



CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
Contact: Steve Dobrinich, sdobrinich@ocwco.org

CAMPO TECHNICAL ADVISORY COMMITTEE

Thursday, December 8, 2022

9:00 am - 11:00 am

VIRTUAL MEETING VIA TEAMS

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 239 697 909 467

Passcode: Gu4ZYB

Mobile 1 Click Number

[+1 872 242 8088](tel:+18722428088)

AGENDA

- | | |
|---|-----------------------|
| 1) 9:00 Call to Order and Agenda Review | Chair, James Feldmann |
| 2) 9:05 Public Comments | Chair |
| 3) 9:15 Minutes of October 27, 2022 (Attachment A) | Chair |
| <i>Action: Decision on Minutes</i> | |
| 4) 9:20 MTIP/STIP Amendments (Attachment B)
<i>Staff will review several MTIP/STIP amendments</i> | Steve Dobrinich |
| <i>Action: Review and approve amendment #21-24-2894; recommend Board approval of transit amendments</i> | |
| 5) 9:30 Transit Workforce Study Scope of Work (Attachment C)
<i>Transit systems nationwide have struggled to maintain service during the COVID-19 pandemic. Both the Albany Transit System and Corvallis Transit System have suffered from lack of drivers resulting in service reductions throughout the region. Staff will present a draft Scope of Work for a joint AAMPO/CAMPO study investigating causes and strategies to help address the impacts of the driver shortage.</i> | Dobrinich/
Meltzer |
| <i>Action: Review and discuss scope of work</i> | |
| 6) 9:45 Update on FY2023 Work Plan Implementation and Review of Proposed FY2024 Work Items (Attachment D & E)
<i>Staff will provide an update on progress implementing the FY2023 work plan followed by a review of proposed work items for FY2024.</i> | Dobrinich/
Meltzer |
| <i>Action: Discussion and feedback on FY2024 work tasks</i> | |
| 7) 10:15 Oregon Carbon Reduction Program (Attachment F)
<i>The ODOT Climate Office, in consultation with Oregon MPOs, is required to develop a Carbon Reduction Strategy by</i> | Nick Meltzer |

November 2023 that identifies strategies and projects to support transportation emissions reductions. CAMPO staff will provide an update on this effort.

Action: Information Only

- 8) 10:35 Adair Village Trails Plan (Attachment G) Dobrinich
Update on Adair Village Trails Plan

Action: Information Only

- 9) 10:45 Jurisdictional and Other Updates All
• Upcoming meetings:
○ January 26, 2023
• Jurisdictional Updates

- 10 11:00 Adjournment Chair

ATTENDENCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Lisa Scherf	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camarata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Ned Conroy	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
	Oregon Department of State Lands	

Quorum Requirement: MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

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

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**
Thursday, October 27th, 2022
HYBRID MEETING: IN-PERSON WITH TEAMS CALL-IN AVAILABLE
 Madison Avenue Building; Madison Ave Meeting Room
 500 SW Madison Ave, Corvallis, OR 97333
DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	Yes
Lisa Scherf	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Sara Robertson
James Feldmann	Oregon Department of Transportation	Yes
Mark Bernard	ODOT: Region 2 Principal Planner	No

Guest: Daniel Wood, Rob Upson, Wendy Byrne, Claire Pate, Ken Pate, Greg Gescher, Rory Rowan, and Laurel Beyer.

Staff: CAMPO Transportation Planner Steve Dobrinich, Transportation Manager Nick Meltzer, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	<p>Staff Steve Dobrinich noted that there was an extra STIP amendment added which wasn't in the packet. It was added to agenda item number 7.</p> <p>Introductions were started as there were new members, with several members of the public present.</p>	<p>Meeting was called to order at 9:02am by Chair James Feldmann</p> <p>There was one agenda update, which added a STIP amendment to agenda number 7.</p>

2. Public Comments	<p>Wendy Byrne Public Comment Summary – <i>Transportation money moves around a lot which can be confusing for interested parties to follow along with. The West Hills neighborhood needs money dedicated towards infrastructure.</i></p> <p>Rob Upson Public Comment- <i>I am writing in regard to Agenda Item No. 4: Corvallis STBG project change. I ask the committee to consider the following:</i></p> <ol style="list-style-type: none"> <i>1) Recognizing that the Corvallis 2023-2027 Capital Improvement Plan (CIP) was formally adopted, does funding source modifications to the Circle or Western projects require city budgetary approval? Is this modification request in any way initiated because of an anticipated increase in the budgeted Circle project cost of \$3.8 million, per the CIP?</i> <i>2) Noting that bike improvements were included in the Circle project scoring criteria, and also noting the comments in the CIP stating that a preliminary review indicates insufficient width to accommodate a buffered bike lane, what are the bike improvement components of the project?</i> <i>3) Comparing the 2021-2024 STBG awards to the CIP, noting that there is not a Princess to 29th resurfacing project as part of the CIP, why request funds from the Western Blvd. project, rather than the Princess to 29th project? What is the intention for use of the allocation to the Princess to 29th resurfacing project?</i> <i>4) Noting that the CIP anticipated \$1.4 million in STBG funding for Western Blvd., and that the city is instead requesting STBG funding for Conifer resurfacing in the current cycle, how does the city intend to fund the Western Blvd. project?</i> <p>Ken Pate Public Comment – <i>I live on Timian Street just off of West Hills Road. We ride our bikes regularly and regularly on Western Boulevard. With the new annexation, Mary's Annexation, there will be an additional</i></p>	
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<p><i>3,000 units going into that property. Most of them are probably going to be students, then need to ride over West Hills Road, a difficult road, and they also need to ride down Western Boulevard. The intersection at Western Boulevard and West Hills Road is difficult, limited site, hopefully there will be a roundabout there in the future. In the short term, we ride our bikes on Western Boulevard, and just to give a small example, that bike lane is half concrete and half asphalt and there is a seam between the two and it is very difficult to navigate that seam with skinny bicycle wheels. It is especially difficult when you try to get into the left turn lane at 30th Street, there's a nice ridge there you have to hop while looking over your shoulder.</i></p> <p><i>Western Boulevard needs this money is what I'm saying. I don't know what Circle Boulevard's problems are, but I've noticed they've had a lot of changes and money spent on that project. We've seen very little on Western Boulevard, so I think it's a bit unfair for us and I think very soon it is going to be very problematic because of the Mary's annexation. Thank you for your time."</i></p> <p>Claire Pate Public Comment –<i>I want to thank Wendy Byrne for speaking up. She said it quite eloquently. I just want the money to put into southwest Corvallis. We feel like we have been neglected and now is the time to get the infrastructure in place for the major influx of people that's going to be coming in the next three to five years. Thank you. I would prefer to keep the money in the Western bucket.</i></p> <p>Daniel Wood's Public Comment:</p> <p><i>Good morning and thank you for the opportunity to comment today.</i></p> <p><i>Most importantly I want you to understand that I do have respect for the process and the professionals involved. I am sure there are financial aspects I do not understand. However, I wish to voice concern over suggested Corvallis direction in the current funding cycle, specifically agenda item 4, requesting the movement of \$626,000.00 in allocated federal funding for the Western Blvd project to the Circle Blvd project.</i></p>	
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<p><i>I recognize fiscal strategy impetus in seeing maximum benefits from the state funds exchange program on a larger project, before that program goes away.</i></p> <p><i>Nevertheless, I am alarmed to see what I perceive as a pattern of funds needed for SW Corvallis improvements being used in NW Corvallis.</i></p> <p><i>Going forward, every project will be fiscally challenging and removing these funds now will make the Western Blvd project exponentially more expensive than it needs to be.</i></p> <p><i>This segment of Western Blvd should be a high priority. A transit route with a high traffic count, it is thick with OSU students, many on bicycles and walking, with scooters and skateboards in the mix. If you count crosswalks in the 1.8 miles between Philomath Blvd and 15th, there are a grand total of 5. This averages to one marked crosswalk every 1,900 feet.</i></p> <p><i>There are no sidewalks or buffered bike paths from Highway 20/34 to West Hills, and no sidewalks or buffered bike paths on the north frontage from West Hills to 35th. The triangle intersection at West Hills is rife with traffic delay and safety issues and the pavement base from Dion to the Highway is breaking up.</i></p> <p><i>There is real potential for a multimodal connection to the multiuse path on the south frontage of Highway 20/34, when ODOT improves that problematic interchange. CAMPO has stated intent to fund extending new MUPs up to 1000 feet in length. It makes sense to modernize and prepare this segment of roadway sooner than later.</i></p> <p><i>I have zero desire to strain working relationships with city officials yet feel the need to express my perturbation with the diversion of funds allocated for neglected SW Corvallis projects to other quadrants of Corvallis.</i></p> <p><i>My main concern is in putting the Western Blvd project \$626,000.00 into the red and extending postponement under a shrinking funding horizon.</i></p>	
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3. Minutes of September 22, 2022, (Attachment A)	The minutes were approved by consensus of the CAMPO TAC members.	Minutes of September 22, 2022, minutes approved by consensus.
4. Corvallis STBG Project Change Action: Recommendation to the Policy Board	<p>Greg Gescher noted that the FY2021 – 2024 project list was put together a couple years ago, and there have been issues that have come up since the creation of the project list. Western Boulevard was originally intended to be completed in 2023 or 2024, however, it was adjusted a year due to funding. One of the main problems is starting in the 2024 projects, the State Fund Exchange Program will no longer be available. Instead of pushing out the Western Boulevard paving project, they are asking the money to be pushed to the Circle Blvd. project as it is a 2023 project, and the Fund Exchange Program will still be available. All the money that is pushed in Circle Blvd., would free up other transportation maintenance money to be used for Western Boulevard and other projects. Gescher noted that the cost of all projects has gone up recently due to cost of construction.</p> <p>Chair James Feldmann asked what year Western Boulevard project would be moved to with the shift.</p> <p>Greg Gescher stated it would be moved to 2025. Gescher added that the project would be a resurfacing project which would include bike lanes.</p> <p>Greg Gescher noted Rob Upson's comment, and how the resurfacing work would incorporate bike lanes as well. Gescher noted that something the city of Corvallis is looking at is the opportunities to provide buffered bike lanes along the corridor of Circle Blvd. Gescher noted that the \$1.4 million in Western Blvd. was a place holder from funding from CAMPO. The reason it changed was the request is for Conifer Blvd. which would then allow the money to be used for Western Blvd.</p>	

	<p>Lisa Scherf noted that as a summary because of the discontinuation of the fund exchange program, projects will be more expensive after 2023. Since Western Blvd. isn't ready to go, then moving the funding to Circle Boulevard project, allows a ready to go to be funded at the lower rate using the Exchange Program There will still be money for Western when it is more ready to go.</p> <p>Greg Gescher noted all CIP projects will see price increases.</p> <p>Chair James Feldmann asked about project limits and scope changes.</p> <p>Greg Gescher noted that the project scope would not be changing.</p> <p>James Feldmann asked about the STBG selection process, and the changes that happen after original evaluations.</p> <p>Staff Nick Meltzer noted that in this particular case, the projects aren't changing, Western and Circle are just switching years in order to maximize funding.</p> <p>Greg Gescher noted that the STBG funding would be taken out of Western and put into Circle.</p> <p>Staff Nick Meltzer noted there is no mechanism he is aware of in both STBG and Federal funding to stop members from delaying projects or changing the proposed and adopted projects that were already developed.</p> <p>Staff Steve Dobrinich noted that in the application packet for the upcoming STBG cycle, there was a request for regular updates on projects that are funded with STBG dollars. These presentations would cover what was changed, and why those changes took place. This could potentially, help with the issues James Feldmann has asked about.</p>	
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	<p>Lisa Scherf noted she should probably be abstaining from the vote as she is involved as staff at the city of Corvallis.</p> <p>Daniel Wood, member of the public, added that the pavement conditions are going to need to be addressed yearly as it will move from preservation projects to something more severe.</p> <p>Rob Upson asked if the bike improvement was a bike lane, and whether the fact of the bike lane already existing, if that counts on the scoring. Upson also asked about an answer on allocation of funds from Walnut, Princess, and 29th, which were all part of the prior funding cycle, and why those weren't chosen to go towards the Circle Boulevard project instead of Western Blvd. funds.</p> <p>Greg Gescher noted that the city has STBG funds for Walnut identified CAMPO list as princess to 29th. There is a disconnect between the CAMPO and cities plans.</p> <p>Nick Meltzer noted that was an error on staff's side.</p> <p>Greg Gescher noted that the money is 2024 dollars, that cannot be used through the State Fund Exchange as that is ending and cannot be used after 2023.</p> <p>Gescher updated the members on the Fund Exchange process, and the recent changes that will be happening with that going away.</p> <p>Chair James Feldmann noted that the points on evaluation are all or nothing so it would be up to TAC members to decide the difference between the value of the different bike facilities.</p> <p>Gary Stockhoff made a motion to recommend this to the CAMPO Policy Board. Stockhoff also noted that projects are having to be moved and changed due to the fund exchange going away, and other impacts on funds and projects.</p>	
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	<p>Greg Gescher noted that with project changes, they are having to shift the funding due to the State Fund Exchange going away.</p> <p>For clarification TAC members added that TMF is the Transportation Maintenance Fee.</p> <p>Pat Hare noted that he agrees with the consensus to move this to the CAMPO Policy Board. The CAMPO TAC members had consensus to move this to the Policy Board, with Lisa Scherf abstaining.</p> <p>Ken Pate, member of the public, asked when the public can advocate for the public's share of the pot of money.</p> <p>Greg Gescher noted that Corvallis is in the budgeting process now, and this would make its way to the budget commission and then the city council meeting which will start around February or March, where the public can review what is being proposed in the CIP and submit comments.</p> <p>Chair James Feldmann noted that the funding the CAMPO has is a pot that spends the funds every 3-4 years, there isn't time until after the applicants propose projects that public can comment on the selected projects.</p> <p>Greg Gescher noted that the CIP is a five-year document that shows the major projects that are most likely going to be funded.</p>	
<p>5. Surface Transportation Block Grant (STBG) Application Review and Discussion (Attachment B, C, and D1- D5)</p> <p><i>Action: Discussion and project evaluation/scoring</i></p>	<p>Staff Nick Meltzer noted that for STBG they are looking for a collective ranking from the TAC members over the projects. This will also go to policy board for approval in January or February of 2023</p> <p>Staff Steve Dobrinich shared an overview page of the five projects applications that were submitted. Three projects are in the preservation section, one is a modernization project, and one is a scoping study.</p>	<p>The TAC members scored the project proposals and noted that they would like to support this OSU scoping study.</p>

	<p>Staff Steve Dobrinich shared the preservation scoring sheet to the TAC Members and Laurel Beyer began to review the Benton County application proposals.</p> <p>19th Street Benton County Project:</p> <p>Laurel Beyer provided an overview of the 19th Street grind & inlay project noting that these projects are going to use federal funds and shared the overview of the project. Grind and inlay 19th Street in Philomath from Industrial Way to Chapel Drive (with the exception of the couplet intersections) for a total of approximately 1.10 miles. This project is vital to keeping 19th Street in good condition for the traveling public. There are existing curb and gutters along the majority of the length which will facilitate a grind and inlay project. Sidewalk ADA ramps and crosswalks will be upgraded as needed as part of the project. Pavement preservation projects are not outlined in Benton County's Transportation System Plan; however, they are priority ranked according to our road maintenance procedures. Pavement preservation is also a key component to ensure the MPO can achieve the goals and objectives outlined in the Regional Transportation Plan.</p> <p>Beyer noted that the pavement conditions for the south segment of 19th street is 67 Nd the pavement condition for the north segment is 72.5. Beyer also added that these sections need work as there is a boom happening with a lot of activity and connections there.</p> <p>Staff Steve Dobrinich Shared the categories for scoring and evaluation of the project. Staff Dobrinich noted that there is a total of 100 points.</p> <ul style="list-style-type: none">• Pavement Condition: The members agreed that the project scored 30 points in this category.• Bike: The TAC members didn't feel the project received the 10 points as it is an all or nothing. The points appointed would be 0 for the Bike category.• Ped: The CAMPO TAC Members decided that there would be 0 points awarded.	
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	<ul style="list-style-type: none">• Transit: The CAMPO TAC Members decided that there would be 0 points awarded as there is no bus route along 19th.• Safety Improvement: The CAMPO TAC members agreed that this would be 0 Points.• Project Leverage: The CAMPO TAC awarded 20 points• The Total Project was 50 points. <p>The 45th St Benton County Project: Laurel Beyer moved on to provide an overview of the 45th street repaving project located in the urbanized area of SW Corvallis, both inside and outside of city limits. Beyer noted that this segment sees a lot of speeding and the county could look at crossing improvements. Sidewalks, curbs, and gutter will come later in some sections with the costs covered by developers.</p> <p>This project includes a grind and inlay SW 45th Street in Corvallis from Country Club Drive to Nash for a total of approximately 0.6 mile. This project is vital to keeping 45th Street in good condition for the traveling public. There are existing curb and gutters along the entirety of the length which will facilitate a grind and inlay project. Sidewalk ADA ramps and crosswalks will be upgraded as needed as part of the project. Pavement preservation projects are not outlined in Benton County's Transportation System Plan; however, they are priority ranked according to our road maintenance procedures. Pavement preservation is also a key component to ensure the MPO can achieve the goals and objectives outlined in the Regional Transportation Plan.</p> <p>The TAC's scoring broke down as follows:</p> <ul style="list-style-type: none">• Pavement Condition: The CAMPO TAC members scored 30 points• Bike: The CAMPO TAC scored 0 points• PED: The CAMPO TAC scored 0 points• Transit: The CAMPO TAC scored 0 points• Safety Improvement: The CAMPO TAC scored 0 points• Project Leverage: The CAMPO TAC scored 0 points• The total project points are 30.	
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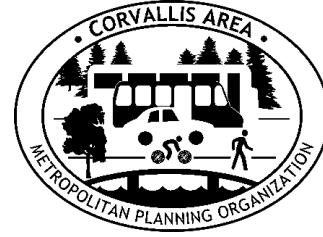
	<p>Conifer Boulevard City of Corvallis Project: Greg Gescher provided an overview of the Conifer Boulevard project proposal submitted by the City of Corvallis. Gescher indicated that the city wanted to submit one large project during this cycle.</p> <p>The Conifer Boulevard Rehabilitation project will rehabilitate the pavement on Conifer Boulevard between Hwy 99 and the eastern City Limits. An investment in Conifer Boulevard at this time will mean that the majority of roadway surface can be rehabilitated through the grind and inlay process, preventing it from further degrading to the point a much more expensive reconstruction project is needed. In addition to pavement rehabilitation, there are a number of other project elements that support multi-modal travel on the corridor.</p> <p>Corner ramps will be reconstructed, and bicycle infrastructure incorporated to support two neighborhood bikeways which cross the roadway (Lancaster Avenue -TSP project B48 and Cambridge Circle - TSP project B50. Two railroad crossings will also be improved as part of this project.</p> <p>The TAC then moved on to scoring the project:</p> <ul style="list-style-type: none">• Pavement Condition: The TAC Members awarded 30 points• Bike: The TAC members decided the project receives 0 points• PED: The TAC members awarded 10 points• Transit: The TAC members awarded 10 points• Safety Improvements: The TAC members decided the project receives 0 points• Project Leverage: The TAC members awarded 10 points• Total project points: 60 points. <p>OSU CAMPUS WAY CORRIDOR Scoping Study Project: Scoping Studies are usually funded off the top, however the TAC can agree to score the project if desired.</p>	
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	<p>Sara Robertson who is representing OSU in place of Rebecca Houghtaling, gave an overview of the OSU Campus way project proposal.</p> <p>Sara Robertson noted that the OSU Scoping study project which is on the Campus Way corridor from 11th street to 35th street. It is fully in OSU facility but creates important connections between city of Corvallis and Benton County. This project is also part of the Benton County Bike Network, it was also identified in the CAMPO Regional Transportation System Plan as part of the existing bicycle network. This corridor has some of the highest pedestrian use for whole OSU Campus area. OSU notes that this corridor is envisioned to be a multimodal corridor involving bike, peds, emergency vehicles, service vehicles, and transit.</p> <p>The TAC members noted that they would like to support this OSU scoping study.</p> <p>S. 16th Street Expansion and Sidewalk Installation (Philomath): The TAC Members ran out of time to finish scoring the Philomath project and decided to agree with the city's previous scoring.</p> <p>The total project score for Philomath was 63 points, as scored by the city. Note, this was later rounded up to 71 points since the scoring criteria were all or nothing and two categories for this project had been scored as 4 out of 8.</p>	
6. Fiscal Year 2024-2027 Metropolitan Transportation Improvement Program Draft Project Entry (Attachment E) Action: Information Only	<p>Staff Steve Dobrinich introduced attachment E that is an overview of projects that are being added to the Statewide Transportation Improvement Program (STIP) for the next cycle FY2024-27, it covers many but not all Federally funded projects that are happening in the region. Additional updates will be shared next month as there may be a few changes. The FY2024-27 STIP will go into lock down where changes cannot be made for a couple months.</p> <p>Staff Steve Dobrinich noted that many of the projects are transit related. ODOT funded projects and CAMPO planning projects are also listed. Dobrinich added that for STBG urban allocation, there is a bucket of</p>	

	<p>funds that will be drawn from for the CAMPO region. Once CAMPO selects projects for STBG projects they can be split from this pool of funding.</p> <p>Staff Steve Dobrinich will have an updated list at the next CAMPO TAC meeting.</p>	
7. MTIP/STIP Amendments (Attachment F) Action: Review and make recommendation to CAMPO Policy Board	<p>Staff Steve Dobrinich noted there are three amendments to the STIP included in this agenda item. The first (Amendment #21-24-2749) is a full amendment for a new project adding \$22 million dollars for the construction of ADA curb ramps both in the CAMPO region and surrounding areas. The second (Amendment #21-24-2650) is an administrative amendment for the EV charging infrastructure along highway 20 from the Oregon coast to the Idaho border, it is a \$8.9-million-dollar project total, however, it is not just in the CAMPO Area. The third (Amendment # 21-24-2839) is related to the Van Buren Bridge project, due to cost overrun it needs to add \$8.5 million to the project, this will need approval from the TAC. Before approval it will also need to be signed by the ODOT director since it is a large number to change during the construction phase.</p>	<p>The TAC recommended approval of Amendment # 21-24-2749 and forwarded it to the Policy Board.</p> <p>The CAMPO TAC members had consensus to approve Amendment # 21-24-2839 related to the Van Buren Bridge Project.</p>
8. Jurisdictional and Other Updates:	<p>Other Business: There was no other business</p> <p>Jurisdictional Updates: There were no jurisdictional updates.</p>	
9. Adjournment		Meeting adjourned at 11:15 am by Chair James Feldmann.

MEMORANDUM

Corvallis Area Metropolitan Planning Organization
777 NW 9th Street, Suite 204C
Corvallis, Oregon 97330



Date: November 30th, 2022

To: CAMPO Technical Advisory Committee and Policy Board

From: Steve Dobrinich, CAMPO Staff

Re: Statewide Transportation Improvement Program (STIP) Amendments

Overview

The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. CAMPO acts as the regional coordinator to the STIP helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Amendment Types

There are three types of STIP and MTIP amendments processed by CAMPO:

- **Full Amendments:** Require the greatest level of scrutiny including communicating project information to the Policy Board. The Technical Advisory Committee (TAC) determines if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, CAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

Additional details on STIP and MTIP amendments can be found in the CAMPO MTIP policy [HERE](#).

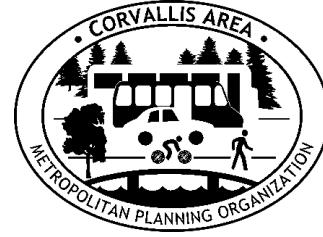
Action Requested

- **Technical Advisory Committee**
 - [Amendment #: 21-24-2894 - Approve amendment](#)
 - [Transit Amendments -recommend approval to Policy Board](#)
- **Policy Board**
 - [Amendment #: 21-24-2894 -Information only](#)
 - [Transit Amendments -Approve amendments](#)

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
K22660: Small (Mt. View) Creek/Elliot Circle Bridge (Benton County)	Design for a future construction project to replace the bridge in order to meet current road standards.	Amendment Number 21-24-2894 Increase Preliminary Engineering phase by \$69,900, funds come from K20015 <i>Notes: Amendment to match PE phase to draft amount with inflation</i>	Administrative Amendment	Add \$69,900 from statewide local bridge pool	Benton County
K23403: Corvallis Transit - 1% Safety and Security FFY2023	City of Corvallis transit safety and security using FTA 5307 grant funds. Wi-Fi access for outdoor camera system at the Downtown Transit Center and the Corvallis Transit System bus parking lot.	Delete from FFY2024-27 STIP and add to FFY2021-24 STIP. Change FFY2024 in project name to FFY2023. New project key number.	Full Amendment (Two week public comment period underway)	None	City of Corvallis
K23402: Corvallis Transit - Paratransit Operations FFY2023	FTA grant program 5307 for paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements.	Delete from FFY2024-27 STIP and add to FFY2021-24 STIP. Change FFY2024 in project name to FFY2023. New project key number.	Full Amendment (Two week public comment period underway)	None	City of Corvallis
K23401: Corvallis Transit - Preventive Maintenance FFY2023	FTA grant program 5307 for preventative maintenance to ensure continued upkeep of service	Delete from FFY2024-27 STIP and add to FFY2021-24 STIP. Change FFY2024 in project name to FFY2023. New project key number.	Full Amendment (Two week public comment period underway)	None	City of Corvallis
K23400: Corvallis Transit -Fixed Route Operations FFY2023	FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow.	Delete from FFY2024-27 STIP and add to FFY2021-24 STIP. Change FFY2024 in project name to FFY2023. New project key number.	Full Amendment (Two week public comment period underway)	None	City of Corvallis

MEMORANDUM

Corvallis Area Metropolitan Planning Organization
777 NW 9th Street, Suite 204C
Corvallis, Oregon 97330



Date: November 17th, 2022
To: CAMPO Policy Board & Technical Advisory Committee
From: Steve Dobrinich, CAMPO Staff
Re: Transit Workforce Study Scope of Work

Purpose

DRAFT

The purpose of this memo is to provide an overview on the process for completing a Transit Workforce Study covering the Albany Area MPO (AAMPO)/ Corvallis Area MPO (CAMPO) planning areas along with nearby rural areas in Linn, Lincoln, and Benton Counties.

Background

Transit systems nationwide have struggled to maintain service during the COVID 19 pandemic. Both Albany Transit System (ATS) and Corvallis Transit System (CTS) have suffered from a lack of bus drivers – resulting in service reductions and delays in planned transit expansions. The Transit Workforce Study will investigate barriers to maintaining adequate driver numbers (e.g. job requirements, required trainings, pay scale, high housing costs, etc.) and recommend strategies to help reduce negative impacts to transit service associated with lack of drivers. The study, conducted jointly by AAMPO and CAMPO, will include an examination of workforce shortages impacting transit agencies, case studies of other transportation agencies, surveys and other outreach to current and past bus drivers, and an exploration of educational partnerships for bus driver licensing.

Project Overview

An overview of the project and proposed process is outlined below.

- **Issues and Opportunities**
 - Transit providers in the mid-Willamette Valley are experiencing an ongoing bus driver shortage and the detailed reasons for the shortage are unknown
 - Transit agencies have limited staff to serve as substitute drivers when needed and sometimes lack regular route coverage
 - The lack of drivers has resulted in service reductions and delays to planned service expansions
 - The limited driver pool has resulted in drivers applying for jobs and moving between transit providers within the region (workforce shuffle without net growth in drivers)
 - Opportunities for driver training programs have been discussed at a high level and require further investigation
- **Project Team will consist of:**
 - Steve Dobrinich, CAMPO Transportation Planner
 - Nick Meltzer, AAMPO/CAMPO Transportation Manager
- **Project Steering Team will consist of:**
 - Barry Hoffman, Albany Transit System
 - Brad Dillingham, Benton Area Transit
 - Tim Bates, Corvallis Transit System
 - Ned Conroy, Federal Transit Administration

- Jeremy Borrego, Federal Transit Administration
- Mark Bernard, ODOT Regional Solutions Team
- Additional input from the Linn-Benton Loop Technical Advisory Committee
- **OCWCOG Role:**
 - Coordinate core project tasks
 - Lead initial information gathering to identify issues in more detail
 - Develop meeting agenda items and other project materials
 - Facilitate meetings of the Project Steering Team, stakeholders
 - Conduct outreach to transit operators including combination of survey, interviews and focus groups
 - Summarize issues and recommended solutions/strategies in a report
 - Submit draft report for review by Project Steering Team and key partners
 - Incorporate feedback into a final report
- **Project Steering Team Role:**
 - Suggest specific data/information to gather
 - Review outreach materials for connecting with transit operators (e.g. surveys, interview/focus group questions)
 - Participate in surveys, interviews, focus groups
 - Review and comment on strategies for reducing negative impacts to transit providers
 - Review and comment on draft Transit Workforce Study
- **Product:**
 - Report discussing challenges to bus driver recruitment/retention and identifying list of strategies for reducing negative impacts of current driver shortage
- **Schedule:**
 - Expected to begin in the 2nd quarter of FY23 and continue through the end of the 4th quarter

Project Scope

Task 1: Information Gathering on Current Transit Work Force Issues

This task will document current workforce issues facing transit operators nationwide with additional focus on the AAMPO/CAMPO planning areas and nearby rural areas served by transit. Data gathered will be in a brief memo developed by OCWCOG staff.

Deliverables: Memo 1 -Current Workforce Issues in Transit

Task 2: Case Study Identification

Task 2 will focus on identifying case study communities where transit agencies are facing workforce issues similar to those experienced in the AAMPO/CAMPO area. Programs and strategies for addressing driver shortages will be explored as part of this task as well.

Deliverables: Memo 2 -Case Study Review Memo

Task 3: Outreach to Transit Operators

Based on feedback from the Project Steering Team, this task will focus on connecting with transit agencies in Linn, Lincoln and Benton Counties to gain inside knowledge on where driver shortages are taking place and strategies that have been used to address the issue. Outreach will extend beyond the region to include input from transit operators in the Pacific Northwest and beyond. Outreach will include a combination of surveys, one-on-one interviews, and focus groups as discussed in the bullets below:

- **Survey:** The survey tool will be designed to collect information and fill gaps in knowledge on the causes and impacts of the nationwide driver shortage. The target audience for survey outreach will be transit operators throughout Oregon and Washington and, depending on interest, operators in other parts of the country. Survey results will provide a broad base of information for analysis and additional outreach.
- **Interviews:** Interviews will focus on capturing the finer points on driver shortage issues in the mid-Willamette Valley with a target audience of transit operators in Linn, Lincoln, and Benton counties. Interviews may be conducted with transit operators in other parts of Oregon and Washington for additional context.
- **Focus Groups:** Focus groups will be designed as structured group discussions with drivers, likely held during regular transit driver meetings. The purpose of these conversations will be to connect directly with drivers to better understand where they see challenges to driver recruitment and retention. The target audience of focus groups will be transit drivers and operators in Linn, Lincoln and Benton counties.

Deliverables:

- *Memo 3 -Transit Outreach Overview Memo, raw data from surveys, interviews and focus groups*

Task 4: Explore Existing Training Programs

Task four will focus on the types of recruitment and training programs that are available for preparing the workforce to serve as transit drivers (CDL, truck licensing, transit training programs, etc.). Additionally, this task will investigate programs which have paid dividends in attracting more transit workers in other parts of the country. Discussion on program availability in the mid-Willamette Valley and opportunities for new programs will also be held as part of this task item.

Deliverables:

- *Memo 4 -Overview of Existing Driver Training Programs Memo*

Task 5: Identify Strategies for Reducing Negative Impacts to Transit Providers

The purpose of Task 5 is to move from information gathering to problem solving. The goal here will be to draft a list of programs, partnerships, and actions geared towards addressing the driver shortage and mitigating the impacts of future workforce challenges. The report will provide a list of recommendations for transit agencies to consider implementing in the near term and long term.

Deliverables:

- *Memo 5 -Strategies for Reducing Driver Shortage and Impacts to Transit Providers Memo*

Task 6: Draft and Finalize Transit Workforce Study

This task will involve submitting a draft Transit Workforce Report to the Project Review Team for comments and feedback. OCWCOG staff will address feedback and incorporate recommended changes into the final report.

Deliverables:

- *Draft version of Transit Workforce Study*
- *Final Transit Workforce Study*

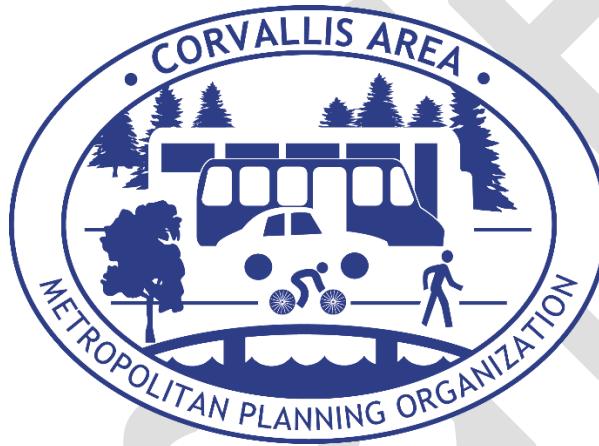
Project Timeline

	2022 Q4		2023 Q1			2023 Q2		
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Develop Scope of Work								
Info Gathering on Current Transit Workforce Issues								
Case Study Identification								
Outreach to Transit Operators -e.g. surveys, interviews or focus groups								
Explore Existing Training Programs								
Identify Strategies for Reducing Negative Impacts to Transit Providers								
Draft and Finalize Transit Workforce Study								

Fiscal Year 2023 Unified Planning Work Program (UPWP) Progress Report

IGA 34271

July 1, 2022 – December 31, 2022



Corvallis Area Metropolitan Planning Organization

Submitted January XX, 2023

Prepared By

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Introduction

This progress report summarizes the work conducted by Corvallis Area MPO (CAMPO) staff during the first half of Fiscal Year 2023 (July 1, 2022 and December 31, 2022). This semi-annual report is required through the Intergovernmental Agreement (IGA) with the Oregon Department of Transportation, which provides the primary funding for the Unified Planning Work Program (UPWP) as a pass through from the Federal Highway Administration (FHWA).

FY2023 Overview

CAMPO is staffed by the Oregon Cascades West Council of Governments (OCWCOG). Staffing for CAMPO includes a full-time Transportation Planner, assistance from the Community Economic Development (CED) Operations Supervisor, and assistance as needed from the Transportation Planning Manager, CED Director, and other planning staff.

During the first half of FY2023 staff conducted routine administrative activities such as coordinating monthly meetings, meeting performance measure requirements from ODOT, and attending quarterly meetings with state partners. Transit planning activities included staffing and attending meetings for the Linn Benton Loop Technical Advisory Committee and Governing Board and providing assistance to the Corvallis Transit System (CTS) as needed.

During the first six months of the FY2023 planning period CAMPO spent time preparing for the development of the FY2024-2027 Metropolitan Transportation Improvement Program (MTIP). CAMPO held a request for project proposals for the use of Surface Transportation Block Grant (STBG) during September and October 2022. Members of the CAMPO Technical Advisory Committee (TAC) scored projects made funding recommendations to the Policy Board. The Board has reviewed projects and is expected to consider approval in January 2023.

Other activities undertaken during the first half of FY2023 include continued reporting on the multi-modal count program and participation on the Open Streets Corvallis planning committee and at the event on August 14, 2022.

For reference it may be useful to have the FY2023 UPWP to read concurrently with this annual report. The FY2023 UPWP is available on [CAMPO's website](#).

About the Corvallis Area MPO

The Corvallis Area Metropolitan Planning Organization, CAMPO, is the federally designated metropolitan planning area for the cities of Adair Village, Corvallis, Philomath, and Benton County. CAMPO is governed by a five-member Policy Board consisting of representatives of those entities, as well as the Oregon Department of Transportation. The Policy Board operates according to the adopted Operating Guidelines. CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, the ODOT Regional Planner and a representative from the Albany Transit System. The representatives of relevant federal and other state agencies have ex-officio status on the TAC. The TAC reviews technical materials and provides recommendations to the Policy Board.

The City of Corvallis is the owner of the Corvallis Transit System and their representation on the MPO Policy Board also represents the interests of the transit system.

The Oregon Cascades West Council of Governments, under a contract with the Policy Board, provides fiscal and administrative services, and staffing to CAMPO.

Summary and status of work plan tasks

Task 1: Program Management

Overview

The purpose of this task is to provide management and administrative support for the MPO's planning and programming activities.

Progress on Tasks

110. MPO Operation

Product: Regular meetings of the MPO Policy Board and Technical Advisory Committee (TAC), an up to date website, and a CAMPO presence at regional and state meetings.

Status: Fifty percent complete:

- Five Policy Board meetings and four TAC meetings held, with meeting schedule set for 2023
- Attended statewide meetings with MPOs ODOT and other key partners including Oregon Metropolitan Planning Organization Consortium, MPO/transit meetings, MTIP/STIP Coordination meetings
- Attended and staffed Linn Benton Loop Policy Board and TAC meetings, as well as regular OCWCOG meetings
- Participated as an ex-officio on the Cascades West Area Commission on Transportation (CWACT) and as a member of the CWACT Technical Advisory Committee
- Attended trainings and transportation-related conferences including the 2022 Association of Metropolitan Planning Organizations conference
- Submitted annual Title VI accomplishment report in September 2022 to ODOT

120. MPO Administration

Product: Compliance with federal and state transportation planning regulations, semi-annual reports and invoices, financial audit results, up to date website.

Status: Fifty percent complete. The first quarter invoice is approved and submitted. The second quarter invoice is expected in mid-January. Future invoices will be approved in Spring and Summer 2023. This document fulfills semi-annual report requirement; annual report will be submitted in summer 2023.

130. Annual Document Review

This sub task is intended to review, update and publish any changes to the major documents CAMPO is required to maintain. An annual review of the following documents will be conducted with updates completed as necessary:

- Posting of Obligated Transportation Projects on the website, per Federal Requirements.

- Reviewing the Title VI/Non-discrimination Plan.
- Reviewing the Public Participation Plan.
- Developing the FY24 Unified Planning Work Program and budget, and subsequent approval
- Amending the FY23 Unified Planning Work Program as needed

Product: An FY2024 Unified Planning Work Program (UPWP) that outlines the work program and budget for the coming year. Amendments to federal planning documents as needed.

Status: Sixty percent complete. Reviewed draft FY2024 UPWP projects with CAMPO Technical Advisory Committee and Policy Board. Draft is due in mid-January ahead of check in with ODOT, FHWA and FTA with continued editing during the winter/spring of 2023.

140. MPO Education and Training

Product: This sub task is intended to educate and inform newly appointed Policy Board members, as well as members of the public about the role MPOs have in coordinating regional transportation planning. Additional trainings on principles of transportation planning will also be considered.

Materials will include the following:

- What is an MPO?
- MPO's role in transportation planning
- Transportation planning principles
- Walking, bicycling, and transit tours of the CAMPO planning area
- Transportation oriented speaker series (may be done in conjunction with AAMPO)

Status: Thirty percent complete. An overview of MPO planning and programming activities for incoming Board members is scheduled to take place at the January 2023 Board meeting.

Task 2: Long Range Transportation Planning

Overview

The purpose of this task is to provide for the long range transportation planning needs within the Corvallis Metropolitan Planning Area. While some tasks could be perceived as "short range," they generally contribute to the long term needs and knowledge of the region, and intentionally help to build technical capacity of member jurisdictions (i.e. without the MPO they would not have the same opportunity). This task is funded through a combination of PL and 5303 Funds.

Progress on Tasks

210. Regional Transportation Plan Implementation

An update to the Corvallis Area MPO's Regional Transportation Plan (RTP) was recently completed in spring 2022. The purpose of this work item is to shift staff effort from RTP development to project implementation including dissemination of information about the plan and pursuit of project funding.

Product: Development of high-level overview document summarizing the CAMPO RTP for elected officials and general public, progress funding projects listed in RTP, amendments to RTP as needed

Status: Twenty percent complete. FY2024-27 CAMPO STBG funding process has included discussion of RTP and RTP goals. High-level overview has not yet been developed. CAMPO is participating as part of the AAMPO RTP update process which is currently ongoing.

220. White Paper on Emerging Mobility Technology

States, cities and regions across the United States are facing a number of challenges, and potential benefits, with the advent of technological advances in mobility and transportation. Dockless bikeshare and electric scooters are two modes that have proliferated in cities up and down the West Coast over the past several years. There is ongoing conversation about whether these new technologies are a nuisance, or provide a measurable benefit to the transportation system at large. In addition, the roll out of autonomous and connected vehicles is unknown and there are many policy implications for cities to consider. This task will take a broad brush approach to researching what other cities are doing, evaluate any guidance and collaboration opportunities with Oregon Department of Transportation, and provide recommendations on what CAMPO's member cities should consider for policy implementation.

Product: White paper on policy issues related to emerging technology in transportation

Status: Ten percent complete. Basic literature review started.

230. Technical Assistance to Communities

CAMPO continues to work to provide service to member communities. This work item allocates 30 hours of staff time to the four member jurisdictions to work towards a long range transportation project. Technical assistance can apply to a variety of work tasks but must adhere to requirements in 23 CFR 450, which outline the tasks eligible for reimbursement with PL funding. This includes but is not limited to:

- Transportation Scoping Studies
- Bicycle/Pedestrian/Vehicle Count Analysis
- Transportation System Plan Project Identification
- Conceptual Design Recommendation

Product: 120 hours of staff time to CAMPO members. A summary of tasks completed presented to the Technical Advisory Committee and Policy Board

Status: Seventy percent complete, Adair Village Trails Plan complete, Philomath School Circulation Study in progress

240. CAMPO Multi-Modal Count Program

The Corvallis Area MPO started a multimodal count program in FY20 and plans to continue this program on an ongoing basis. This task will cover staff time to deploy counters, collect data, and prepare summary reports. Counts have been identified through conversations with the TAC and Policy Board. Each location will be counted for between two and eight weeks. Summary reports will be published on CAMPO's website.

Product: Continued deployment of mobile counters, selection of permanent count locations, interfacing with other MPOs and state partners to build a statewide multimodal count program.

Status: In progress, forty percent complete. Continued deployment expected during spring/summer 2023 and into future fiscal years.

Task 3: Inter-Regional Transportation Planning

Overview

The purpose of this task is to focus on the inter-regional needs and opportunities of the Corvallis Area Metropolitan Planning Area. Due to the inextricable ties with Albany Area Metropolitan Planning Organization (AAMPO), and commute sheds extending well beyond the MPO boundary, this task focuses on projects that impact both MPO areas. This task is funded through a combination of PL and 5303 Funds.

Progress on Tasks

310. AAMPO Coordination

As the greater Corvallis-Albany region grows in both population and employment, there will be increased stress on the major commute routes through the region. This Task allocates money towards coordination with AAMPO to address regional travel demand. Started in Fiscal Year 2020, both AAMPO and CAMPO expect the conversation to continue into FY23

Product: Meeting minutes, regional maps, plans and lists of funding opportunities

Status: Forty percent complete. Joint AAMPO/CAMPO meetings not yet held but planned for winter/spring 2023. AAMPO/CAMPO have an on-going bi-weekly coordinating staff meeting and regular staff level check ins. CAMPO also participates in a bi-monthly check in with AAMPO staff, CAMPO staff, and Albany Transit System staff to discuss issues of joint importance including the Linn Benton Loop. Worked with AAMPO to align core documents and continued sharing of funding and education opportunities is ongoing. Finally, CAMPO staff is helping support AAMPO with the 2023 RTP update.

320. Transit Planning Coordination and Assistance

Oregon passed House Bill 2017, which allocates significant funding for transit expansion. With new funding every two years, cities, counties and transit agencies are actively working to keep up with increases in transit funding and service while balancing other transportation needs. With service expanded unilaterally across the state, CAMPO staff work to keep everyone in the region updated on regional transit improvements. In FY21, CAMPO prepared the Public Transit Agency Safety Plan (PTASP) for Corvallis Transit System. As that document requires updating once a year, that will be incorporated into this task.

Products: Technical assistance as needed to Corvallis Transit System and Benton County Transit, information dissemination from state and federal partners. Public Transit Agency Safety Plan (PTASP) annual update. Potential match for STIF regional transit enhancement projects.

Status: Sixty percent complete. Provided staff support for both the Linn Benton Loop Technical Advisory Committee (TAC) and Policy Board. Continued to serve on the Linn Benton Loop TAC. Also attended Linn Benton Loop Policy Board meetings. Attended in person events to promote the expansion of the Linn Benton Loop bus service. PTASP review will take place during Q3 of FY2023.

330. Transit Workforce Study

Transit systems nationwide have struggled to maintain service during the COVID 19 pandemic. Both Albany Transit System (ATS) and Corvallis Transit System (CTS) have suffered from a lack of bus drivers – resulting in the closing of bus routes and delays in planned transit expansions. The Transit Workforce study will identify strategies to help reduce negative impacts to transit service associated with lack of bus drivers. The study, conducted jointly with AAMPO, may include interviews and focus groups with current and past bus drivers, case studies of other transportation agencies, and an exploration of educational partnerships for bus driver licensing.

Product: Identification of strategies for reducing negative impacts to transit service associated with lack of bus drivers

Status: Ten percent complete. Scope of work complete. Report writing to comments in winter and spring 2023.

340. Travel Modeling and OHAS

This task is focused on the regional travel demand model and data collection, analysis and development. An up to date travel demand model is useful for both MPO led and non-MPO led plans and projects (e.g. corridor studies, capital projects, land use planning studies and land use developments). CAMPO staff will continue to work with ODOT's Transportation Planning and Analysis Unit (TPAU) to refine the Corvallis Albany Lebanon Model (CALM), used by both CAMPO and AAMPO.

This task also includes work related to the Oregon House Hold Activity Survey (OHAS). The OHAS is a periodic statewide effort, led by the Oregon Modeling Steering Committee (OMSC), to capture demographic and travel behavior of Oregon residents. This data is used to update travel demand models and answer other transportation related questions. CAMPO is involved in the OHAS effort through the MPO's commitment to provide funding (Task 430) as well as attendance at OMSC and OHAS meetings, proving input and feedback on the OHAS effort.

Product: Up to date regional travel demand model, active participation in OHAS effort.

Status: Thirty percent complete. CAMPO staff is participating in OHAS effort.

Task 4: Transportation Programming**Overview**

The purpose of this task is to continually perform transportation programming for the Corvallis MPO Area through the development of new Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

Progress on Tasks**410. MTIP Amendments**

This task provides for the necessary amendments to the FY21-24 MTIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT

Product: Up-to-date FY21-24 MTIP document

Status: Sixty percent complete. Worked with ODOT staff, CAMPO Technical Advisory Committee, and CAMPO Policy Board on amendments to the 2021-24 MTIP/STIP

420. FY2024-2027 MTIP Development

With a new Statewide Transportation Improvement Program expected to be adopted in 2023, the process to develop it begins in 2022. This task will involve a review of project evaluation criteria, the solicitation of projects, public engagement, and development of an MTIP document to be included in the STIP.

Product: 2024-2027 MTIP/STIP

Status: 70% complete. CAMPO held a request for project proposals for the use of Surface Transportation Block Grant (STBG) during September and October 2022. Members of the CAMPO Technical Advisory Committee (TAC) scored projects made funding recommendations to the Policy Board. The Board has reviewed projects and is expected to consider approval in January 2023.

430. 2030 OHAS Set-Aside

CAMPO is expected to participate in the 2030 Oregon Household Activity Survey, coordinated by ODOT, the Oregon Modeling Steering Committee and statewide MPO partners. The OHAS is necessary to develop data that feeds the Corvallis-Albany-Lebanon Model (CALM). These regional models are a required part of long range planning for MPOs. Setting aside money now for the survey in 10 years will allow CAMPO to offset the costs without using STBG funds member agencies need for construction projects. Annually, \$8,000 will be set aside, for a total of \$80,000 over 10 years. This money will be held in an account by ODOT through a memorandum of understanding.

Product: Starting in FY21 and continuing to FY30, a total of \$80,000 to contribute to 2030 OHAS

Status: Ongoing for this fiscal year and into the future

Task 5: Special Projects

Progress on Tasks

510. Highway US 20/OR 34 Planning Study

Highway 20/34 between Philomath and I5 is a key corridor connecting the CAMPO and AAMPO regions, transporting commuters, recreationalists, freight, and local residents. The corridor is expected to see increased traffic as the region grows in population. While many jurisdictions identify the Highway 20/34 Corridor as an issue during their recently developed transportation system plans, none of them dive into the details of solutions.

This project, in coordination with AAMPO, ODOT's Transportation Planning and Analysis Unit (TPAU), and consultants, will investigate a range of multi-modal investments that can decrease demand along the corridor for single occupancy vehicles, thereby reducing greenhouse gas emissions, reducing the need to expand the highway, and allowing for efficient travel by all modes.

Product: Identification of project stakeholders and goals, existing and future conditions analysis, identification of corridor solutions and implementation measures, final plan document

Status: Zero percent

520. Special Project Pool

The special project pool task is included here to enable CAMPO to pursue projects of interest as opportunities arise. Projects will require input from the CAMPO Technical Advisory Committee and Policy Board.

Product: Product is dependent on the projects pursued and interests of the CAMPO TAC and Policy Board

Status: Ongoing, no opportunities have been pursued

Task Completion by Percent

The table below illustrates the tasks outlined in the FY2023 UPWP, the estimated percent complete, and the total budgeted amount for each subtask.

Task	Estimated Percent Complete
TASK 100: Program Management	50%
110: MPO Operation	50%
120: MPO Administration	50%
130: Annual Document Review	60%
140: MPO Education and Training	30%
TASK 200: Long Range Transportation Planning	40%
210: Regional Transportation Plan Implementation	20%
220: White Paper on Emerging Mobility Technology	10%
230: Technical Assistance to Communities	70%
230: CAMPO Multi-Modal Count Program	40%
TASK 300: Inter-regional Transportation Planning	50%
310: AAMPO Coordination	40%
320: Transit Planning Coordination & Assistance	60%
330: Transit Workforce Study	10%
340: Travel Modeling and OHAS	30%
TASK 400: Transportation Programming	50%
410: MTIP Amendments	60%
420: FY2024-2027 MTIP Development	70%
430: 2030 OHAS Set-Aside	NA
TASK 500: Special Projects	0%
510: Highway US 20/OR 34 Planning Study	0%
520: Special Project Pool	NA
TOTAL	45%

Actual Costs / Budget Summary

While the second quarter billings are not available prior to the required completion of this report, it is estimated CAMPO has spent approximately \$XX,XXX, or XX% of the annual budget halfway through the fiscal year. More details are available in the table below.

Item	Amount
Budgeted Amount	\$ 256,937
--Estimate Amount Expended	\$ XX,XXX
--Estimated percent Expended	XX%

FY23 and FY24 Subtask Comparison

FY23 Tasks and Subtasks	Proposed FY24 Tasks and Subtasks	Proposed FY24 Amount	Notes
TASK 100: Program Management	TASK 100: Program Management	\$68,000	
110: MPO Operation	110: MPO Operation	\$30,000	
120: MPO Administration	120: MPO Administration	\$30,000	
130: Annual Document Review	130: Annual Document Review	\$2,000	
140: MPO Education and Training	140: MPO Education and Training	\$6,000	
TASK 200: Long Range Transportation Planning	TASK 200: Long Range Transportation Planning	\$62,000	
210: Regional Transportation Plan Implementation	210: Regional Transportation Plan Performance Monitoring	\$15,000	Renamed to incorporate performance monitoring
220: White Paper on Emerging Mobility Technology	220: Philomath Boulevard Support (Philomath to Downtown Corvallis)	\$15,000	White paper to be done by FY24. New project for Philomath Blvd support.
230: Technical Assistance to Communities	230: Technical Assistance to Communities	\$12,000	
240: CAMPO Multi-Modal Count Program	240: CAMPO Multi-Modal Count Program	\$20,000	
TASK 300: Inter-Regional Transportation Planning	TASK 300: Inter-Regional Transportation Planning	\$41,000	
310: AAMPO Coordination	310: AAMPO Coordination	\$10,000	
320: Transit Planning Coordination and Assistance	320: Local Transit Planning Support	\$10,000	Reworded and split LB Loop into separate proj
330: Transit Workforce Study	330: Linn Benton Loop Support	\$15,000	Workforce study likely to be complete by FY24. Added LB Loop Support.
340: Travel Modeling and OHAS	340: Travel Model Coordination	\$6,000	Name change
TASK 400: Transportation Programming	TASK 400: Transportation Programming	\$20,000	
410: MTIP Amendments	410: MTIP Amendments Add a mention of MTIP edits and transition here	\$12,000	
420: FY2024-2027 MTIP Development	420: 2030 OHAS Set-Aside	\$8,000	MTIP development will be done by start of FY2024 Moved OHAS set-aside up.
430: 2030 OHAS Set-Aside			
TASK 500: Special Projects	TASK 500: Special Projects	\$65,937	
510: Highway US 20/OR 34 Planning Study	510: Highway US 20/OR 34 Planning Study	\$50,000	
520: Special Project Pool	520: Special Project Pool	\$15,937	
Total Estimate*		\$256,937	

*Based on FY2023 amount, any additions will be added to Task 520: Special Project Pool



Oregon

Kate Brown, Governor

Department of Transportation

Climate Office

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Carbon Reduction Program Overview

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) was signed into law. The IIJA authorizes a new [Carbon Reduction Program](#) to reduce transportation emissions. The Carbon Reduction Program provides funds for projects that reduce greenhouse gas emissions from transportation. States shall develop a Carbon Reduction Strategy that supports reduction in transportation emissions, identifies projects and strategies, and is appropriate to state population density and context.

ODOT, in consultation with any metropolitan planning organization (MPO) in the state, is required to develop a Carbon Reduction Strategy that identifies strategies and projects to support transportation emissions reduction. This strategy will be based on the [Statewide Transportation Strategy](#), Oregon’s roadmap to achieve the state’s greenhouse gas reduction goals. The first Carbon Reduction Strategy is due November 2023 and is updated every four years.

Transportation Management Areas (TMA) MPOs will identify projects for their funds based on the Carbon Reduction Strategy using existing outreach and selection methods. ODOT anticipates using a competitive selection process to identify projects for the small urban and rural areas, and develop criteria to identify statewide ODOT projects. ODOT is standing up an IIJA Carbon Reduction Strategy Consultation Group to assist with developing the strategy following FHWA requirements.

IIJA Carbon Reduction Strategy Consultation Group

This group advises ODOT and consults on developing the Carbon Reduction Strategy for FHWA based on the Statewide Transportation Strategy. Following federal guidance, this group identifies goals and creates the framework for the strategy through Summer 2022. Following the goals and framework, TMAs will work with local jurisdictions to identify projects, and ODOT will continue working with other convened stakeholders to develop project criteria for non-TMA areas, based on the strategy. The full group will potentially reconvene in Fall 2023 to finalize the Carbon Reduction Strategy before the FHWA submittal deadline.

Carbon Reduction Program Proposed Process & Framework:

These steps describe the process to develop the strategy and identify projects.

1. Initiate Carbon Reduction Strategy Development (Summer 2022)
 - Project Kickoff meeting for IIJA Carbon Reduction Strategy Consultation Group.
2. Carbon Reduction Goals and Priorities (Summer 2022)
 - Consultation Group identifies goals and framework for Carbon Reduction Strategy based on the Statewide Transportation Strategy. This work will set the bounds for types of projects under the program.
3. TMA MPOs Identify Projects
 - TMA MPOs work with local jurisdictions using existing outreach and selection methods to identify projects.

4. Small Urban and Rural Application Process (Fall 2022-Spring 2023)
 - ODOT will work with the ongoing stakeholder group to develop eligibility and criteria for small urban and rural projects. ODOT will apply an application process using the criteria.
5. Statewide Project List (Fall 2022-Summer 2023)
 - ODOT will use project eligibility and criteria to inform statewide ODOT projects.
6. Carbon Reduction Strategy Finalization (Fall 2023)
 - ODOT develops the final Carbon Reduction Strategy for submittal to FHWA and compiles project lists. The IIJA Carbon Reduction Strategy Consultation Group will potentially reconvene to finalize the Carbon Reduction Strategy and projects.
7. Submit Carbon Reduction Strategy to FHWA (Nov 2023)
 - ODOT will submit the Oregon Carbon Reduction Strategy to FHWA. The strategy will be updated as needed following federal guidance.

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Director- ODOT Climate Office

Adair Village Trails Plan

(Add Picture)

Draft

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Adopting Resolution

Add here

Draft

Acknowledgements

Adair Village City Council

Bill Currier
Dawson Officer
Bret Ray
Alan Rowe

Project Management Team

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About CAMPO

The Corvallis Area Metropolitan Planning Organization (CAMPO) serves as the metropolitan planning organization for the Corvallis Urbanized Area, as designated by the Oregon Governor in December 2002. CAMPO is comprised of the Cities of Adair Village, Corvallis, Philomath, parts of Benton County, and the Oregon Department of Transportation (ODOT). CAMPO is governed by a five-member Policy Board consisting of elected representatives from each city or county, as well as a staff person from ODOT. The Oregon Cascades West Council of Governments (OCWCOG), under a contract with the CAMPO Policy Board, provides administrative services and staffing to CAMPO.

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Chapter 1: Project Purpose and Background

Project Purpose and Background

As Adair Village grows, the need for improved community connectivity, including safe and comfortable bicycle and pedestrian connections, becomes increasingly important. With anticipated development of an expanded downtown and surrounded by outstanding natural resources Adair Village is uniquely positioned as a balanced and livable community. Nevertheless, key gaps in the local network of multiuse paths and walking trails remain as barriers to safety and comfort.

The Adair Village Trails Plan serves as a blueprint for creating an accessible, all-ages and abilities network of paved multiuse paths, walking trails, and separated bike lanes throughout the community. This document provides details on future trail improvements as a means to help prioritize local investment in Adair Village's multi-modal network of trails. The Adair Village Trails Plan draws on work completed as part of the 2017 Adair Village Transportation System Plan (TSP) to provide a definitive vision for a far-reaching multi-modal network that is safe and comfortable for all users.

Community Context

In 1976, the City of Adair Village was incorporated at a location rich in military history. It occupies acreage that once supported two military bases. During World War II the United States Army constructed 1,700 buildings including barracks, machine shops, stores, dining halls, theaters, post office, hospitals, and chapels. Eventually, after the war ended, the military vacated these locations leaving a legacy and some remaining infrastructure behind.

Over the past two decades Adair Village has experienced steady population growth. Between 2000 and 2017 Adair Village grew by 73%, more than four times the rate of growth for Benton County. In 2000, Adair Village was home to 536 residents. By 2017 that number had grown to 928 residents, and with additional development currently underway, Adair Village is expected to grow to over 2,000 residents by 2040.¹ Future growth will result in demand for improved connections to regional employment areas, commercial centers, schools, services, and recreation opportunities.

The City of Adair Village is centrally located in the Mid-Willamette Valley on the east side of Highway 99W approximately seven miles north of Corvallis city limits. Adair Village is largely a bedroom community with many residents commuting to work at major job centers in Corvallis, Monmouth, Albany, and Independence. Adair Village is uniquely surrounded by publicly accessible natural areas with diverse habitats and numerous recreation opportunities. The three largest natural areas include:

McDonald Dunn Research Forest

The McDonald Dunn Research Forest, owned and managed by Oregon State University is located directly to the west of Adair Village. The McDonald Dunn Forest boasts oak woodlands, forest plantations, riparian areas, and old growth reserves accessible to the general public. The forest is a living laboratory actively managed by the OSU College of Forestry but offers extensive recreation opportunities including 26 miles of well-maintained trails and more than 100 miles of forest roads.

While the McDonald Dunn Research Forest is in close proximity to Adair Village, Highway 99W represents a major barrier to community members accessing the forest using non-motorized modes of travel. High volumes and high-speed vehicles along Highway 99W create a major safety risk to

¹ 2017 Adair Village Transportation System Plan

community members seeking to recreate in this beautiful natural area. The Calloway Creek Trailhead is located on Highway 99W directly adjacent to Adair Village and serves as a natural location for improved connections into the Adair community. Enhanced crossings including a signal for people walking and riding bikes, a pedestrian bridge or other connection should be considered.

EE Wilson Wildlife Area

North of Adair Village City limits is the EE Wilson Wildlife Area which was the primary site of the area's World War II military bases. The EE Wilson Wildlife Area is managed by the Oregon Department of Fish and Wildlife (ODFW) and offers miles of roadways stretching into what has become a dynamic and diverse natural area. Many of the roadways inside the Wildlife Area are narrow giving visitors the opportunity to observe a variety of habitats. This area is frequented by nature photographers, equestrians, bird watchers, and fishermen. Hunting is another popular activity at the EE Wilson Wildlife Area and attracts over 5,000 hunting visits each year, most during October, when pheasants are in season.

Adair County Park

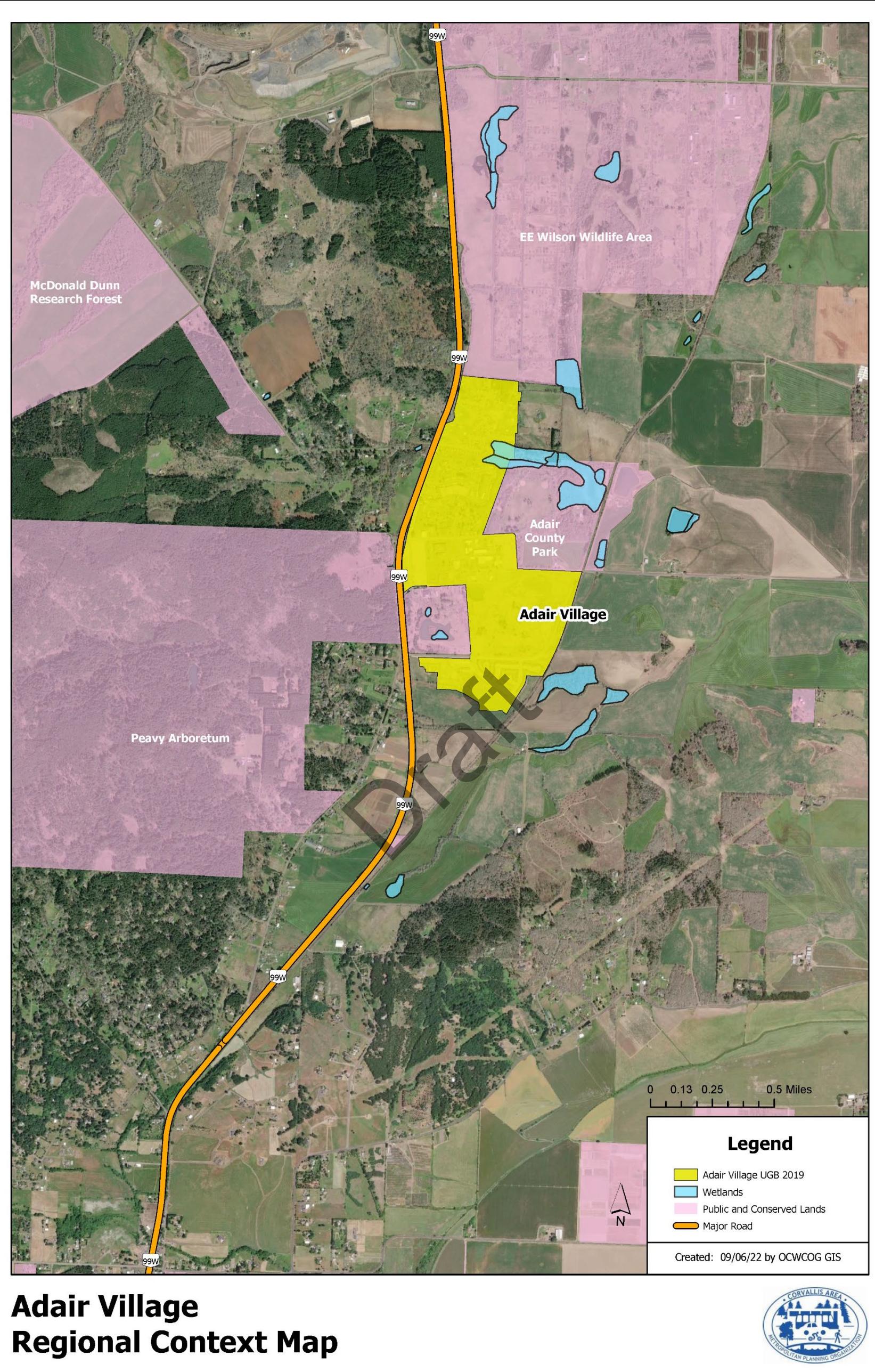
Adair County Park sits directly adjacent to Adair Village and serves as much of the community's eastern boundary. Adair Park offers spacious fields of grass and an open feeling popular for large groups and parties. The park can accommodate groups of up to 800 people for picnics or barbecues. Additionally, Adair County Park has two softball fields, two volleyball courts, a playground and an expansive 18-hole disc golf course.

A kitchen area and covered seating offers a sink, an electric cooktop stove, electrical outlets and counter space for serving large meals.

The Regional Context Map (**Figure 1**) on the following page illustrates Adair Village in proximity to natural areas including the three large areas discussed below. Improving trail access within Adair Village as well as key connections to the three natural areas discussed above are a major focus of this planning effort.

Adair Village is also a short distance from **Jackson Frazier Wetland** and the **Owens Farm & Natural Area** which sit on the northern edge of the City of Corvallis. A group of public and non-profit agencies including the Greenbelt Land Trust, City of Corvallis, Benton County, Samaritan Health Services, the Willamette Partnership, the Oregon Department of Transportation, and more have collaborated to create a compelling vision of native and hard surface trails connecting the two sites including a bridge over Highway 99W for people walking and riding bikes. Public officials and project partners in Adair Village should follow along with this effort and look for opportunities to collaborate on trail access and connections to the broader region.

Bowers Rock State Park and **Hyak County Park** are located a short distance from Adair Village along Highway 20 near North Albany. Additionally, Benton County and the Oregon Department of Transportation are currently working to obtain funding for a paved multi-use path between Albany and Corvallis along Highway 20.

Figure 1: Regional Context Map

Why Invest in Trails?

As Adair Village continues to develop, non-motorized connections and opportunities for recreation are at risk of being lost or not fully realized. The development of the Adair Village Trails Plan provides an opportunity to provide a comprehensive multi-use trail system in developing areas while implementing neighborhood connections where they don't currently exist. Many of the improvements discussed in this document have been on the City's radar for, however, to this point no definitive blueprint has been developed to help guide future connections.

The addition of this trail system will provide an outdoor amenity and access to parks, open space and other key points of interest throughout the community. Existing amenities such as picnic areas, a playgrounds, playing fields, and more will be made more accessible for people walking and riding bikes. Parts of Adair Village are growing rapidly and an opportunity exists to partner with developers to set aside public right-of-way and open space for neighborhood travel and recreation.

Improvements to trail facilities will result in expanded recreation and mobility options throughout Adair Village and into Benton County. Making these improvements will have a broad range of benefits:

- **Establish Key Community Connections:** The proposed trail system outlined in this plan has the potential to provide important transportation connections and shortcuts to destination points that make travel by foot or bicycle safe, pleasant and convenient. One of the key features of the proposed system is north to south connections for people walking and biking within Adair Village. These improvements will reinforce connections between existing neighborhoods and developing areas. Routing non-motorized travel through Adair County Park further enhances community access to an established recreation area.
- **Provide Links to the Natural Environment:** Given the scenic beauty of the area, and proximity to existing parks and open space, the proposed trail system envisions connections to popular destinations located at the community's doorstep. This means that relatively small investments have the potential to improve access to vast natural resource areas such as the McDonald Dunn Research Forest, E.E. Wilson Wildlife Area, and Adair County Park. Much of this work will be contingent on partnership with other entities beyond the City of Adair Village, however, this document serves as the vision for achieving those goals.
- **Improve Community Health:** A safe and connected biking and walking network increases opportunities for exercise. Community members can incorporate exercise into their routine by using sidewalks, bike ways, and trails to access nearby destinations or visit neighbors. Alternatively, people can utilize trails to for recreation and exercise purposes without a specific destination in mind. No matter the purpose of the trip, increasing physical activity can help improve overall physical and mental health.
- **Community Building and Sense of Place:** Walking and bicycling are good choices for families and neighbors. A bicycle enables a young person to explore his or her neighborhood, visit places without being driven by their parents, and experience the freedom of personal decision-making. Active forms of travel also provide more opportunities to speak to neighbors and more "eyes on the street" promoting community connections and sense of belonging. When residents in other communities have been asked to identify civic places that they are most proud of, residents frequently cite locations where walking and bicycling is popular.
- **Safety:** The vision for a robust and cohesive trails network outlined in this Plan also includes the creation of more road crossings, bike lanes, sidewalks, and signage. Pedestrians and bicyclists

are among the most vulnerable roadway users and, as such, providing safe and convenient infrastructure is imperative to the successful implementation of this Plan. Locations where trails cross roadways should be examined carefully to ensure appropriate safety solutions are implemented. Trail use also provides more opportunities for residents to speak with neighbors and more “eyes on the street” to discourage crime and violence.

- **Cost Savings and Benefits to the Economy:** An integrated and cohesive trail system can result in significant economic benefits to the city and individual households. Benefits include increases in property values for homes near high-quality trail facilities; retention and attraction of residents and businesses; and expenditures from visitors exploring the area on expanded pedestrian and bicycle routes.

Biking and walking improvements are much less expensive than vehicle roadway improvements, allowing tax dollars to be used in other ways. Some studies have shown that trails projects employ more people on a per cost basis than other transportation projects.
- **Greenhouse Gas Reduction:** Improving biking and walking facilities increases opportunities to travel without a vehicle. Substituting an automobile trip with a walking or biking trip reduces greenhouse gas emission, improving local air quality. Since bicycling and walking contribute no pollution, require no external energy source, and use land efficiently, they effectively move people from one place to another without adverse environmental impacts.
- **Low Impact and Educational:** The proposed trails outlined in this plan would have relatively low impacts to the natural environment. Direct access to trail systems and natural environments provides opportunities for environmental education and cultivating a conservation ethic.

How Was this Plan Developed?

The Adair Village Trails Plan was developed as a collaborative effort by the City of Adair Village; Benton County Natural Areas, Parks, and Events; Benton County Public Works; and the Corvallis Area Metropolitan Planning Organization (CAMPO). CAMPO staff took the lead on the development of the plan with direction and support from partner agencies.

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Simultaneously, CAMPO staff began reviewing the Adair Village Transportation System Plan (TSP) and identifying elements suitable for inclusion in the Trail Plan. Much of the work done as part of the TSP development was directly utilized as part of this Plan. CAMPO staff went on to review example trails plans including local trail planning efforts at the Owen's Farm Natural Area on the north end of Corvallis.

CAMPO and the City of Adair Village collaborated to launch the Trails Plan Outreach Survey. Surveys were distributed to households throughout Adair Village through utility bill mailings in early May 2021. Respondents were asked to answer questions about their experience walking and bicycling in Adair Village, discuss barriers to safety and comfort, and prioritize potential improvements to the local system of sidewalks and trails. A total of 42 surveys were returned and while this does not represent a statistically significant assessment, comments and priorities helped the Project Team evaluate community input. Survey responses, balanced with Project Team input and consulting expertise were used to guide project development.

Emphasis Areas

The Adair Village Trails Plan focuses on solutions which prioritize safety and accessibility for bicycle and pedestrian travel within the community and connections to key amenities adjacent to City limits. Early in the planning process, CAMPO staff identified four emphasis areas to help guide the project. Overtime these priorities shifted slightly, however, the framework below was used throughout the planning process and helped influence development of the final document.

 Emphasis Area 1: Identifying safe routes to school	 Emphasis Area 2: Accessibility to parks, future downtown, and other amenities
 Emphasis Area 3: Improved wayfinding including historic Adair Village plaques	 Emphasis Area 4: Opportunities for new bike and pedestrian paths and regional connections

What is in this Document?

The remainder of this plan is broken into the following chapters:

- **Chapter 2: Analysis of Existing Conditions**— This chapter discusses existing conditions in the study area including demographic data as well as needs and opportunities within the local network of roadways, paved multiuse paths, walking trails and separated bike lanes.
- **Chapter 3: Partner Input and Community Survey**— Provides details on collaboration with key partners and input received through community survey.

- **Chapter 4: Trail Standards and Design Guidelines**— This chapter provides details on how future trails should be built including recommended trail types, trail amenities, and roadway crossings.
- **Chapter 5: Recommended Trail Network**— Lays out recommended trail routes and discusses project prioritization key to creating a robust multi-modal trail system.
- **Chapter 6: Project Implementation**— Provides information on potential funding sources and project delivery options.
- **Appendices:**
 - *Appendix A: Level of Stress Analysis (From Benton County/Adair Village TSP)*
 - *Appendix B: Transportation Acronyms*
 - *Appendix C: Transportation Glossary*
 - *Appendix D: Neighborhood Involvement Strategies for Upkeep and Maintenance*

Draft

Chapter 2: Analysis of Existing Conditions

This chapter serves as a baseline analysis of demographic information and existing conditions relevant to the Adair Village Trails Plan. The sections below discuss current conditions, deficiencies and needs of the local network of roadways, paved shared use paths, walking trails and separated bike lanes. Site data and observations are summarized throughout the chapter.

Key Takeaways

Key takeaways related to the existing conditions discussed in this chapter include:

- Adair Village is growing rapidly which means greater demand for safe infrastructure for people walking and biking
- Nearly one in every three people living in Adair Village is under the age of 18 (30.8% of total population)
- Several road facilities are not built to city standards or lack adequate bicycle and pedestrian facilities
- Recreation sites located in and around Adair Village are not well connected with city transportation facilities, bicycle and pedestrian connections are especially missing
- A lack of identified crossings on OR 99W creates a safety hazard for people walking or riding bikes to access the Calloway Creek trailhead from Adair Village
- Level of stress analysis found that walking and biking in Adair Village places a high level of stress on pedestrians due to missing sidewalks and lack of existing shared use paths

Demographic Profile

Rapid Population Growth

Adair Village grew by 79% between 2000 and 2020, while Benton County grew by 21%. In 2000, Adair Village was home to 536 residents. By 2020 that number had grown to 994 residents, and with additional development currently underway, Adair Village is expected to grow to over 2,000 residents by 2030.² Continued growth will result in increased demand for improved connections to regional employment centers and recreation areas as well as improvements to infrastructure for internal trips in Adair Village.

Figure 2: Adair Village Population Growth History and Forecast

Year	2000	2010	2020	2030	2040
Adair Village	536	840	994	2,068*	2,472*
Benton County	78,153	85,579	94,665	108,881	120,481

Source: 2000 and 2010 data from PSU Population Research Center via the Adair Village Transportation System Plan (TSP). 2020 from 2020 US Census via PSU Population Research Center. *2030 and 2040 Adair Village population numbers include areas within Urban Growth Boundary.

² 2020 data PSU Population Research Center 2020 Census Summary.

Housing Growth

Between 2010 and 2020 the total number of housing units in Adair Village grew from 293 to 359, a by 22.5% increase. Based on current construction, as well as population projections, this number is expected to continue growing over the coming years. The average household size in Adair Village for 2020 was 2.87 people per unit. This is larger than the 2020 household sizes for Albany (2.51/unit) and Corvallis (2.25/unit).

Age

As of 2019, nearly one in every three people living in Adair Village was under the age of 18 (30.8%). This is a considerably higher rate than the state and national averages. Not surprisingly, Adair Village also had a larger proportion of residents in age cohorts likely to have children (35 to 44 and 45 to 54) than the state of Oregon and country as a whole. Adair Village was also home to fewer people in the 55 to 64 and 65 plus age cohorts.

Figure 3: Age Distribution Comparison (Total Population)

Age Cohort	Adair Village	Oregon	United States
65 plus	7.5%	17.2%	15.6%
55 to 64	6.7%	13.2%	12.9%
45 to 54	17.2%	12.4%	13.0%
35 to 44	17.3%	13.3%	12.6%
25 to 34	11.9%	14.1%	13.9%
18 to 24	8.5%	8.8%	9.4%
Under 18	30.8%	21.0%	22.6%

Source: 2015-2019 5-Year ACS, Table B01001

Income

In 2019, Adair Village had a higher median household income compared to the county, state, and rest of the country (see **Figure 4**). Adair Village also had fewer individuals living below the poverty level.

Figure 4: Median Annual Household Income

Statistic	Adair Village	Corvallis	Philomath	Benton County	Oregon	United States
Median Annual Household Income	\$75,000	\$52,942	\$72,564	\$62,077	\$62,818	\$62,843

Source: 2015-2019 5-Year ACS, S1901

Race and Ethnicity

The 2020 United States Census found that 90.9% of the Adair Village population identify as White and 2.7% identify as Black or African American. Residents of Asian origin made up 4.7% of the population while residents of American Indian or Alaska Native represented 4.3%, and Native Hawaiian and other of Pacific Islanders represented 1.5% of the population. Approximately 8.9% of respondents identified as some other race.³ A separate Census question found that 10.8% of residents identify as Hispanic or Latino.

Local Transportation Network

Street Functional Classification

Functional classification is the grouping of highways, roads and streets based on the type of service they provide. Basic to this concept is the recognition that individual road segments do not serve travel independently in any major way. Instead, most travel trips involve movement through a network of interconnected roadways. In transportation planning, functional classification helps define the role individual road segments should play in the flow of trips through the larger network. As such, all roadways in a transportation system must balance network mobility (i.e. through trips over long distances) and land access (i.e. direct links to individual parcels of land).

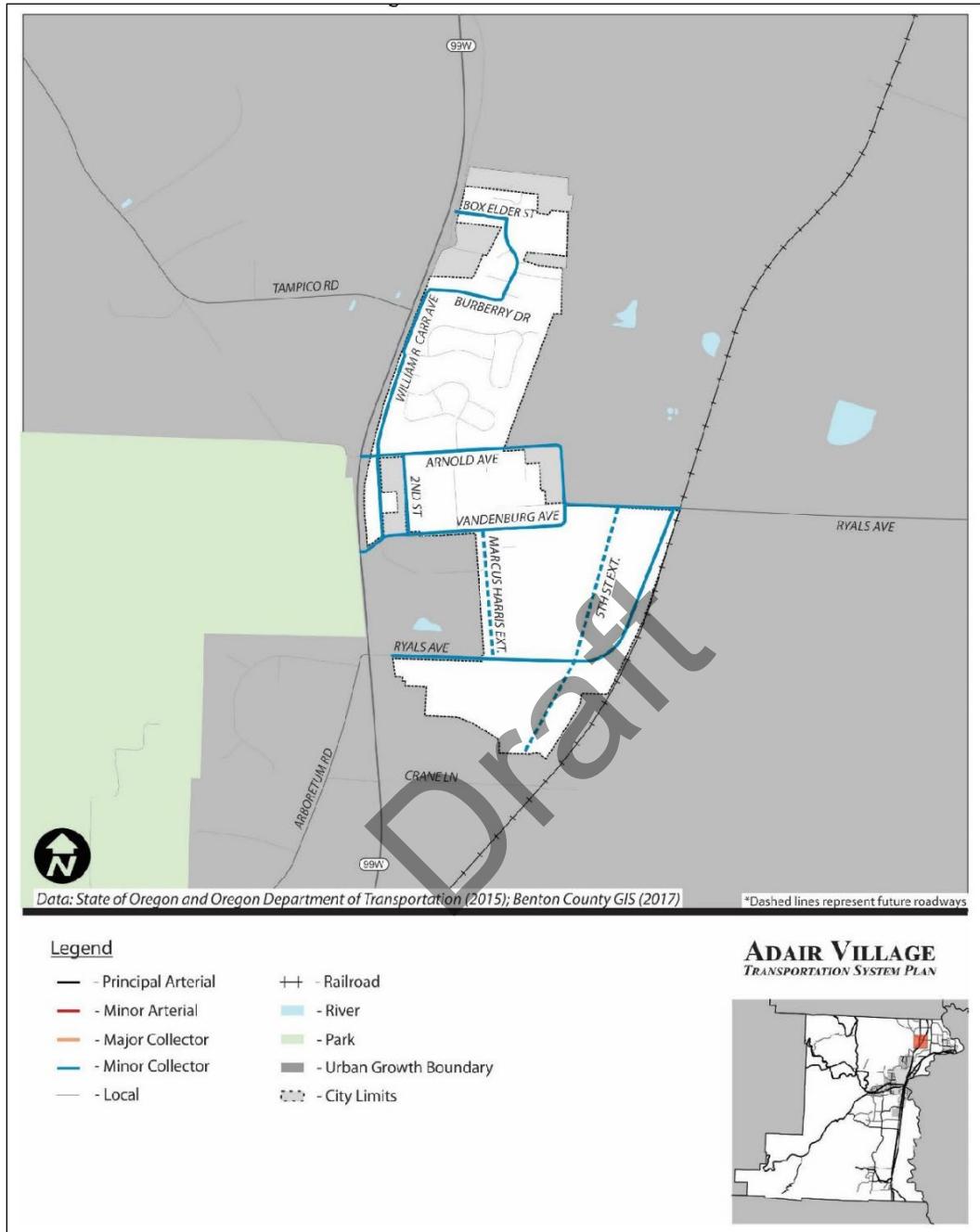
The Adair Village Transportation System Plan (TSP) utilizes the federal functional classification system for categorizing roadways as follows:

- **Principal Arterials** carry regional traffic with origins and destinations outside the area. There are no Principal Arterials located in Adair Village. Highway 99W, which runs adjacent to Adair city limits, is considered a Principal Arterial by the federal functional classification system.
- **Minor Arterials** carry major local traffic between communities or nearby areas, or between community districts. There are no Minor Arterials located in the vicinity of Adair Village.
- **Major Collectors** carry major local traffic between communities or nearby areas, or between community districts. Major Collectors typically carry higher traffic volume than Minor Collectors but lower traffic volume than Minor Arterials. There are no Major Collectors located in the vicinity of Adair Village.
- **Minor Collectors** carry local traffic between communities or nearby areas, or between community districts. Minor Collectors typically carry lower traffic volume than Major Collectors. There are several Minor Collectors located in Adair Village including those captured in **Figure 7**.
- **Local Streets** primarily carry local traffic seeking access to adjacent property. Local Streets typically have lower speeds and traffic volumes than other segments in the transportation network. **Figure 7** illustrates the network of Local Streets in Adair Village.

³ Note, the total of the Race and Ethnicity statistics presented is significantly greater than 100 percent because the numbers were taken from questions which looked at “Race alone or in combination with one or more other races” which means respondents may fall into more than one category.

Existing Road Network

Figure 5: Functional Street Classification



Map source: Adair Village Transportation System Plan

Existing Pedestrian and Bicycle Infrastructure

In Adair Village, the following bike and pedestrian infrastructure is available.

- **Sidewalks:** Sidewalks are intermittent in Adair Village with gaps in several key locations. William R. Carr Avenue, Adair Village's future downtown, does not currently have sidewalks. Arnold Avenue has a continuous sidewalk with a wide planted buffer along the south side from 2nd Street to Adair County Park. On the north side of Arnold Avenue sidewalks are adjacent to the curb with intermittent gaps that are missing altogether. All sidewalks and shoulders end at the entrance to Adair County Park. There are no sidewalks located along Vandenburg Avenue.

Local Streets generally have continuous sidewalk on at least one side of the roadway. Roughly half of the Local Streets have a continuous sidewalk on both sides, while the other half have a sidewalk along one side of the road only. Sidewalks in newer developments are in good condition with consistent ADA accessibility.
- **Multiuse Paths:** Multiuse paths serve a variety of non-motorized travelers, including people walking, biking, running, and using mobility devices. Multiuse paths are typically paved (asphalt or concrete), but may also consist of an unpaved smooth surface as long as it meets Americans with Disabilities Act (ADA) standards. Multi paths are usually wider (e.g., 8-14 feet) than average sidewalks (e.g., 5-6 feet). An example multiuse path in Adair Village is the path through a neighborhood park connecting Laurel Drive with Columbia Avenue.
- **Roadway shoulders:** Roadway shoulders are commonly used by people walking and riding bikes in Adair Village where sidewalks or bike lanes do not exist. Notable examples include William R Carr Ave, Vandenberg Ave, and a few minor streets.
- **Enhanced Roadway Crossings:** Enhanced Roadway Crossings are infrastructure treatments designed to provide safer and more comfortable places for pedestrians and cyclists to cross high-volume and high-speed roadways. Common examples of enhanced crossings include Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), pedestrian islands, curb extensions, and more. Adair Village does not currently have any enhanced roadway crossing, however, there are key locations where these treatments could improve safety and enhance walkability (e.g. crossing OR 99W at Vandenburg Avenue to access the McDonald-Dunn Research Forest trailhead).

Although they do not include dedicated facilities, two very low volume roadways are commonly used as informal multiuse paths. Purple Vetch Lane, located on Oregon Department of Fish and Wildlife property, provides access to a fishing pond and natural areas south of Vandenberg Ave. ODOT's Adair Frontage Road is used to access the EE Wilson Wildlife Area north of the city limits. Within the Wildlife Area, a network of paved and gravel roads, from the land's previous US Government use, provides multimodal access to the area.

Pedestrian System Performance -Level of Stress Analysis

Memorandum #4: Existing Transportation System Conditions and Deficiencies, developed in support of the Benton County Transportation System Plan (TSP), includes a Level of Traffic Stress (LTS) analysis for pedestrian travel in Adair Village. The LTS pedestrian analysis ranks road segments and intersections on scale of 1 (low stress) to 4 (high stress) based on design as a tool for evaluating walkability. Key findings from the LTS pedestrian analysis include:

- Roadway segments in Adair Village had an average level of traffic stress of 3.3 for pedestrians (moderate to high stress)
 - Less than 25% of segments had an LTS of 2 or less, indicating a deficit of adequate pedestrian facilities overall
 - Roads that had a pedestrian LTS at or above 3 include William R Carr Avenue, Laurel Avenue, Arnold Avenue, and Vandenburg Avenue
- When evaluating intersections, the average pedestrian LTS was scored at 1.2, indicating a low level of exposure
 - As a result, the LTS analysis recommends focusing pedestrian improvements on segment connections rather than intersections
- A recommendation to utilize shared used pathways as connections between looping residential streets

A summary table and map capturing the results of the LTS pedestrian analysis can be found in **Appendix A**.

Bicycle System Performance -Level of Stress Analysis

Memorandum #4 from the Benton County TSP also includes a Level of Traffic Stress (LTS) analysis for bicycle travel in Adair Village. The LTS bicycle analysis ranks road segments and intersections on scale of 1 (low stress) to 4 (high stress) as a tool for evaluating the community's bicycle network. The analysis notes that Adair Village's small geographic size is conducive to travel by bicycle. Key findings from the LTS bicycle analysis include:

- The majority of Adair Village's bicycle system is located on local streets
- Most of the roads do not have a separate bike lane or accessible shoulder but traffic speeds and volumes are generally low
- As of 2017, only about 0.6% of Adair Village residents travel by bicycle for work trips
- The average LTS for the system was 1.3, indicating low exposure to traffic stress
- About 93% of studied roadway segments provide an LTS of 2 or lower
- Ryals Avenue is the longest stretch of roadway with a high bicycle LTS. Ongoing development provides opportunity to reconstruct the roadway to include bike lanes

Key Destinations

The small geographic size of Adair Village creates excellent conditions for residents to complete many trips by walking or biking, as long as there is safe infrastructure. To this end, points of interest within the community were mapped as part of the process.

The Points of Interest and Trail Constraints Map (*Figure 8*) on the following page depicts local destinations likely to be frequented by people using trails for regular travel. Additionally, the map identifies major barriers to local travel, namely high speed traffic on Highway 99W and the XZY railroad line.

Connections to Transit

Successful transit systems rely on safe and accessible pedestrian and bicycle networks connecting riders to access points for boarding and alighting. This means transit riders (and potential riders) need suitable infrastructure to arrive safely at bus stops. This section provides a general assessment of transit access points in Adair Village. Chapter 4 provides details on proposed projects, several of which will improve access at transit.

Adair Village is served by the 99 Express, a free commuter bus service between Corvallis and Adair Village operated by Benton Area Transit (BAT). The service provides 4 loops per day, Monday - Friday (except certain holidays). BAT riders traveling from Adair Village can transfer to several other transit options in Corvallis including the Corvallis Transit System (CTS), Linn-Benton Loop, Philomath Connection, Oregon State University Beaver Bus, and the Coast to Valley Express (also operated by BAT). The Linn Benton Loop connects to the Albany Transit System, Linn Shuttle and Amtrak in Albany. Other private transit options are available in Corvallis and Albany.

The route for the 99 Express makes a loop through Adair Village and includes stops in residential neighborhoods for convenient access. There are five stops located throughout the community. The bus route and transit stop locations captured in (*Figure 9*) below.

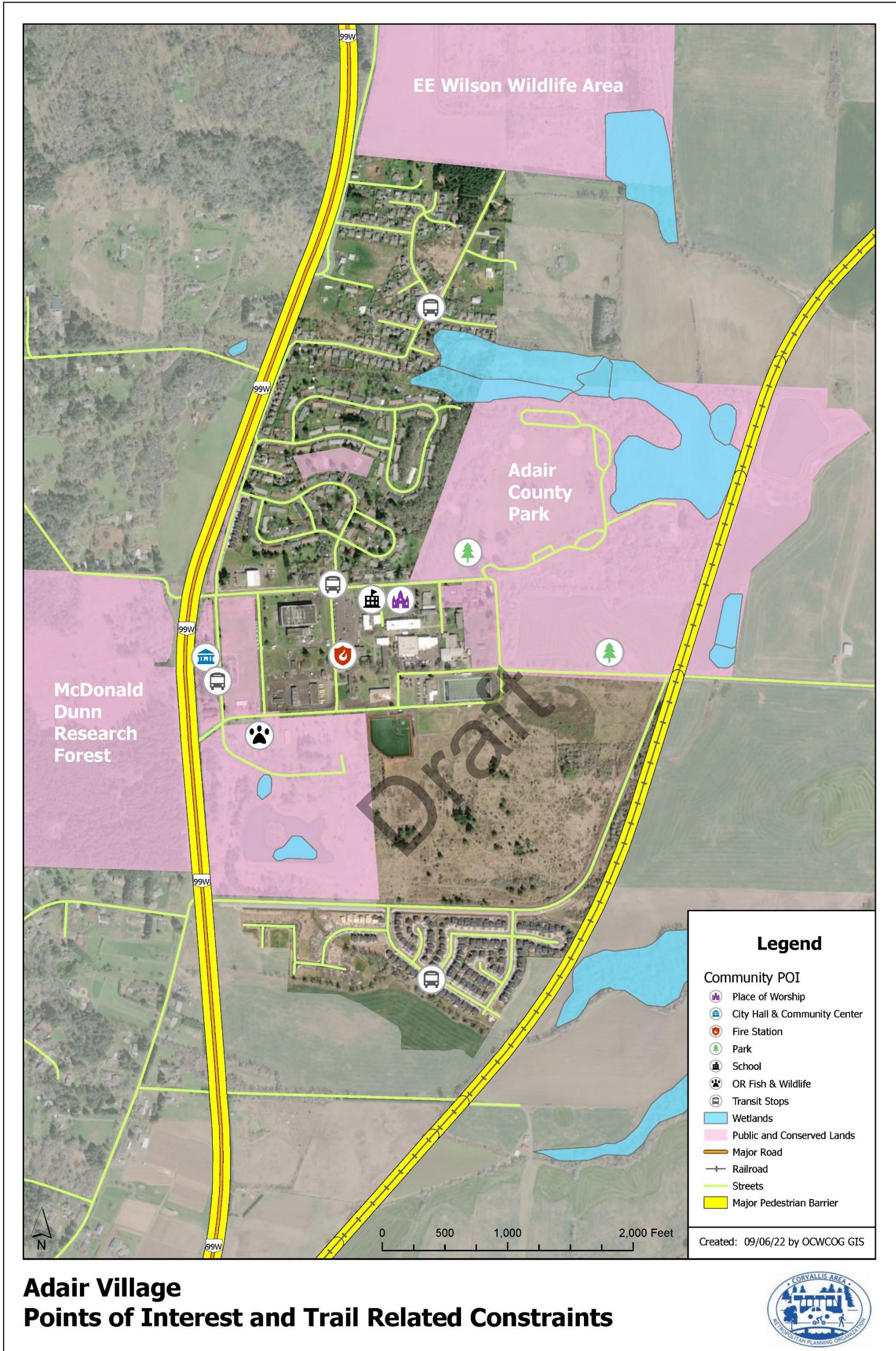
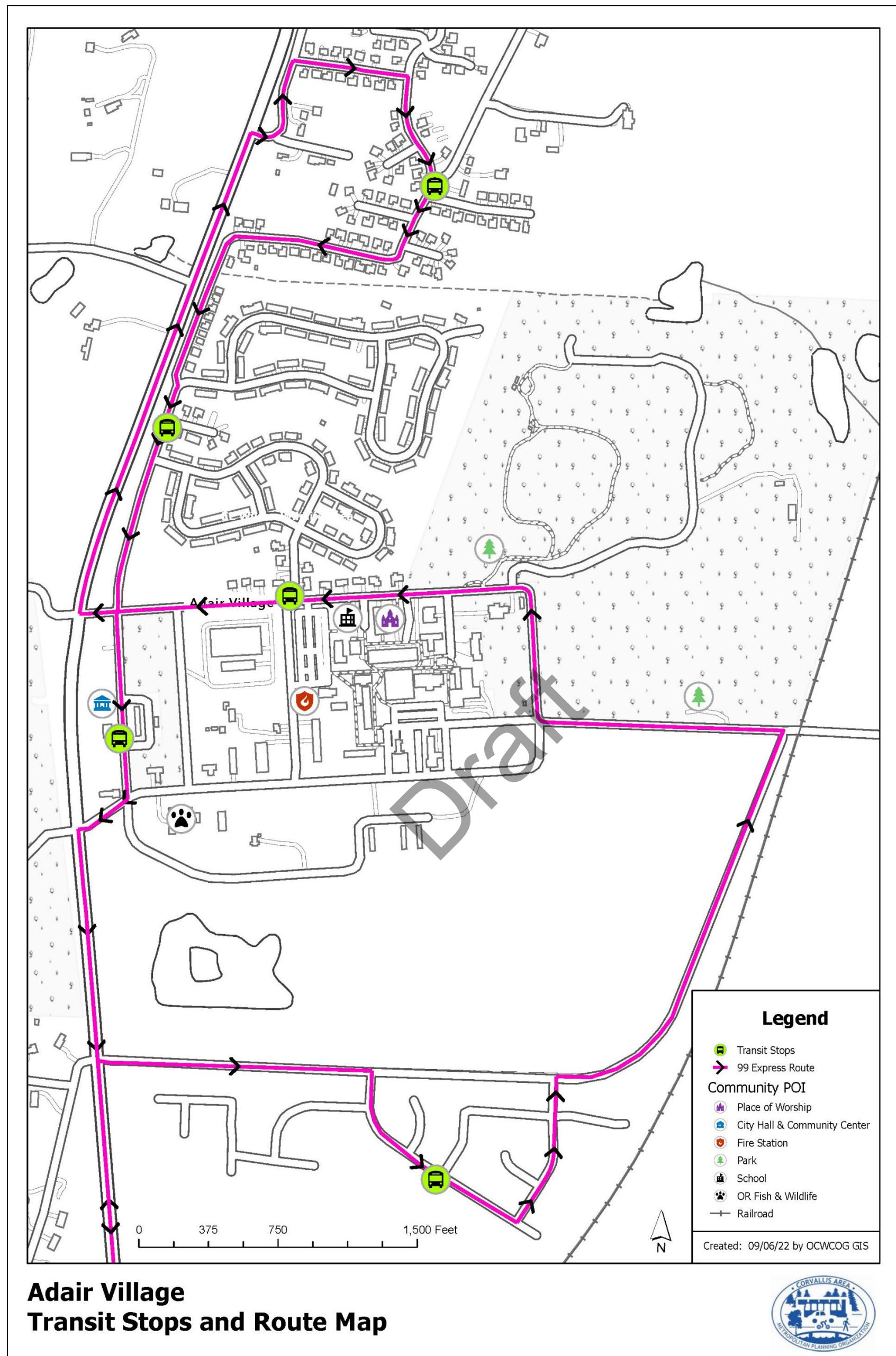
Figure 6: Points of Interest and Trail Related Constraints

Figure 7: Transit Stops and Route Map

Chapter 3: Partner Input and Community Survey

Planning Team Overview and Coordination

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Local and Regional Plan Support

Implementation of the Trails Plan will provide a recreational opportunity and access to park amenities, while preserving public right-of-way and open space throughout the community. Projects identified in the Plan will advance many of the Goals and Objectives identified in the Adair Village Transportaiton System Plan (TSP), namely:

- Goal 3 – Health: The transportation system should encourage healthy lifestyles.
- Goal 4 – Mobility and Circulation: The transportation system should efficiently connect people with where they want to go.
- Goal 6 – Financial Stewardship: Investments in transportation should manage assets efficiently and responsibly.
- Goal 7 - Environment: The transportation system should allow a community to live harmoniously with the environment.

Investment in multi-use trails is further supported by the Benton County Natural Areas, Parks and Events Department who oversees operations and maintenance at Adair County Parks. Benton County has indicated interest in investing in trails through the Park which will help complete the trail network envisioned in this document. The City of Adair Village's City Manager's Office, Public Works, and Planning Teams have also expressed enthusiastic support for the project.

The path system will be primarily managed and maintained by the City of Adair Village with additional support from the Benton County Natural Areas, Parks and Events Department. Benton County Public Works may be involved with implementation and maintenance at locations where trails cross County owned roadways. If bicycle and pedestrian crossings along Highway 99W are completed the Oregon Department of Transportation would likely be the agency on point for improvements and maintenance. All of these identified agencies have administrative and maintenance staff experienced in managing and maintaining infrastructure described.

Finally, this project has received a tremendous amount of support through expressed approval by developers willing to integrate trail connections into new development including Calloway Creek Homes and other future projects. A native trail is already being integrated into the Calloway Creek Homes development and future investments are expected as new residential construction takes place moving forward.

Community Engagement Survey

In May 2021, CAMPO and the City of Adair Village collaborated to launch the Trails Plan Outreach Survey. Surveys were distributed to households throughout Adair Village through utility bill mailings. Respondents were asked to answer questions about their experience walking and bicycling in Adair Village, discuss barriers to safety and comfort, and prioritize potential improvements to the local system of sidewalks and trails.

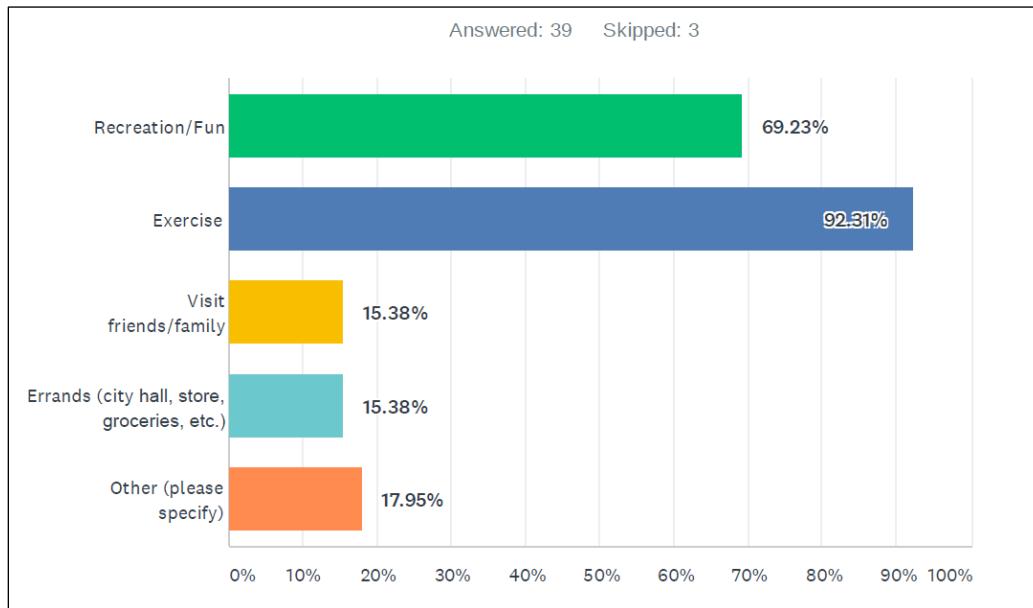
Overview of Survey Responses

- A total of 42 surveys were returned; while this does not represent a statistically significant assessment, comments and priorities helped the Project Team evaluate community input
- Sixty-three percent of survey respondents were female; 37% were male
- The age of survey respondents was varied with birth years distributed across five decades (1940s through 1980s)
- Approximately 89% of respondents own their home, while 5.4% rent and 5.4% own and rent
- Two person households were most common among survey respondents (48.6%)

Purpose and Frequency of Walking and Bicycling Trips

Approximately **76% of respondents** indicated that they walk or ride a bicycle in or around Adair Village at least three days per week. Additionally, 32% walk or ride a bicycle "Most every day (six or more days per week)" and 44% walk or ride a bicycle "Three to five days per week").

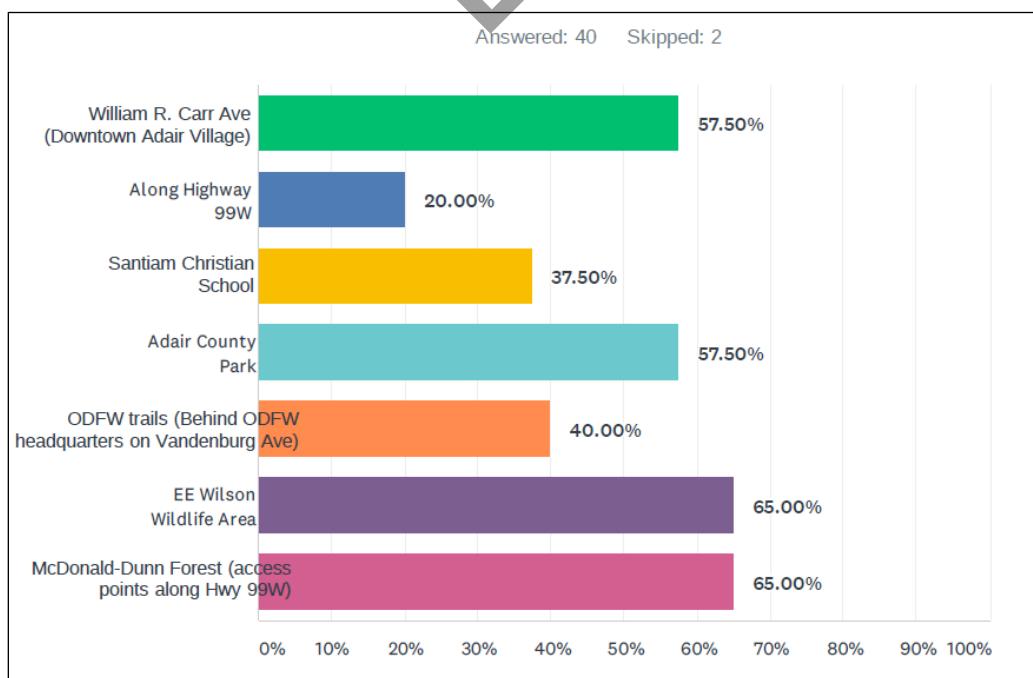
As seen in **Figure 10, Exercise (92%)** followed by **Recreation/Fun (70%)** are the most common reasons survey respondents walk or bike in Adair Village.

Figure 8: Why do you currently walk or bike in Adair Village? (check all that apply)

Most Common Walking and Bicycling Destinations

Survey respondents walk and bike to a broad range of locations, most notably (**See Figure 11**):

- EE Wilson Wildlife Area (65% of respondents walk or bike to this location)
- McDonald-Dunn Forest (65% of respondents walk or bike to this location)
- Adair County Park (57.5% of respondents walk or bike to this location)
- William R. Carr Ave/Downtown (57.5% of respondents walk or bike to this location)

Figure 9: Where in the community do you currently walk or ride a bicycle to? (check all that apply)

Desired Walking and Bicycling Destinations

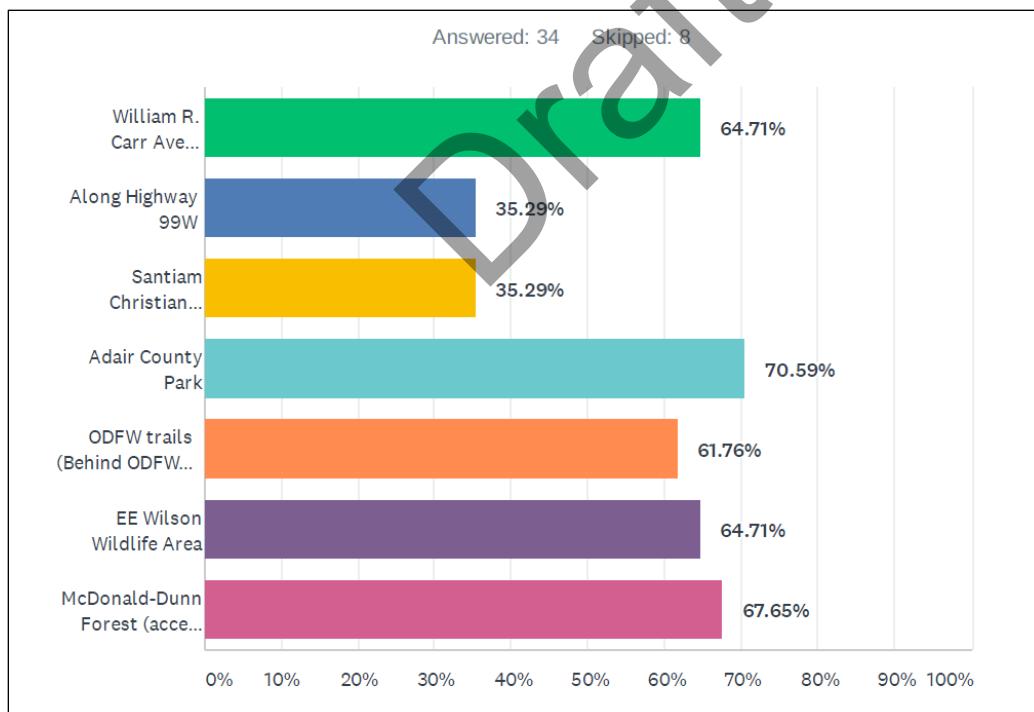
The top destinations in or adjacent to Adair Village survey respondents would like to walk or bike to include (**Figure 12**):

- Adair County Park (71%)
- McDonald-Dunn Forest (access points along Hwy 99W) (68%)
- EE Wilson Wildlife Area (65%)
- William R Car Ave (Downtown Adair Village) (65%)
- ODFW trails (Behind ODFW headquarters on Vandenburg Ave) (62%)

When asked about destinations further away from Adair Village survey respondents indicated interest in walking or biking to the following locations:

- Corvallis
- North Albany
- Lewisburg
- Peavy Arboretum
- Monmouth/Independence

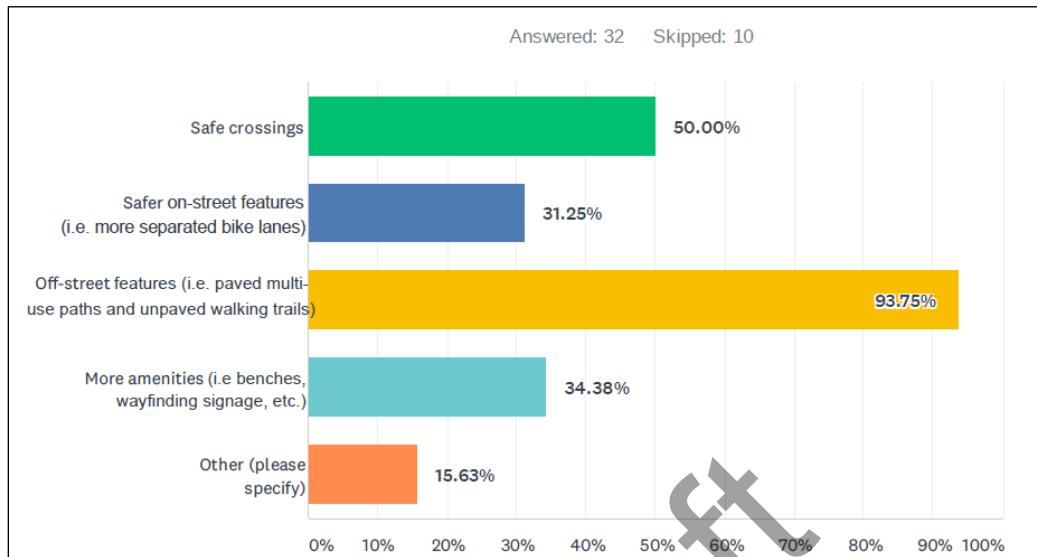
Figure 10: Where in the community would you like to walk or ride a bicycle to? (check all that apply)



What Would Cause you to Walk or Bike in Adair Village More?

When asked “What would cause you to walk or bike around Adair Village more?” **approximately 94% of respondents selected “Off-street features (i.e. paved multiuse paths and unpaved walking trails)” (Figure 13).**

Figure 11: What would cause you to walk or bike around Adair Village more? (check all that apply)

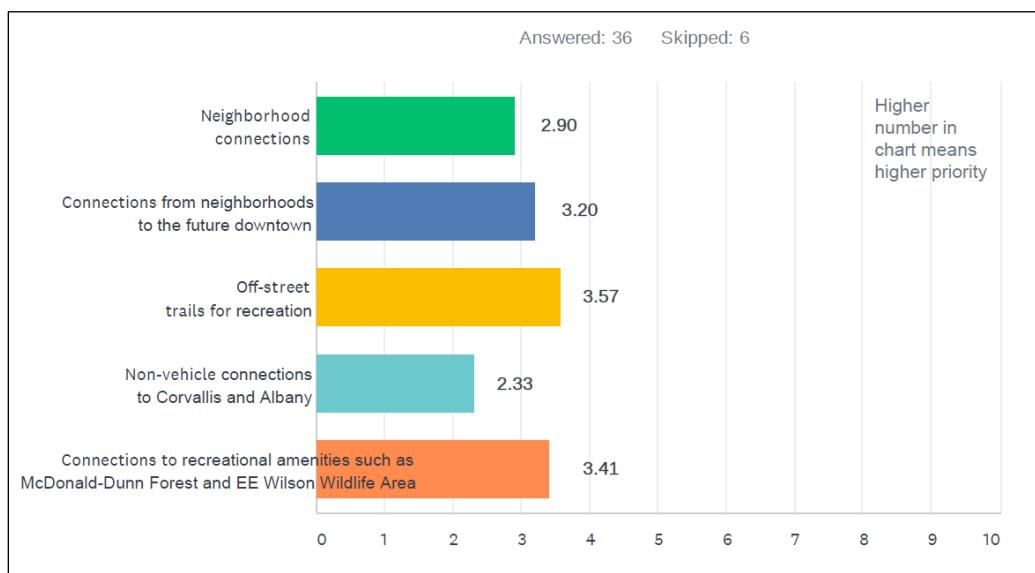


Input on Future Improvements

When asked if there are specific locations that need improvement for people walking and biking the most common response was the **addition of a pedestrian crossing along Highway 99W**. Other common suggestions were improved lighting and better connections between the Calloway Creek development and other parts of Adair Village.

When asked to prioritize a list of potential walking and biking improvements **survey respondents favored “Off-street trails for recreation” and “Connections to recreational amenities such as McDonald-Dunn Forest and EE Wilson Wildlife Area” (Figure 14).**

Figure 12: How would you prioritize walking and biking improvements in Adair Village? (1 being highest priority and 5 being lowest)



Other comments related to future improvements included:

- A desire for a trail connection from the end of NE Hibiscus Drive to the County Park in Adair
- Concern about speeding vehicles on neighborhood streets
- A need for more lighting along sidewalks, including near Calloway Creek on Ryals

Chapter 4: Trail Standards & Design Guidelines

Recommended Trail Types

There are four main trail types identified as part of this plan as well as several additional variations which can be made to each trail type. The four main trail types outlined in this plan include:

- Intercommunity Trails
- Primary Trails
- Connector Trails
- Natural Trails

A brief overview of each trail type is discussed below.

Intercommunity Trails

Intercommunity Trails are longer-distance routes which connect Adair Village with unincorporated areas in Benton County, and other nearby communities including Lewisburg, Corvallis, and Albany. While many of the Intercommunity Trail segments located in the area will likely be constructed by other agencies, such as Benton County or the Oregon Department of Transportation, Adair Village may play an active role in designing, funding and constructing some segments.

Intercommunity Trails can be used for commuting and recreation purposes and all segments should be constructed to accommodate two-way bicycle and pedestrian traffic. To maximize access for all users, these trails should be paved with poured concrete, concrete pavers, asphalt, or other smooth -rolling surface materials and should meet the standards of the Americans with Disabilities Act (ADA) of 1990.

Primary Trails

Primary Trails outlined in this document are designated to facilitate key connections in the local trail network, linking important land uses, including parks, schools, retail areas, transit stops, churches, employment areas, and other points of interest within Adair Village. The Primary Trails designated in this plan are designed to serve as the backbone of the Adair trail system with other trail types (i.e. Connector and Natural Trails) supporting and extending the overall reach of the network.

Similar to Intercommunity Trails addressed above, all segments of Primary Trail should be designed to accommodate two-way bicycle and pedestrian traffic. Because Primary Trails play such an important role in establishing a comprehensive network for people walking and riding bikes they are likely to see greater user volumes than Connector and Natural Trails. As with Intercommunity Trails, hard surface paving such as asphalt, poured concrete or concrete pavers are recommended for these trails. Aggregate surface treatments may be used in place of pavers, however, all Primary Trails should be constructed to meet ADA standards. Wider gravel or soft surface shoulders for runners/joggers may be included if space allows.

Connector Trails

Connector Trails will play an important role in the Adair Village trail network. The purpose of these trails is to provide linkages between neighborhoods, popular areas of interest, and connections to Primary and Intercommunity trails. Connector Trails are similar to other trails in that they typically

have their own right-of-way or easement and allow only non-motorized users. In some instances, it may be appropriate to follow local roads where a separated right-of-way does not exist.

Connector Trails are normally less than a few hundred feet long although some trails may be significantly longer. Typically these trails are 5 to 6 feet wide with paved surfacing, although some can be natural or aggregate surfaced.

Natural Trails

Natural Trails are soft-surface trails generally appropriate for segments that are expected to experience lower use, are in close proximity to natural resource areas, or located on the edge of the community. Natural trails can also be used in higher traffic areas and may be deployed for their cost effectiveness. The surface of these trails are typically organic materials such as earth, bark mulch, wood chips, or even filbert shells.

Natural Trails are usually for pedestrians only but may also allow mountain bikers. Most often, areas with natural trails are not ADA accessible and, therefore, should not be relied upon as key network connections. If Natural Trails are sited along key linkages in the trail network, they should be built alongside a complimentary route that meets ADA standards.

Trail width will vary depending on topographic and environmental conditions. When building natural trails factors impacting longevity like drainage, erosion, compaction and sensitive riparian and habitat areas should be considered. The City of Adair Village is striving to build natural trails that are between five and six feet in width but narrower trails may be used in constrained areas.

Trail Standards and Design Details

Trail standards set forth in this plan are included to help ensure that the proposed trail network is integrated and consistent. In constructing new trails it is important to refer to any guidelines developed by the jurisdiction with governing authority for the land where the trail is located. The table below includes an overview of trail types and basic dimensions.

Trail Type	Standard Width	Surfacing	Vertical Clearance	Notes
Intercommunity Trails	12' with 2' gravel shoulders	Paved or other smooth-rolling surface to accommodate all trail users	Minimum 10'	Guided by Benton County standards. County Engineer may reduce width to 8' if necessary.
Primary Trails	10' with 2' gravel shoulders	Paved or other smooth-rolling surface to accommodate all trail users	Minimum 10'	Guided by Adair Village standards. If narrowed, minimum suggested width is 8'.
Connector Trails	5'6" to 8'+	Paved or aggregate surface to accommodate most trail users	Minimum 7'	Could be served by a sidewalk in some instances
Natural Trails	Varies	Earth, gravel, bark mulch, wood chips or other soft surface materials	Minimum 7'	More recreational focus

Recommended Trail Standards

Adair Village and Benton County identify standard cross sections in their respective Transportation System Plans for shared use paths. The Oregon Department of Transportation Highway Design Manual, Appendix L includes detailed guidance on developing and designing shared up paths, or multi-use paths (terms are interchangeable). The Federal Highway Administration (FHWA) *Small Town and Rural Multimodal Networks* publication also provides detailed guidance on designing shared use paths, including width guidance based on known or project user volumes, integrating crossings with roads, and case studies from across the country.

In general, path design should consider:

- A minimum width of 8' only suggested for pinch points or constrained areas
- General widths of 10' – 12' or more, depending on known or projected volumes and user types
- A 10' vertical clear distance, which can be lowered to 7' if constrained
- Shoulders of 2' on each side to be kept clear of vertical elements or obstructions
- Maximum grade of 5%, with maximum cross slope grade of 2%
- A typical section (i.e. depth of pavement and subbase) equivalent to local street standards
- In lack of typical section guidance, 2" of pavement or 4" of aggregate on top of 6" - 8" of subbase is recommended. This follows the Vermont Agency of Transportation's Shared Use Path Typical Detail (attached).

All design resources mentioned above are linked below for use.

Design Resource Links (2022):

[ODOT Highway Design Manual Section 900, Bikeway Design](#)

[ODOT Highway Design Manual Appendix L, Chapter 7: Shared Use Paths](#)

[FHWA Small Town and Rural Multimodal Network Guidelines](#)

[VTrans Shared Use Path Typical Detail](#)

[ODOT Shared Use Path Typical Section](#)

Trail Amenities

Incorporating a variety of amenities can help make a trail system more inviting to potential users. The sections below discuss common amenities that can make trail systems stand out. As new trail segments are developed, City officials should plan to include trail amenities at key locations. Whenever possible, it is advisable to use vandal resistant materials when adding amenities. Ongoing maintenance and upkeep should be considered as well.

Interpretive Signage and Historic Markers

Comprehensive interpretive signage with maps and site information should be located at key access points and parking areas throughout the trail network. These installations help visitors orient with their surroundings and learn more about nearby destinations and local ecology. Interpretive signage can also include historical information linking Adair Village to its rich history. A historic marker from Adair Village (**Figure 14**) is depicted below along with an example of general interpretive signage incorporating a site map (**Figure 15**).

Figure 13: Adair Village Historic Marker

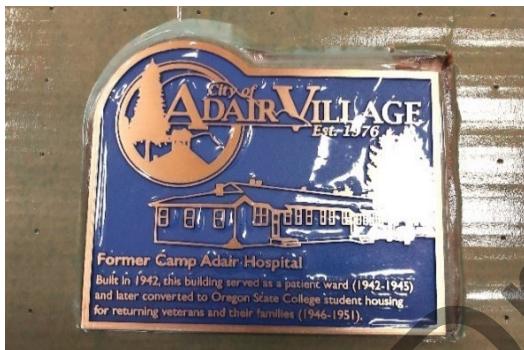


Figure 14: Interpretive Signage with Trails Map



Wayfinding Signage

Figure 15: Wayfinding Signage Examples –Ruth Bascom Riverfront Path System Eugene, Oregon



Wayfinding signage designed to help visitors navigate the proposed trail network should be strategically placed at key locations including trail intersections and road crossings. Wayfinding signage helps people on trails keep from getting lost and can incorporate information about how far they have traveled. Estimated travel times to nearby destinations can be included as well. Example wayfinding signage is captured in the images below.

Benches and Trash Receptacles

Placing benches at defined rest areas encourages people of all ages and abilities to use a trail system by providing comfortable places to take a break along the way. Since people may choose to eat a snack while they rest including trash cans at these locations is advisable. Trash cans help keep trails clean and discourages littering. Bag dispensers for picking up after dogs may be included at these locations as well.

Figure 16: Example Bench



Lighting, Bicycle Parking and Water Fountains

Lighting can be incorporated at high traffic locations such as trail intersections and key trail access points. Ample lighting adds to the overall feeling of safety and can help visitors navigate signage and other amenities. Water fountains provide drinking water for people and pets and bicycle parking allows visitors to safely store their bikes when stopping along the trail.

Figure 18: Example Trail Lighting



Figure 17: Example Bicycle Rack



Trail Access

Generally, all new public facilities must be built to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). The ADA was established to prohibit discrimination on the basis of disability and requires places of public accommodation and commercial facilities to be designed, constructed, and altered in compliance with the accessibility standards established by the ADA. ADA design standards establish criteria to support universal access. Generally, all paths and ramps are to be designed with the least possible slope. Local officials in Adair Village should work closely with contractors and other entities to ensure ADA standards are met with all new construction projects.

Trail-Roadway Crossings

There are several locations where the proposed network of trails will need to cross roadways. While at-grade crossings create points of potential conflict between trail users and motorists, well-designed crossings which incorporate evidence based best practices can work well in a variety of settings. In most instances, properly designed at-grade crossings create a reasonable degree of safety and meet existing traffic and safety standards. Grade separated crossings are recommended in certain situations, however, grade-separated crossings are often substantially more expensive and should therefore be considered only when other traffic control measures have been deemed inadequate.

Trail-roadway crossings should comply with the Association of American State Highway and Transportation Officials (AASHTO), Oregon Department of Transportation (ODOT), and Manual of Uniform Traffic Control Devices (MUTCD) standards. The subsections below explore crossing options and other features available as part of the proposed trail network.

Unmarked/ Unsignalized Crossings

While unmarked and unsignalized crossings are commonly found in locations where bicycle and pedestrian traffic cross general travel lanes, they are **not recommended as part of this plan**. The City of Adair Village should strive to mark all unsignalized trail crossings and incorporate advance warning signage for motorists ("Trail Xing") and trail users ("Road Xing").

Marked/ Unsignalized Crossings

A marked crosswalk is any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface. Marked crosswalks are critical components that support the creation of a comprehensive trail network. Typically, a marked and unsignalized crossing consists of a crosswalk and signage but no other devices to slow or stop traffic. Marked crosswalks may be located at either intersections or at mid-block locations between intersections. The approach to designing crossings at mid-block locations depends on an evaluation of vehicular traffic, sight lines, trail traffic, use patterns, vehicle speed, road type and width and other safety issues such as proximity to schools. As noted above, it is recommended that the City of Adair Village strive to, at minimum, mark all trail crossing and deploy advanced warning signage.

Stop signs, bollards, chicanes, and changes in lane geometry on the road approach to the crossing. Curves in trails that cause trail users to face oncoming traffic before entering a crossing is helpful in slowing users and making them aware of oncoming traffic. Similarly, bollards and other geometry changes may be effective mitigation strategies on the trail approach.

Vegetation and other obstructions should be kept out of the sight line for motorists and trail users. In some instances, a flashing yellow beacon may be used in certain instances to alert drivers they are approaching a trail crossing. When using this feature, it is preferable to have implement a flashing beacon that is activated by the trail user rather than operated continuously.

Raised Crosswalks

A raised crosswalk is any portion of a roadway that is designated for pedestrian crossing which is elevated above surrounding roadway pavement. Raised crosswalks provide more visibility for pedestrians (especially those in wheelchairs or other mobility devices) and help slow automobile traffic. Raised crosswalks may be sited at intersections or at mid-block between intersections.

Pedestrian Safety Islands

Pedestrian safety islands are raised sections within the roadway which serve as protected space for people walking and bicycling to pause while crossing a street with multiple travel lanes. Median pedestrian and bicycle refuge islands make roadway crossings easier and safer by 1) limiting exposure to through moving vehicles; 2) enabling crossings to commence when there are gaps in traffic from one direction at a time; and 3) providing a safe stopping place in the middle of the roadway for pedestrians who are not able to make the complete street crossing during a pedestrian signal phase. They may be used at signalized and unsignalized intersections or mid-block.

Pedestrian Hybrid Beacons (PHB)

PHBs, also known as a High-intensity Activated Crosswalk (HAWK), were developed to enhance pedestrian crossings along major streets. These devices consist of a signal-head with two red lenses over a single yellow lens, and pedestrian and/or bicycle signal heads for the crosswalk. When a pedestrian activates the PHB the device moves through several stages, including steady red lights facing the roadway. Pedestrians and bicyclists are able to cross the road while vehicular traffic is stopped.

Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are devices which use LED flashing beacons in combination with pedestrian and bicycle warning signs to provide a high-visibility strobe-like warning to drivers when pedestrians and bicyclists use a crosswalk. RRFBs can be used when a signal is not warranted at an unsignalized crossing. They are not appropriate at intersections with signals or “STOP” signs. RRFBs can be found along South 3rd Street, 9th Street, and Circle Boulevard in Corvallis and in Philomath along Philomath Boulevard.

Signalized/Controlled Crossing

New signalized crossings may be recommended for crossings that meet pedestrian, school, or modified warrants. The Federal Highway Administration (FHWA) provides guidance to determine where full traffic control signals should be considered for installation. The Adair Village TSP identifies two locations along Highway 99W where traffic signals may be implemented in the future –Arnold Avenue/Hwy99W intersection and Ryals Avenue/Hwy 99W intersection. Installation of traffic signals at these locations are subject to ODOT approval, the TSP also indicates that ODOT will consider roundabouts as potential options for these locations.

Grade-Separate Crossings

Grade-separated crossings may be needed when routing trails across high volume or high-speed roadways. When considering grade-separated options, specific attention should be paid to project cost, natural topography, and ADA standards. One potential road segment which may be appropriate for a grade-separated crossing is Highway 99W. An overcrossing may be considered here, especially at locations where topography lends itself to this type of infrastructure.

Chapter 5: Recommended Trail Network

The purpose of this chapter is to provide details on future trail improvements as well as a prioritized project list. The project and priorities discussed below are based on the desire to construct a functional trail system that allows users to access key points of interest in the near-term while building towards long-term goals for trail development. Long-term projects include segments that are dependent on future infrastructure improvements such as the need for a safe crossing of Highway 99.

Methodology

The process of identifying projects for this plan began by reviewing the 2017 Adair Village Transportation System Plan (TSP) which includes long-range transportation projects for the local network of roadway, pedestrian and bicycle connections. Incorporating local knowledge through mapping exercises and discussion with the Trails Plan Project Team led to further refinement and new additions to the projects list. The project Team looked at local points of interest likely to be destinations for non-motorized travel and worked towards creating local connections throughout the community.

Recommended Trail Routes

The conceptual trails plan can be found on the following page, Figure 20. This map overlaps with projects identified in the Adair Village Transportation System Plan. A separate project list was not created as part of this trails plan.

Chapter 5 of the Adair Village TSP identifies future projects for improving the local transportation system. The TSP list identifies transportation projects regardless of cost, priority, or likelihood of being constructed. Many of the projects listed in the Adair Village TSP focus specifically on improvement to bicycle and pedestrian infrastructure and will be explored further as part of the recommended improvements included in this plan. **Figure 19** lists projects directly relevant to the Adair Village Trails Plan.

Figure 19: TSP Projects Most Relevant to Trails Planning

Project Name and Description
<u>AdVAT-01: Adair Frontage Road Active Transportation Corridor</u> Prohibit motor vehicle access along Adair Frontage Road north of the UGB to create an active transportation path. Requires coordination with ODOT.
<u>AdVAT-12: Arnold Avenue - Adair County Park Shared-use Path</u> Construct shared-use path along the Arnold Avenue corridor from OR 99W to Adair Park.
<u>AdVAT-08: Marcus Harris Extension Pedestrian Crossing</u> Provide an enhanced pedestrian connection across the Marcus Harris Extension.
<u>AdVAT-09: Arnold Avenue Pedestrian Crossing</u> Provide an enhanced pedestrian connection across Arnold Avenue between 5 th Street and Ryals Avenue to connect future development to Brian Unwin Field and Adair County Park.
<u>AT-168: Vandenberg Ave/OR 99W Enhanced Pedestrian Crossing</u>

Construct an enhanced pedestrian crossing on OR 99W at the Vandenberg Avenue intersection to improve access to Calloway Creek Trail. May be addressed as part of project CC-179. Project is subject to ODOT approval.
AT-236: Lewisburg-Adair Village Shared-use Path Construct shared-use path within the OR 99W corridor (may use parallel facilities). Project should connect with Corvallis-Lewisburg shared-use path. Project is subject to ODOT approval.
AdVCC-11: 5th Street & Ryals Avenue Intersection Improvement Construct a roundabout or traffic signal, when warranted. Project may also include an enhanced pedestrian crossing.
CC-116: OR 99W/ Arnold Avenue Intersection Improvement Project may install a traffic signal or roundabout, if feasible, when warranted. Project is subject to ODOT approval. May be addressed as part of project CC-179.
CC-179: OR 99W Streetscape Study Streetscape Study to explore alternative highway designs and gateway treatments to slow traffic on OR 99W to enhance the safety and accessibility of Adair Village. May include intersection improvements and enhanced pedestrian crossings. Project is subject to ODOT approval.

Education Programs, Safety Programs, Community Involvement Programs

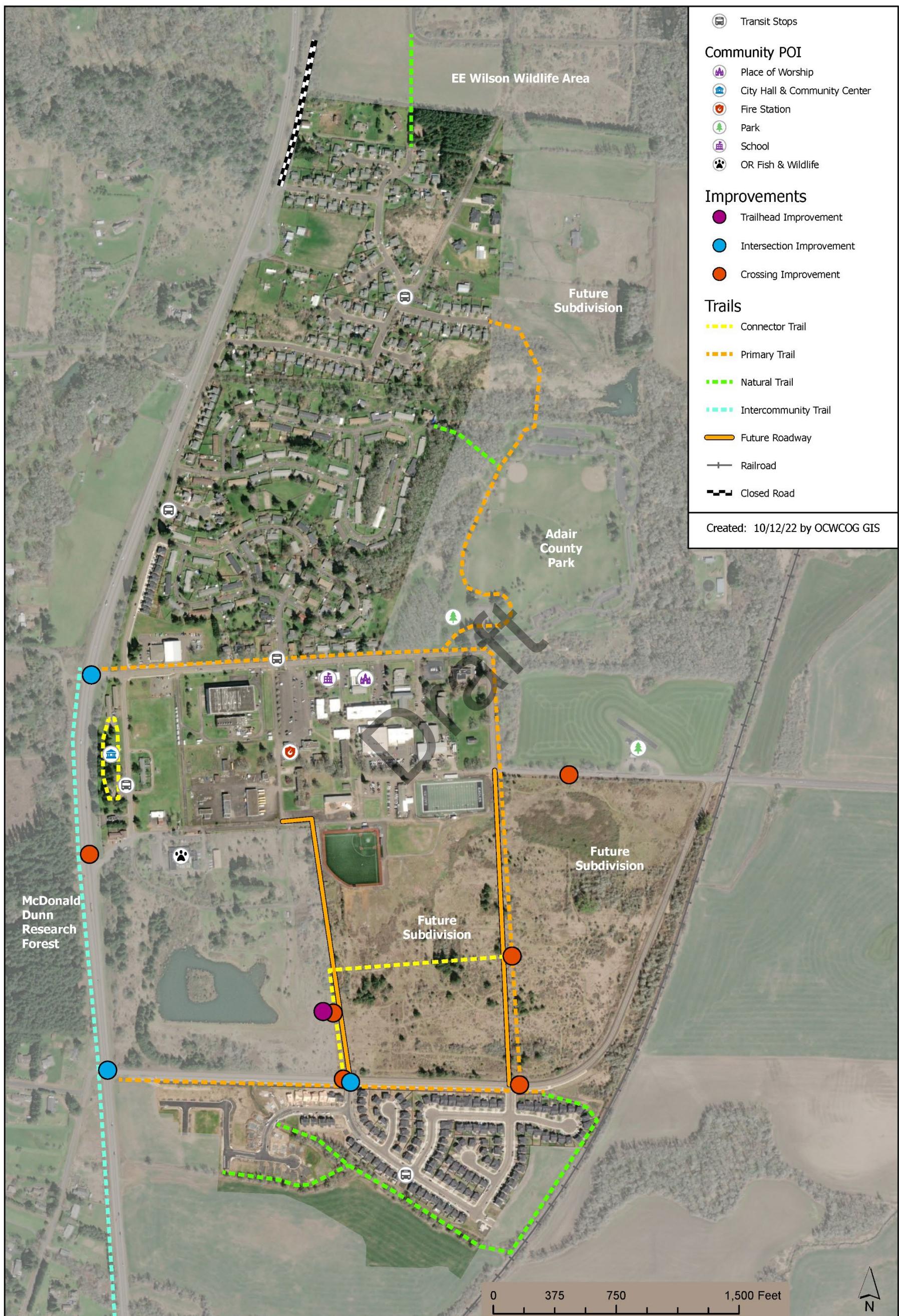
Education, safety and community involvement programs can be an effective way to encourage local residents to use trails and incorporate physical activity into their daily lives. This section provides policy and program recommendations for Adair Village to consider adopting and implementing. It is not expected that every policy and program recommendation will be adopted in Adair Village, instead the community can elect to adopt and try out options that fit best.

Policy recommendations include the following topics:

- Increased bike parking
- Deployment of bicycle and pedestrian route signage
- Including lighting at key junctions in the path system or along unlit corridors
- Maintain trees and vegetation along pathway network
- Regular maintenance and upkeep of bicycle and pedestrian infrastructure investments

Program recommendations include the following topics:

- Develop and distribute bicycle and pedestrian route maps
- Partnering with outside organizations or encouraging the creation of local walking groups
- School related walking and biking programs
 - Walk & Roll to School Day
 - Walking School Bus
 - Safe Routes to School bike rodeos and education curricula
 - Annual school count of walking and biking
- Bike/Walk/Ride Transit to Work Day or Week
- Encourage local businesses to become designated as Bike-Friendly Businesses
- Annual Slow/Open Streets Event(s)

Figure 20. Conceptual Trails Plan

Adair Village Conceptual Trails Plan



Chapter 6: Project Implementation

Implementation of projects outlined in this plan will take place incrementally and require financial investments in planning, engineering, construction and other supporting efforts. Leveraging local dollars from developers and the City of Adair Village can help leverage trails development and accelerate construction timelines. This chapter provides information on potential funding sources for investing in trails and strategies to make limited dollars go further.

Funding Sources and Opportunities

There are a variety of opportunities the City of Adair Village can explore to help fund investment in trails infrastructure. These include traditional funding sources, such as state gas tax revenues and system development charges (SDCs) as well as competitive grants like those offered through regional, state and federal government agencies. An overview of competitive sources is provided below.

Competitive Grant Programs

State and Federal grants are a great way to supplement local tax dollars when completing small or large infrastructure projects. Many grants and outside funding sources are only available for a limited duration or during a defined period of time so it is important to continually track grant availability. City staff can stay in touch with the Corvallis Area Metropolitan Planning Organization (CAMPO), Benton County Natural Areas, Parks & Events Department, Cascades West Area Commission on Transportation (CWAUT), Oregon Department of Transportation (ODOT), the Oregon Parks and Recreation Department and others partner agencies for updates on grants and other funding availability.

- **Oregon Community Paths Program:** The Oregon Community Paths (OCP) Program is an ODOT grant program dedicated to helping communities create and maintain connections through multiuse paths. ODOT uses money from the state Multimodal Active Transportation fund and federal Transportation Alternatives Program to fund the OCP program. Grants can be used for project development, construction, reconstruction, major resurfacing or other improvements of multi-use paths that support access and safety for people walking and riding bikes. The first round of funding was disbursed in 2021, funding is expected to grow in the future. For more info visit: <https://www.oregon.gov/ODOT/Programs/Pages/OCP.aspx>
- **Safe Routes to School:** The Safe Routes to School (SRTS) is a federally funded program that promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and incentives. Federal transportation bills designate money for SRTS programming, which is then disbursed to individual state departments of transportation (DOTs). In Oregon, ODOT manages competitive funding for SRTS infrastructure (increasing to \$10 million in 2023) and non-infrastructure (\$300,000). Infrastructure projects focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks, bike lanes, flashing beacons, and other improvements within one mile of a school in the public right of way. Non-infrastructure programs focus on education and outreach to assure awareness and safe use of walking and biking routes.
ODOT divides SRTS funding into three different programs (two for construction and one for planning), each with their own eligibility requirements, application guidelines, and timelines. Trail improvements or crossings in Adair Village may be eligible for this funding so long as they are within the right of way and within one mile of the local school.

- **Competitive Construction Grant Program:** Most of the funds, 87.5% or greater, are used for a competitive grant program to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools. The grant program operates on a biannual cycle (opens every two years).
- **Rapid Response Construction Grant Program:** Up to 10% of funds are used for urgent needs or systemic safety issues in between competitive program grant cycles.
- **Planning Assistance Program/Project Identification Grant Program:** Up to 2.5% of funds are used by ODOT to help communities identify projects to reduce barriers and hazards for children walking or bicycling to and from school and that will lead to eventual construction.

For more on the Safe Routes to School Program visit the link below:

<https://www.oregon.gov/ODOT/Programs/Pages/SRTS.aspx>

- **Sidewalk Improvement & Quick Fix Programs:**

ODOT's Sidewalk Improvement Program (SWIP) and Quick Fix Program help build bicycle and pedestrian improvements on or along state highways. Both programs operate on a rolling basis and are particularly good for filling in missing pieces of sidewalk.

- **Recreational Trails Program:** The Recreational Trails Program (RTP) is a federally funded grant program administrated by the Oregon Parks and Recreation Department. Since 1993, Oregon has funded over 500 projects with RTP funds to develop, improve, or expand motorized and non-motorized trails and their facilities.

Oregon's annual RTP allocation is approximately \$1.6 million. At least 30% of funds are set aside for motorized trail projects.

The minimum grant request amount is \$10,000. There is a recommended grant request maximum of \$150,000 for non-motorized proposals and no maximum for motorized proposals. Applicants must commit to at least 20% match. Match can include volunteer labor or other donations.

For more information visit: <https://www.oregon.gov/oprd/GRA/Pages/GRA-rtp.aspx>

- **Local Government Grant Program:** The Local Government Grant Program (LGGP) is a voter approved, State lottery funded grant program administrated by the Oregon Parks and Recreation Department. Typically, the program awards over \$5 million annually to qualified projects, and has awarded over \$60 million in grant funding since the program began in 1999.

Recreational trails are eligible for this funding. Local match is required

For more information visit: <https://www.oregon.gov/oprd/gra/pages/gra-lggp.aspx>

Other Funding Opportunities

The table below includes other grant opportunities not discussed in detail above. As mentioned above, it is important for City staff to keep up to date about changing grant opportunities and funding amounts on an ongoing basis. Staying up to date with transportation grant cycles allows staff to match projects with the grant opportunities they will be most competitive for, as different grants have different eligibility requirements. It's also important to note that grants rarely cover the full cost of a project and often require matching funds.

Grant Program Name	Grant Information	Program Focus
Surface Transportation Block Grant (STBG) Program	<ul style="list-style-type: none"> Provides flexible funding that may be used by States and localities for projects including road, pedestrian and bicycle infrastructure, transit capital projects, and more. CAMPO administers STBG funding Adair Village is eligible to receive. 	<ul style="list-style-type: none"> Federal aid hwy, bridge and tunnel projects public roads, bike and pedestrian infrastructure, and transit capital
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	<ul style="list-style-type: none"> U.S. Department of Transportation program Supports transportation projects that promise to achieve national objectives (previously called BUILD and TIGER grants) 	<ul style="list-style-type: none"> Very large Multimodal Multi-jurisdictional
All Roads Transportation Safety Program (ARTS)	<ul style="list-style-type: none"> ODOT program designed to address safety needs on all public roads in Oregon Funding is data-driven relative to safety factors and based on cost benefit analysis. 	<ul style="list-style-type: none"> Projects that address hotspot and systemic safety issues and concerns
People For Bikes Community Grants	<ul style="list-style-type: none"> Private grant program that awards funds to non-profits and local government (up to \$10,000). People For Bikes is an industry coalition focused on promoting the use of bikes for recreation, fitness and transportation) Supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. 	<ul style="list-style-type: none"> Bicycling Active transportation Community development
Travel Oregon Grants	<ul style="list-style-type: none"> Travel Oregon awards matching grants of up to \$20,000 for projects with a tourism purpose 	<ul style="list-style-type: none">
Private Contributions	<ul style="list-style-type: none"> Certain walking and biking improvements (sidewalk installation/repairs, etc.) can be required as conditions of approval of land use development proposals, or asked for as a negotiated mitigation agreement, or upon property transfer. 	<ul style="list-style-type: none">

Project Phasing

Several projects identified in the Trails Plan may be large enough to break into multiple phases or take place over the course of several years. Such large-scale projects can be implemented in phases by focusing on one piece of the project at a time –for example constructing one segment of a multi-use path while additional funding is identified for future segments. Following the adoption of this document,

the City of Adair Village may wish to do some additional strategizing on where project phasing might be appropriate. Grant cycles and other funding opportunities may also impact phasing options.

Project Bundling

Project bundling involves incorporating projects, or portions of projects, from the Trails Plan into other planned transportation improvements, such as street resurfacing, intersection upgrades, urban upgrades, safety projects, or utility projects. Incorporating projects identified in this Plan into other infrastructure efforts can help reduce overhead costs and speed up the timeline for trail implementation. Improvements like striping bicycle lanes, incorporating enhanced roadway crossings, or modernizing lane markings can all be rolled into other infrastructure projects. Enhancement of lighting, ADA ramps, and establishing more space for people walking and riding bikes are other examples of meaningful improvements that can be bundled into larger projects.

Project bundling can also be a good strategy when applying for grants. Bundling a handful of small projects can result in a more compelling story that makes a grant application more competitive. Bundling for grants can be based around themes such as neighborhood connectivity, access to transit stops, connections to open space, or safe routes to school.

Volunteer Support for Development and Maintenance

As noted in Chapter 4, the path system will be primarily managed and maintained by the City of Adair Village with additional support from other agencies including:

- Benton County Natural Areas, Parks and Events Department (in Adair County Park)
- Benton County Public Works (Roadway crossings on County roadways)
- Oregon Department of Transportation (if bicycle and pedestrian crossings along Highway 99W are undertaken)
- Oregon Department of Fish and Wildlife (native trails located on their property)

These agencies have staff experienced in managing and maintaining the type of trail and roadway infrastructure attributed to their respective jurisdictions. Nonetheless, the City of Adair Village may seek to recruit community volunteers interested in helping maintain trails. Volunteer work groups are often willing to support maintenance and upkeep of trail infrastructure as a way to give back to the community and protect recreational assets they use on a regular basis. Frequent visitors, hiking groups, and neighbors commonly support work parties or report issues with trail infrastructure before being spotted by public officials. The City of Adair Village may seek to empower community members to help maintain trail investment. Because of the complexity and hard infrastructure associated with paved multi-use paths these types of volunteer arrangements may be most appropriate along native or gravel pathways.