

## CORVALLIS AREA Metropolitan Planning Organization

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777 NW 9<sup>th</sup> Street, Suite 204C; Corvallis, Oregon 97330  
Contact: Corum Ketchum, CKetchum@ocwcog.org

### CAMPO TECHNICAL ADVISORY COMMITTEE Thursday, June 29, 2023 9:00 am - 10:00 am

#### VIRTUAL MEETING WITH CALL-IN AVAILABLE Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 269 219 577 730

Passcode: BWtj38

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID 567 628 032#

#### AGENDA

- |          |                                                                                                                   |                       |
|----------|-------------------------------------------------------------------------------------------------------------------|-----------------------|
| 1) 9:00  | Call to Order and Agenda Review                                                                                   | Chair, James Feldmann |
| 2) 9:05  | Public Comments                                                                                                   | Chair                 |
| 3) 9:15  | Minutes of May 25, 2023 (Attachment A)                                                                            | Chair                 |
|          | <i>Action: Decision on Minutes</i>                                                                                |                       |
| 4) 9:20  | FY 23-24 and 24-25 CAMPO Bike Count Program (Attachment B)                                                        | Corum Ketchum         |
|          | <i>Finalize count locations for the upcoming fiscal years.</i>                                                    |                       |
|          | <i>Action: Consensus on count locations</i>                                                                       |                       |
| 5) 9:45  | MTIP/STIP Amendments (Attachment C)                                                                               | Corum Ketchum         |
|          | <i>Staff will review one MTIP/STIP amendment.</i>                                                                 |                       |
|          | <i>Action: Review and approve amendment #21-24-3508</i>                                                           |                       |
| 6) 9:50  | Jurisdictional and Other Updates                                                                                  | All                   |
|          | <ul style="list-style-type: none"><li>• CAMPO Updates</li><li>• Jurisdictional Updates</li></ul>                  |                       |
| 7) 10:00 | Adjournment                                                                                                       | Chair                 |
|          | <i>The next regularly scheduled CAMPO TAC meeting is set for Thursday, July 27, 2023, from 9:00am to 11:00am.</i> |                       |

## ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
VACANT	City of Adair Village	
Rory Rowan	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	
Danielle Casey	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
VACANT	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 Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at [amuzechenko@ocwcog.org](mailto:amuzechenko@ocwcog.org) or 541-812-2002. TTY/TTD 711*

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE**

Thursday, May 25, 2023

Virtual Meeting

Microsoft Teams Technologies

**DRAFT MINUTES**

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

**Guests:** Daniel Wood, Dave Rabinowski, Steve Harvey, Josh Capps, Robert Upson

**Staff:** Transportation Manager Nick Meltzer, CAMPO Assistant Planner Corum Ketchum, AAMPO Assistant Planner Billy McGregor, and CED Administrative Assistant Ashlyn Muzechenko

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
<b>1. Call to Order and Agenda Review</b>	The meeting was called to order and the group conducted introductions as there were many members in attendance along with several members of the public.	<b>Meeting was called to order at 9:04am by Vice Chair Gary Stockhoff</b>  <b>There were no agenda updates.</b>
<b>2. Public Comments</b>	<b><i>Daniel Wood shared his public comment with the TAC Members:</i></b>	

*Good morning and thank you for the opportunity to comment today.*

*The May 15 collision just west of 53rd reinforces the need for lower approach speeds for this intersection. Luck alone determined there were no serious injuries or deaths as two semi-trucks collided with a motorcycle and four passenger vehicles. Chance alone determined no pedestrians or bike riders were involved.*

*This latest collision also happened at the location of a new full street connection proposed for the "Creekside Center" project, with plans for a gas station, convenience store, pharmacy drive through and over seventy apartment units.*

*Considering land use zoning, this segment of Philomath Blvd in particular requires design parameters to shape pending development frontages as a designated Climate Friendly Area.*

*I implore you to immediately recommend lowering the speed to 35 MPH west of 53rd to east of Sylvia.*

*As published in a 4/28/2023 article in "The Hill" entitled "Pedestrian deaths have risen 70 percent since 2010. Blame trucks.", a 2021 study of pedestrian fatality "hot spots" showed "Higher speeds also mean more severe injuries. Doubling the impact speed from 24 mph to 48 mph raises the pedestrian's risk of death from 10 percent to 75 percent". End quote.*

*All the "hot spots" had adjacent commercial retail and service land uses.*

*Locally, extensive ODOT studies and major funding applications further delay actionable improvements.*

*Lowering the speed limit to 35 MPH west of 53rd and east of Sylvia would result in an immediate decrease in rear end collisions due to entry speeds and provide safer crossings for pedestrians and bicyclists. Additionally, a short term minimal fiscal outlay in re-striping lane configurations on existing ROW would deliver multi modal friendly facilities, increasing safety for all.*

*We can either sit back and wait for fatalities to motivate action, or take these simple steps to change the dynamics.*

*Thank you all for your on-going dedication to public safety on our roadways,*

*West Corvallis resident Daniel Wood*

***Robert Upson shared the following public comment with the CAMPO TAC Members as well:***

*Here is a summary of my comments:*

*[The bike count location labeled] D3.9 [at] 9th and Circle location may be negatively affected by planned resurfacing on NE Circle*

*Any data from NW Circle after buffered bike lanes? In general, is there any data collection on whether buffered bike lanes are effective at increasing usage?*

*Tyler NB, before after, continue to collect data at [bike count locations] D2.6 and D2.7*

*As a limited resource, I question the value of the 8th street location, which doesn't necessarily meet program goals. An indicator of Open Streets participation will be captured at the 11th street location. Alternatively, place the [location at] D3.1 Monroe/5th location*

	<i>which might capture open streets volumes as well as regular Monroe volumes, or D3.11 Monroe and 14th and its historic data collection.</i>	
<b>3. Minutes of April 27, 2023, (Attachment A)</b>  <b>Action: Decision on Minutes</b>	The CAMPO TAC Members approved the April 27, 2023, Meeting Minutes by consensus	<b>The CAMPO TAC Members approved the April 27, 2023, Meeting Minutes by consensus.</b>
<b>4. CAMPO Bike Count Program (Attachment B)</b>  <b>ACTION: Discussion</b>	<p>Staff Corum Ketchum shared attachment B and the purpose of the CAMPO Multimodal Bike Count Program.</p> <p>Ketchum added that past ports are available on the CAMPO Website, Additionally Ketchum shared a Goals of the CAMPO Count Program.</p> <p>Staff Nick Meltzer noted that Steve Dobrinich spent a lot of time developing goals and deciding locations for counters and there has been a number of counts down over the last year and a half and now that Corum is on board the goals are being reassessed with the TAC and looking to the TAC for new and next locations.</p> <p>Josh Capps advocated for counts on neighborhood bikeway programs on D2.22 and D2.2.3 and there was valuable information for the north section of 11<sup>th</sup> street for bike and ped counts that would be good to follow up on once it has been fully completed at the end of this year. Those two locations would be great to re-count to see the numbers compared to last year.</p> <p>Capps added that the neighborhood bikeway segments on 11<sup>th</sup> street south of Harrington would be helpful on the corridor as a pre-neighborhood bikeway along with Jefferson and 11th and south of Western on 11<sup>th</sup> street to give a pre-neighborhood bikeway count and then do the same counts again. Tyler street is also an important place to count as well.</p>	

	<p>Sara Robertson asked if staff are anticipating doing the same number of counts, or whether staff will continue bike counts at the same locations or if they will be looking for new ones.</p> <p>Robertson noted that on the 11<sup>th</sup>, OSU will be doing construction on 11<sup>th</sup> and Madison and there will be closures on parts of 11<sup>th</sup> street so getting more information on timing would be great as well.</p> <p>Daniel Wood suggested 53<sup>rd</sup> and Philomath Blvd. D3.15 as a multi-use path that is already seeing a large number of bicycle use.</p> <p>Ketchum shared that counts could be added at the Conifer to Mulloy Section.</p> <p>Ketchum shared that there are suggested improvements to the large field that is north of the hospital to see if people are using that infrastructure near the installation of the new crossing.</p> <p>Ketchum provided James Feldmann's comments to the TAC as he wasn't able to attend in person today.</p>	
<p><b>5. DRAFT CAMPO MTIP (Attachment C)</b></p> <p><b>Action: Recommend to the Policy Board for Approval</b></p>	<p>Meltzer shared the CAMPO MTIP for Fiscal year 2024-2027 and noted the final draft will be due in June 2023.</p> <p>Meltzer gave a summary of what the Metropolitan Transportation Improvement Plan entails.</p> <p>Ketchum shared the three big sections of the MTIP such as the public involvement, Public Transportation Project lists and selection processes, and Financial Capacity.</p> <p>Ketchum added that the document shared performance and safety measures that were adopted but the statement transportation safety action plan and is updated to reflect current information. These are coordination across internal public participation plan and the RTP Regional Transportation Plan.</p>	<p><b>The CAMPO TAC Members recommend the MTIP be moved to the Policy Board for approval by consensus.</b></p>

	<p>Ketchum shared the different tables of the MTIP shares funding cycles for CAMPO which is around 1million dollars a year over the next 4 years.</p> <p>Ketchum added there is a 4-step process for selection STBG Priority projects which can be seen in table 4 of the document.</p> <p>Ketchum summarized the Appendices of the MTIP which was submitted to the State of Oregon for adoption.</p> <p>Dave Rabinowitz, member of Benton County STIF Advisory Board shared that on table 11 the only project that has been obligated is Walnut Boulevard Pavement. Rabinowitz asked about the action on those projects.</p> <p>Meltzer answered that the table hasn't been updated, most of the projects have been obligated and either completed or are in construction or on their way to being finished.</p> <p>The CAMPO TAC Members recommend the MTIP be moved to the Policy Board for approval by consensus.</p>	
<p><b>6. MTIP/STIP Amendments (Attachment D)</b></p> <p><b>ACTION: Review and Approve amendment #21-24-3348</b></p>	<p>Ketchum shared the MTIP/STIP amendment #21-24-3348 which is an amendment that needs TAC approval.</p> <p>Ketchum noted the three different amendment types for STIP and MTIP amendments that can be processed by CAMPO.</p> <p>Ketchum shared the administrative amendment in question which will add \$200,000 from regional paths program from IFJA.</p>	
<p><b>7. Jurisdictional and Other Updates:</b></p> <ul style="list-style-type: none"> <li>• <b>CAMPO Updates</b></li> <li>• <b>Jurisdictional Updates</b></li> </ul>	<p><b>Other Business/CAMPO Updates:</b></p> <p>Meltzer shared that with the Carbon Reduction program applications are due next week and staff are working for City of Corvallis and Benton County to submit two different projects. One for Corvallis, an electric Bike Lane Sweeper, and the other for Benton County is the design segment for the Corvallis to Albany Multiuse Path.</p>	



**Jurisdictional Updates:**

Chris Workman for Philomath shared that the money the city received for the traffic circulation study got a great report and the group just finished having joint meetings with city council and school board. These projects are on the ground that have made the way to the capital improvement plan. Workman noted that there should be rectangular rapid flashing beacon (RRFB) put in on 17<sup>th</sup> in Philomath as well and there will be a protected two-way bike lane on Applegate added to the capital improvement plan too. Workman noted the report is helpful and he appreciates the funding and time that went through the program. Workman shared that streetscape project is humming along and is getting further and further east every week and the 16<sup>th</sup> street project could be happening as early as next summer but could be another year out due to wetland issues.

Sara Robertson for OSU shared that work has continued to finalize design on the Mobility Hub at Jefferson Ave after concerns from city staff have been resolved. OSU is working on improvements to crossing on 35<sup>th</sup> and Campus Way. Also, Construction is underway on the first segment of Washington Way which is 17<sup>th</sup> street to 26<sup>th</sup> street and staff are hoping to complete intersection improvements on 17<sup>th</sup> before students are moving in during Fall of 2023.

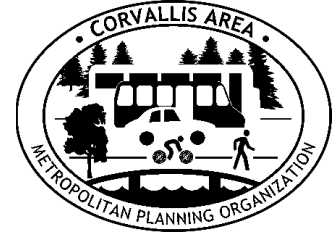
Rory Rowan for City of Corvallis shared that the city was able to send communication out about bringing back weekend service for transit which will be on June 24<sup>th</sup> when will return for all routes as well as additional service with the Philomath Connector. Rowan added that staffing is still a difficult time with 7 open positions and another retirement that came forward within the next week or so. Rowan shared that he appreciates the members and their dedication to working with himself and other city staff and for being supportive of all member jurisdictions at the CAMPO.

Mark Bernard from ODOT shared that he has been working to support James and Urban Boundaries updates due to census feedback as well

	<p>as function classifications and making them consistent with federal data.</p> <p>Daniel Wood thanked Rory for pushing West Hills Road study along as well as to Gary and Laurel as this is a very complex project, and he appreciates any and all progress.</p> <p>Gary Stockhoff shared Benton County's update and a thanks to the CAMPO staff on the Carbon Reduction applications to finish design for Corvallis to Albany Path on the middle section. This is the trickiest section with 4.5miles along Hwy 20 which would be great to start soliciting for funding. Benton County opened bids on 3 projects, one in AAMPO with SpringHill Road the one in CAMPO is Chappel Drive and there was also a Slide Repaid. Stockhoff noted he was surprised that the bids came in under the estimated amount. Stockhoff added that 53<sup>rd</sup> and Country Club is under design and will hopefully be getting started next year. Stockhoff stated the Benton Area Transit is close to closing the contract with Dial-A-Bus and has made a lot of progress on switching to VIA as a more interactive software that will improve efficiency for users and staff.</p>	
<p><b>8. Adjournment</b></p>	<p>The next CAMPO TAC meeting is scheduled for June 29, 2023.</p>	<p><b>Meeting adjourned at 10:03am by Vice-Chair Gary Stockhoff</b></p>

# MEMORANDUM

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



**Date:** June 29<sup>th</sup>, 2023  
**To:** CAMPO Policy Board & Technical Advisory Committee  
**From:** Corum Ketchum, CAMPO Staff  
**Re:** CAMPO Multi-Modal Count Program - Phase 3 Deployment

## Purpose

The purpose of this memorandum is to provide an overview of the Corvallis Area Metropolitan Planning Organization (CAMPO) Multi-Modal Count Program's work to date and next steps. The goal of the CAMPO Multi-Modal Count Program Count Program (Count Program) is to systematically survey the number of bicycle and pedestrian trips made at key locations throughout the network of roadways and shared-use paths in the CAMPO service area.

The Count Program has logged 13 locations over the past three (3) years. Currently, the counters are not being deployed to capture data. Considering coming projects and expected revenue streams, it is important to be strategic in selecting the next locations for data gathering.

The Technical Advisory Committee (TAC) is being asked to provide guidance on the next locations for deployment and consider installing permanent counters at key locations.

## Background

The primary purpose of the Count Program is to develop a better understanding of how pedestrians and cyclists travel throughout the CAMPO planning area. By systematically surveying the number of bicycle and pedestrian trips made at key locations throughout the network of roadways and shared-use paths we gain a better picture of overall travel patterns. Multi-modal count data can be presented alongside motorized counts conducted by other agencies, namely the Oregon Department of Transportation (ODOT).

Goals of the CAMPO Count Program are to:

- (1) Measure the long-term usage of bicycle and pedestrian facilities (including changes in use over time),
- (2) Evaluate the impact of projects,
- (3) Understand safety trends, and
- (4) Help prioritize long-range infrastructure investment.

The information from the Program supports the findings of the Reducing Single Occupancy Vehicles Report and provides crucial information that will enable the region to meet the targets set forth in the Regional Transportation System Plan (RTSP). This knowledge helps to inform facility design (e.g., how wide the path or sidewalk should be) as well as guide funding and policy decisions.

## Work To Date

The work to date includes:

- Successfully logged 13 locations over the past three (3) years,
- Counts range from 2 weeks to as many as 6 weeks,
- Select reports are available on the CAMPO website: <https://corvallisareampo.org/data-maps/bike-ped-counts/>, and;
- The program has been used to support planning and fundraising efforts.

Table 1 below lists the locations where the program has recorded data. This information is also available in an interactive map, available here:

<https://www.google.com/maps/d/edit?mid=1ZMt0TZUFMxgNR5hxwAObeBlpgyc4ngA&usp=sharing>

Table 1 Description of Count Locations

ID	Location	Description	Counting
<b>Deployment 1 - Nov 20 - Jul 21</b>			
D1.1	Eric E. Austin Memorial Bypass (south entrance)	Bi-directional at south entrance to path	Bike+Ped
D1.2	Hwy 34 MUP #1 (W of Golf Course Entrance)	Bi-directional on path	Bike+Ped
D1.3	Hwy 34 MUP #2 (E of Golf Course Entrance)	Bi-directional on path	Bike+Ped
D1.4	Campus Way (West of SW 35th)	1st Deployment	Bike+Ped
D1.5	Corvallis-Philomath MUP (W of SW 15th)	On multi-use path west of SW 15th	Bike+Ped
D1.6	Corvallis-Philomath MUP (Philomath E of Richard Place)	Bi-directional on path	Bike+Ped
D1.7	Adair County Park (back trail)	Bi-directional pedestrian counts on trail	Ped Only
<b>Deployment 2 - May 22 - Dec 22</b>			
D2.1	Buchanan and NW 17th Corvallis	Ped counter only	Ped Only
D2.2	Northwest 11th Street & Northwest Tyler Avenue	Bike counts only	Bike Only
D2.3	Northwest 11th Street & Northwest Buchanan Avenue	Bike counts only	Bike Only
D2.4	Polk Ave Mid-block between 36th & 35th	Mid-block next to alleyway	Bike+Ped
D2.5	Northwest Lincoln Avenue & Northwest 27th Street	Near intersection	Bike+Ped
D2.6	Northwest 4th Street & Northwest Tyler Avenue - BAD DATA	Equipment error	Bike+Ped
D2.7	Northwest Tyler Avenue & Northwest 19th Street		Bike+Ped

## Next Steps: Selecting New Count Locations

Committee members are being asked to provide guidance on the next locations for the Count Program. Staff took feedback from TAC members to generate the proposed list of locations. These are included in Appendix A as Table 2

In selecting new locations, members should consider upcoming or completed projects, or proposals, where gathering data would support the maintenance or expansion of the CAMPO region's bike-ped network. A best brief practices guide is included on the final page of this memo (Appendix B).

CAMPO staff have made the following assumptions about the project:

- CAMPO is able to measure ~8 locations per year (in addition to Corvallis Open Streets),
- High use corridors and key locations that have been previously measured will need to be resampled in order to get quality data and monitor activity over time,
- The waning COVID-19 pandemic has likely impacted how people travel and we will begin to see those effects going forward,
- As a regional body, CAMPO would like to offer the counters to all of its members if they have locations to measure, and;
- High use or key areas may be better served by receiving a permanent counter that can be monitored in real time (internet enabled).

**Action Requested**

Given the information available on this memo, and the table on the following page, provide concurrence on locations for the next two to three years of the count program and provide guidance on which locations should be prioritized, given deployment constraints.

Additionally, staff would like to facilitate a discussion on permanent counters located at key locations in the region.

## Appendix A

Table 2 – Proposed Locations Suggested by TAC Members

ID	Location	Description	Counting
P1	US 20 Conifer-Pilkington	Initial counts out there and again whenever the Conifer-Merloy section gets added	Bike+Ped
P2	Southwest 11th Street & Southwest Jefferson Way		Bike+Ped
P3	Southwest Western Boulevard & Southwest 11th Street	South of Western	Bike+Ped
P4	Southwest 14th Street & Northwest Monroe Avenue	#1 historical location; highest counts in city; Gateway to OSU	Bike+Ped
P5	Northwest Kings Boulevard & Northwest Harrison Boulevard	#3 historical location; Top 10 CPD crash location; Bike lane intersection	Bike+Ped
P6	Recount - OR 34 Path	Counts on the OR34 path between Corvallis and Riverside Dr might also be good	Bike+Ped
P7	11th and Buchanan	2021 Recount	Bike+Ped
P8	11th and Tyler	2021 Recount	Bike+Ped
P9	Avery Park	Avery Park	Ped Only
P10	Tunison Park	Tunison Park	Ped Only
P11	2023 Open Streets - 11th	Between C and Western	Bike+Ped
P12	2023 Open Streets - 8th st	Between Jefferson and Madison	Bike+Ped
P13	Northwest Tyler Avenue & Northwest 9th Street	East of 9th	Bike+Ped
P14	Recount - Southwest Western Boulevard & Southwest 11th Street	South of Western	Bike+Ped
P15	Recount - Southwest 11th Street & Southwest Jefferson Way		Bike+Ped
P16	Recount - Northwest Tyler Avenue & Northwest 19th Street	On Tyler	Bike+Ped
P17	Recount -Southwest 14th Street & Northwest Monroe Avenue	#1 historical location; highest counts in city; Gateway to OSU	Bike+Ped
P18	Recount - Northwest Kings Boulevard & Northwest Harrison Boulevard	#3 historical location; Top 10 CPD crash location; Bike lane intersection	Bike+Ped
P19	Recount - US 20 Conifer-Pilkington	After the Conifer-Merloy section gets added trail is constructed	Bike+Ped
P20	99W Bridge East - Residential	99W: Attempting to measure east side activity	Bike+Ped
P21	99W Bridge East - Jackson Frazier Wetland	Measuring activity at the nearby wetland	Bike+Ped

<b>P22</b>	99W Bridge West - Residential		Bike+Ped
<b>P23</b>	99W Bridge West - Recreation Trail	Measuring activity on the trail north of the hospital	Bike+Ped
<b>P24</b>	Recount - Highway 20 West MUP	Remeasure historic counts on bike path. 4 locations available.	Bike+Ped
<b>P25</b>	Philomath Redesign (Applegate Rd)	Measuring activity before and/or improvements to Highway 20 in and around downtown Philomath	Bike+Ped

## Appendix B

### **Best Practice in Selecting Count Locations**

Common practice for collecting short-duration multi-modal count data is to focus on targeted locations where activity levels and agency interest is highest.<sup>1</sup> Although this non-random site selection may not yield a statistically representative regional estimate, it provides an efficient use of limited data collection resources and may be a suitable place to start when the program first launches. Listed below are criteria for selecting short-duration count locations as recommended by the National Bicycle and Pedestrian Documentation (NBPD) Project. The NBPD Project suggests selecting locations that meet as many of the criteria as possible:

- Pedestrian and bicycle activity areas or corridors (downtowns, near schools, parks, etc.);
- Representative locations in urban, suburban, and rural locations;
- Key corridors that can be used to gauge the impacts of future improvements;
- Locations where counts have been conducted historically;
- Locations where ongoing counts are being conducted by other agencies through a variety of means, including videotaping;
- Gaps, pinch points, and locations that are operationally difficult for bicyclists and pedestrians (potential improvement areas); and
- Locations where either bicyclist and/or pedestrian collision numbers are high.<sup>1</sup>

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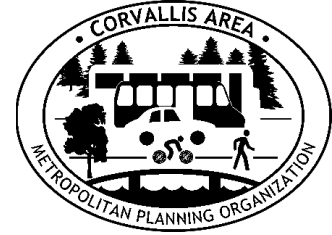
<sup>1</sup> Federal Highway Administration Traffic Monitoring Guide. 2016. CH4 Traffic Monitoring for Nonmotorized Traffic.



# MEMORANDUM

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

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**Date:** June 29<sup>th</sup>, 2023  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Corum Ketchum, 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. One amendment has been submitted to CAMPO prior to the May 25<sup>th</sup>, 2023, meeting.

## 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 #: 21-24-3508– Request for approval
- **Policy Board**
  - Amendment #: 21-24-3508- Information only

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
21552:  US20/OR34/OR99W: Harrison Blvd. (Corvallis)	Replace failing signals to improve driver safety and improve bicycle and pedestrian facilities to improve safety.	<b><u>Amendment Number 21-24-3508</u></b> Add additional project locations using ADA funding. Update project name and description to define current project scope.	Administrative Amendment	<b>Add SW ADA Funding per CMR 21552-01.</b> Amounts added: \$131,131 <u>+\$175,100</u> \$306,131	ODOT