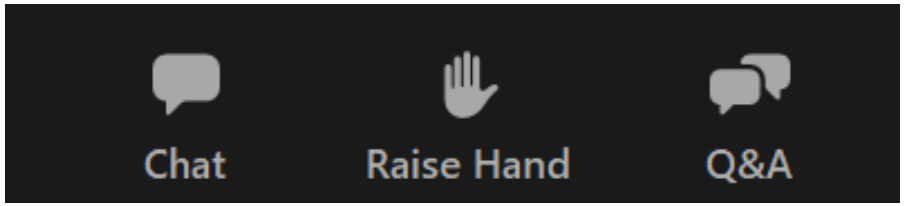


These functions are typically located at the **bottom of the Zoom screen** if you are joining the webinar from a computer

Other Notes

- There will be a ***Question and Answer period*** at end of the 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

Draft 2043 RTP Overview

→ Chapter Outline

Preferred System and Finances

→ Preferred System

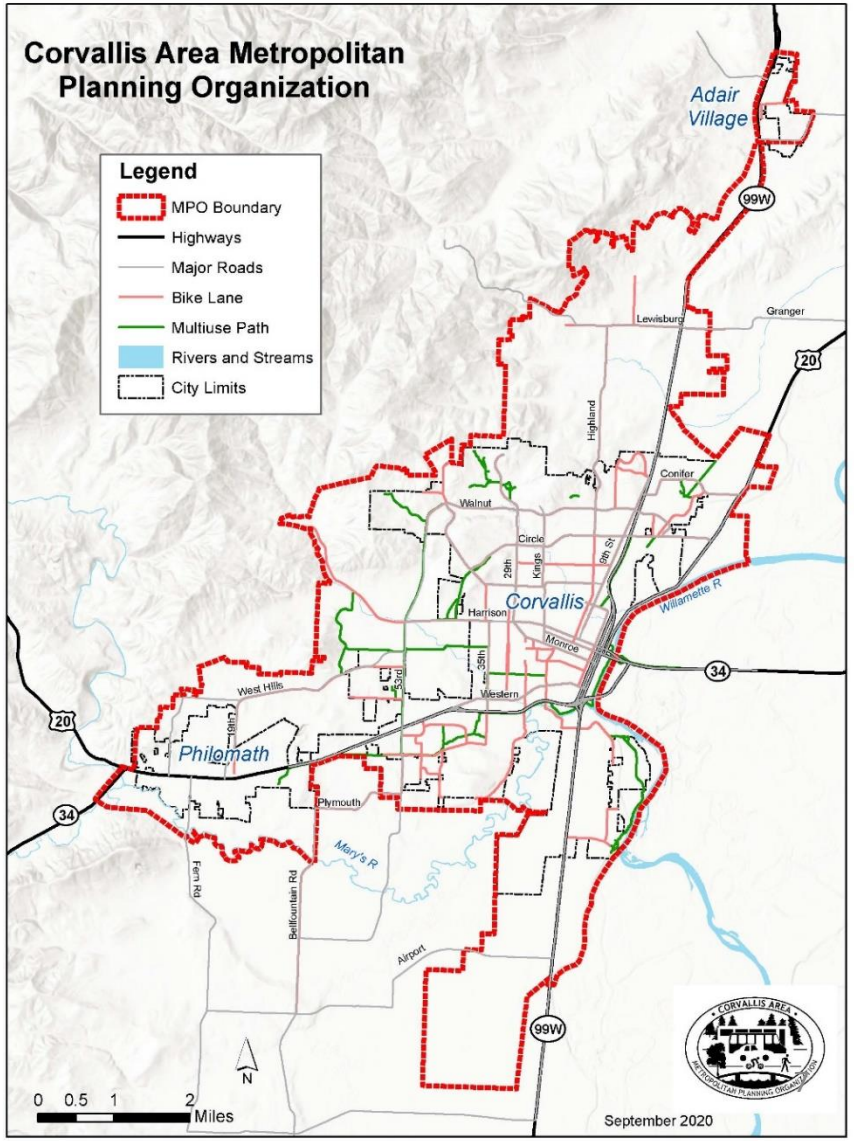
→ Corridor Projects

Next Steps

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

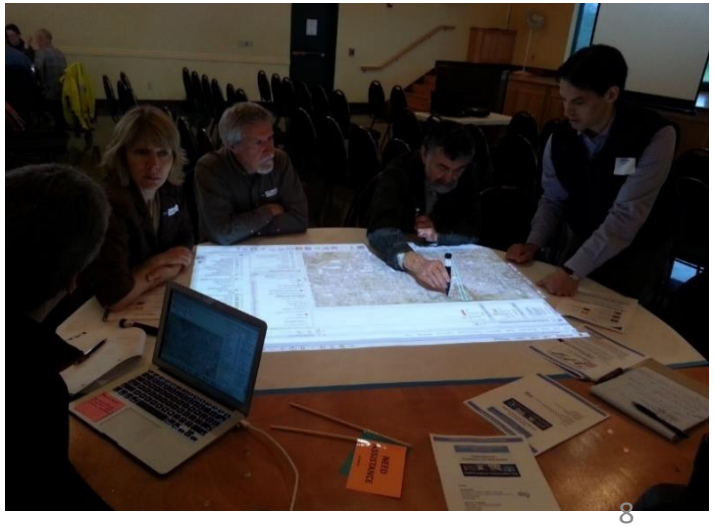


What's the Purpose of the RTP?

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

Draft 2043 RTP Outline

- Chapter 1: Introduction
- Chapter 2: Existing Regional Characteristics
- Chapter 3: Future System Analysis
- Chapter 4: Goals and Metrics
- Chapter 5: Preferred System and Finances
- Chapter 6: Environmental Considerations and Mitigation Activities

Chapter 1: Introduction

Overview of MPOs, planning process and federal rules related to Regional Transportation Plans

New for this RTP is a historical overview section, which includes a discussion on tribal ancestral lands

Chapter 2: Existing Regional Characteristics

- 2019 Demographic Information for the region, including:
  - Population size, density, and distribution
  - Average household size and income
  - Race and ethnicity
  - Age distribution and senior population
  - Percent of people with disabilities
  - Percent of people with limited English proficiency
- 2019 Transportation System
  - Road classifications
  - Sidewalk conditions
  - Bicycle network
  - Crash locations

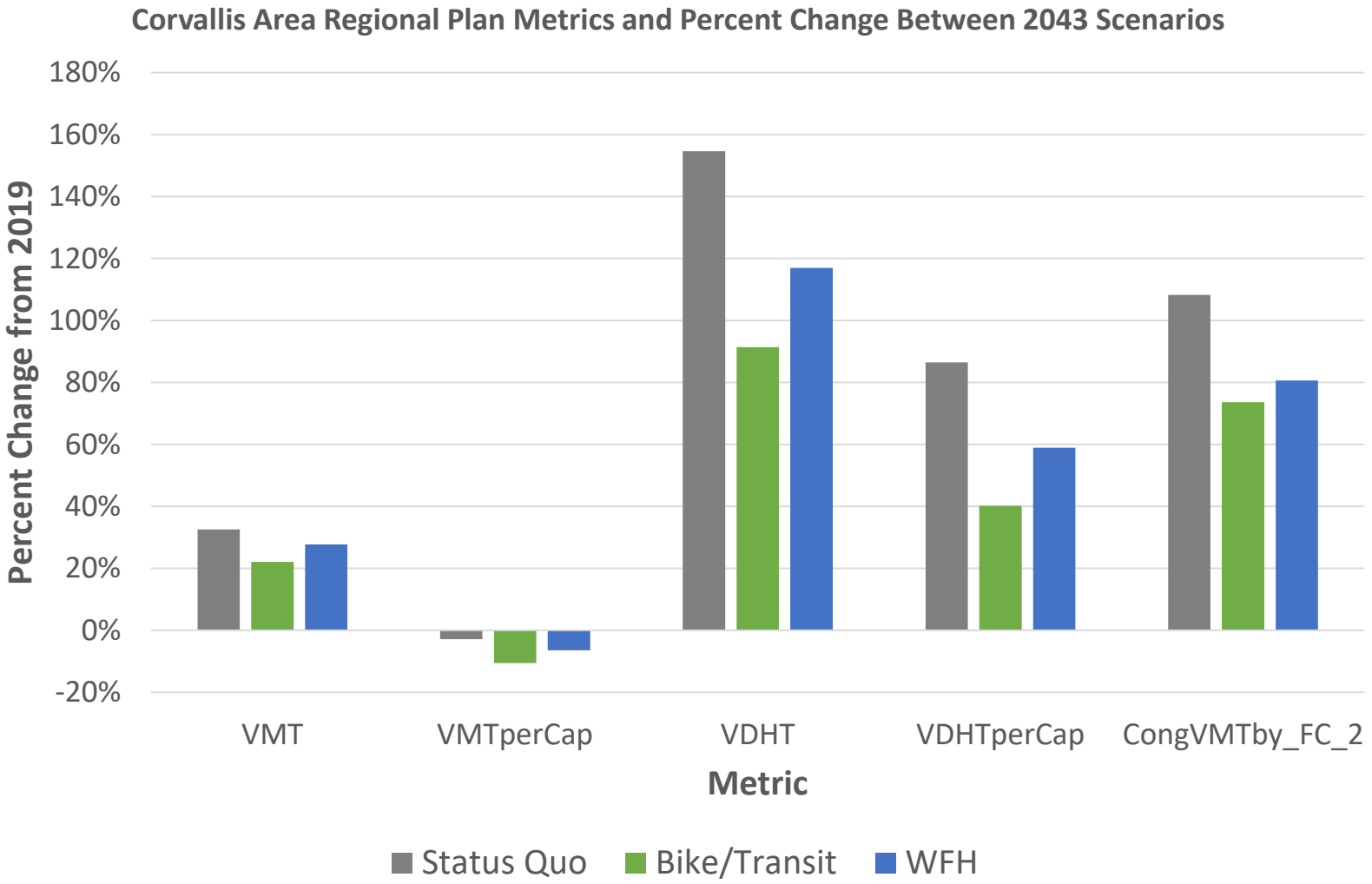
Chapter 2: Existing Regional Characteristics

- 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
- As for the 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 in the bicycle network exist between communities, and along some higher speed roadways

Chapter 3: Future System Analysis

- This chapter covers the transportation demand modeling developed as part of this project as well as metrics used to compare future scenarios
- Three future scenarios were evaluated:
  - Scenario 1: Status quo
  - Scenario 2: Bicycle/transit investment
  - Scenario 3: Work from home
- Discussion of federal and local performance measures also included in chapter 3

Chapter 3: Future System Analysis



Statistic	2019	2043 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 CAMPO RTP prioritizes safety and reduction in vehicle miles traveled. This does not prohibit local agencies from adhering to their existing standards

This will help prioritize future CAMPO funds for safety and bike/ped projects

Support CAMPO working with local agencies on proven policies and countermeasures that improve safety

Chapter 4: Goals and Metrics

- Goals Revised:
  - Started with goals from 2017 RTP
  - Gathered input from the public and CAMPO committees
  - Increased emphasis on safety, equity, and balancing multimodal needs
  - Goals acknowledge land use is complicated for MPOs
- Performance Measures:
  - Federal: Safety
  - Federal: Transit
  - Local: Increase trips by bike
  - Local: Increase trips by transit
  - Local: Reduce single-occupancy vehicle trips
  - Federal in cooperation with ODOT: congestion mitigation

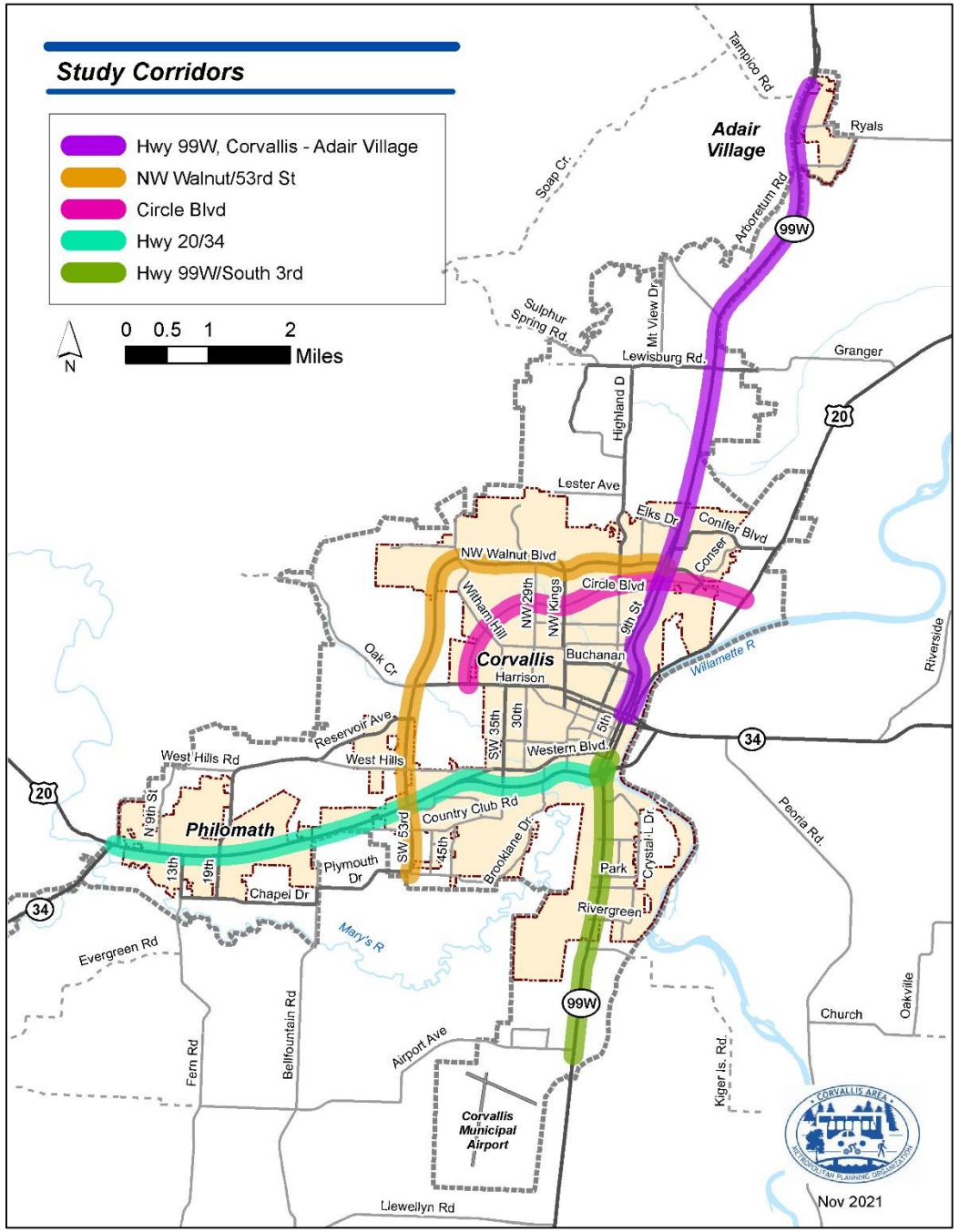
Chapter 4: Goals and Metrics

Proposed New Goals	
Goal 1 –Balanced Multi-Modal System 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	**Goal 5 – Healthy & Active Living** Promote public health through transportation policies and investments supporting active modes of travel (walking, biking, and taking transit)
Goal 2 –Reliability and Efficiency 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	**Goal 6 –Transportation Equity** 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
Goal 3 –Safety Prioritize safety of all people traveling on the region's transportation system, especially vulnerable road users	**Goal 7 –Economic Vitality** Promote the region's economic vitality through transportation policies and investments that connect people with jobs and services while connecting businesses with employees, goods and customers
Goal 4 –Climate Adaptation Prioritize policies, projects and actions that 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	**Goal 8 –Land Use Coordination** Work with member jurisdictions to coordinate land use and transportation decision making processes to promote development patterns that support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles

Chapter 5: Preferred System & Finances

Corridor Analysis

- Due to the regional focus, the 2043 RTP is taking a corridor analysis approach in order to focus on connections between cities
- Less emphasis on neighborhood streets
  - Addressed through TSPs adopted in 2018



Investment Scenario → Projects

- During the October open house we reviewed the preferred model scenario (Scenario 2: Transit/Bike Infrastructure Investment)
- Today's presentation focuses on future investments along four of the corridors
  - Highway 99W in South Corvallis has separate planning effort
- Overall approach focuses on investments in transit, bicycle infrastructure and safety improvements
  - Include opportunities to make the existing roadway more efficient (signalization, etc.)
- Note, this is not an exhaustive list of projects, future projects adopted as part of local TSPs will be incorporated into RTP by reference

Philomath Boulevard Corridor (Hwy 20/34)

- Overview:
  - Main connection from Philomath to Corvallis
  - One of the most heavily trafficked corridors in the region
  - Previously a rural residential area, the corridor is quickly becoming more urbanized through increased commercial, retail and residential development
  - New growth and changes in land use create a common challenge in transportation planning: creating a walkable, livable neighborhood, while providing for sufficient throughput for tourism, freight and commuter motor vehicle traffic
- Public Input:
  - Survey respondents mentioned vehicle congestion, safety issues crossing the corridor by foot and bike, and the disconnected path system as issues
  - This corridor was ranked as the top priority in the project development survey.

Philomath Boulevard Corridor (Hwy 20/34)

Intersection with 53rd

- Add right turn/bus only lane with signal priority for buses
- Add bus pull out in general intersection area
- Add enhanced crossing at Safeway intersection
- Add sidewalk on North side to connect with existing
- Re-allocate lanes to add protected bike lane between 53rd and 35th

All projects preserve freight/vehicle movement while improving safety and access for others

Intersection with Western Blvd

- Replace offset intersection with roundabout

Intersection with 35th & 15th

- Construct protected intersection with fully protected bicycle/pedestrian phase
- Consider grade separated crossing at 15th in the future

Overall:

- Increase wayfinding and connection to path system
- Add enhanced transit stops (seats/shelters) along the corridor at high ridership stops

Corridor Total	$6,275,000

Adair Village to Corvallis Corridor (Hwy 99W)

- Overview:
  - Between the Adair Village and Corvallis Highway 99W is a rural two-lane state highway surrounded by agricultural and forest lands
  - Continuing growth is expected in Adair Village and Northeast Corvallis , which will result in increased travel along 99W
  - With an existing transit stop in the compact city of Adair Village, increasing service now will pay dividends over the long term
- Public Input:
  - Among survey respondents there was a great deal of interest in biking along the corridor, however, safety is a major concern with many respondents interested in the development of a separated multi-use path
  - The Lewisburg area was commonly cited as being a safety concern including for people riding bikes, taking transit and driving motor vehicles. Access in and out of Adair Village was cited by respondents as challenging and unsafe.

Adair Village to Corvallis Corridor (Hwy 99W)

Downtown Corvallis

- Connect waterfront path to northbound multi-use path, potentially through protected infrastructure on 99W

Intersection with Walnut Boulevard

- New signal and improved crossings for people walking and biking

Intersection with Circle Boulevard

- Conduct study to evaluate options for increasing safety and comfort for non-auto modes, and improve vehicular efficiency

Intersection with NW Lewisburg/NE Granger Ave

- Add transit shelter, bus pull out, and crossing improvements

Intersection with NW Ryals Ave

- Consider enhanced pedestrian crossing across 99W

Overall

- Extend shared up path from existing North Corvallis terminus to Adair Village

Corridor Total	$10,850,000

Walnut Boulevard/53rd Street Corridor

- Overview:
  - The Walnut Boulevard/53rd Street Corridor connects Philomath and western Corvallis with northeast Corvallis, passing low density residential and commercial development, primary schools and local parks
- Public Input:
  - High speed traffic is a major concern causing some people, especially people traveling bike or with children, to avoid the area; various strategies for slowing down traffic were suggested by survey respondents
  - Crossing Walnut Boulevard was cited by several survey respondents as a barrier to safe walking and biking
  - Several intersections along Walnut Blvd and SW 53rd Street were mentioned as safety concerns by survey respondents (Walnut intersections with NW 9th and Highway 99W; and 53rd intersections with SW Country Club Drive, Philomath Boulevard)
  - Intersections with SW Reservoir Ave and NW Harrison Blvd along 53rd Street were also mentioned; this includes instances of southbound vehicles backing up on 53rd Street from Reservoir Ave to Harrison Boulevard

Walnut Boulevard/53rd Street Corridor

Project ID	Intersection or Segment	Project Description	Planning Level Cost (2021)
WB1	Glenridge to Highland	Complete lane reallocation/road diet to improve safety and comfort. Insignificant if completed as part of resurfacing project.	$200,000
WB2	Intersection with 25th	Add RRFB crossing to connect Timberhill Apartments and westbound transit stop with the neighborhood	$400,000
WB3	Intersection with Kings Blvd	Construct protected intersection, or add curb bulb outs, move bike lane off street, and consider leading pedestrian interval and/or no right on red	$275,000
WB4	Overall	Add enhanced transit stops to include seats and shelters as appropriate	$81,000
Corridor Total			**$956,000**

Circle Boulevard Corridor

- Overview:
  - The Circle Boulevard Corridor runs from Harrison Boulevard to Hwy 20
  - Mix of residential, commercial and educational activity
- Public Input:
  - The most frequently cited locations of concern among survey respondents were intersections with NW 9th Street and Highway 99W
  - Respondents citied safety issues caused by backups, proximity to the railroad, and difficulty for people walking and riding bikes to cross
  - Survey respondents provided overall favorable feedback about the Circle Blvd road reconfiguration but many indicated a desire to maintain fewer travel lanes through intersections

Circle Boulevard Corridor

Project ID	Intersection or Segment	Project Description	Planning Level Cost (2021)
CB1	99W to Highway 20	Improve comfortable bike connection to HP Campus	$800,000
CB2	Intersection with Harrison	Add RRFB crossing for Eastbound transit stop access and to allow safer bicycle/pedestrian crossing	$400,000
CB3	Overall	Add enhanced transit stops to include seats and shelters as appropriate. Assumes 3 seats and 3 shelters per route ride (6 each/total).	$81,000
Corridor Total			**$1,281,000**

Highway 99W/South Corvallis

- The Oregon Department of Transportation, in consultation with the City of Corvallis, is currently developing a corridor plan for Highway 99W (South 3rd Street) from the intersection with Highway 20 south to the Corvallis city limits
- That corridor plan will be incorporated into the RTP

Planning Studies

Areas For Additional Study

- Freight and recreational bicycle route study between Philomath and Monroe (i.e. Bellfountain and Fern Road)
- Intersection improvements on Circle Blvd between 9th Street and 99W
- Scoping Study to Identify Multi-use path alignment between Adair Village and North Corvallis
- Highway 20/34 Corridor Investment Strategy (Joint study with AAMPO)
- Regional Wayfinding and Multiuse Path Connections Plan

Next Steps

- Chapter 6: Environmental Considerations and Mitigation Activities
  - Projects within existing Right of Way which means minimal impacts
- Public Comment open December 10th to January 24th
- Attend an upcoming Policy Board or Technical Advisory Committee meeting
  - Policy Board: Wednesday, January 12 and February 9 (both at 3:30PM)
  - Technical Advisory Committee: Thursday, January 27 at 9AM

Time for Questions