

APPENDIX A

Existing Plan and Policy Review



CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION REGIONAL TRANSPORTATION PLAN

FINAL Technical Memorandum
Review of Plans and Policies

Prepared for

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Introduction

This Technical Memorandum documents state, regional, and local transportation and land use regulations, plans, and policies as well as planned transportation improvement projects that are applicable to transportation planning in the Corvallis, Oregon Urbanized Area. The purpose of this review is to build upon prior planning efforts, provide the planning context for the Corvallis Area Metropolitan Planning Organization's (CAMPO) Regional Transportation Plan (RTP) as well as the Regional Transportation System Plan (RTSP) to be adopted by local agencies, and ensure that the development of the RTP and RTSP is compatible and compliant with applicable regulations, plans, and policies. Relevant regulations, plans, and policies reviewed in this appendix are listed as follows:

- State Plans and Policies
 - Statewide Transportation Planning Rule (TPR) (OAR 660-012)
 - Oregon Transportation Plan (amended 2006)
 - Oregon Transportation Options Plan (2015)
 - Oregon Highway Plan (amended 2011)
 - Oregon Bicycle and Pedestrian Plan (1995)
 - Oregon State Rail Plan (2014)
 - Oregon Public Transportation Plan (1997)
 - ORS 366.215 – Reduction of Vehicle Carrying Capacity
 - 2015-2018 Statewide Transportation Improvement Plan
 - 2008 Oregon Transportation System Planning (TSP) Guidelines
 - Access Management Rules (OAR 734.051)
 - Oregon Strategy for Greenhouse Gas Reductions (2004)
- Regional Plans and Policies
 - CAMPO Regional Transportation Plan (2012)
 - CAMPO Strategic Assessment of GHG Emissions (2014)
 - CAMPO Transportation Safety Plan
 - Central Willamette Valley ITS Plan
 - US 20 / OR 34 Optimization Study
 - ADA Paratransit Handbook for Corvallis & Philomath (2013)
 - West Corvallis – North Philomath Plan (1998)
- Local Plans and Policies
 - Corvallis Transportation System Plan (1996)
 - Philomath Transportation System Plan (1999)
 - Adair Village Comprehensive Plan (2006)
 - Benton-Lincoln Counties Special Transportation Fund Program Planning Project (2007)
 - Benton County TSP (2001)
 - City of Corvallis Comprehensive Plan (2006)
 - 2015-2019 Corvallis Capital Improvement Program
 - Corvallis Draft Transit Master Plan (2006)

State Plans, Policies, Regulations, Reports, and Funding Sources

Statewide Planning Goal 12 (Transportation) and OAR 660, Division 12 (Transportation Planning Rule)

The purpose of the Statewide Transportation Planning Rule (TPR) is to “implement Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient and economic transportation system.” Major purposes of the TPR are to promote more careful coordination of land use and transportation planning, and to assure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

The TPR divides transportation planning into two phases: transportation system planning and transportation project development (660-012-0010(1)). The local government must identify reasonable build design alternatives, assess their impacts, and select the alternative with the least impact.

The primary focus of this rule is keeping land use and transportation in balance. When a plan or zoning amendment would result in levels of traffic that exceed the highway performance standards for a roadway, it is deemed to have a significant effect on the roadway.

Project Relevance

The CAMPO RTSP is being developed in accordance with the TPR’s specific requirements.

Oregon Transportation Plan (OTP, Amended September 20, 2006)

The Oregon Transportation Plan (OTP) is the state’s multimodal transportation plan that assesses the needs of airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation and railroads through 2030. The OTP provides a framework for prioritizing transportation improvements to address the challenges Oregon faces based on various revenue conditions. This plan offers guidance for state, regional, local, and private transportation facilities.

This OTP supersedes the 1992 OTP, which established a vision of a balanced, multimodal transportation system and called for an expansion of ODOT’s role in funding non-highway investments. The current OTP furthers these policy objectives with emphasis on maintaining the assets in place, optimizing the existing system performance, creating sustainable funding, and investing in strategic capacity enhancements.

Project Relevance

Transportation improvements must be consistent with the applicable OTP goals and policies and, therefore, findings of compatibility with the OTP will be used in the RTSP adoption process.

Oregon Highway Plan (1999, with Amendments)

The Oregon Highway Plan (OHP), an element of the OTP, identifies both OR 33 Corvallis-Newport Highway and OR 91 Pacific Highway as designated regional highways. The OHP defines specific performance standards for regional highways, including priorities for safe and efficient, moderate to high-speed operation in urban and urbanizing areas. At the point where the two highways merge in central Corvallis, a third highway intersects them, OR 210 Corvallis-Lebanon Highway, a designated

statewide highway. The OHP defines performance standards for statewide highways including safe and efficient high-speed, continuous-flow operation with minimal interruptions to flow in urban areas.

The performance and mobility standards in the OHP vary by location and adjacent land use type, establishing a higher level of service expectation in the more rural areas and a lower level of service in urbanized areas.

The OHP establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. The RTP will build upon the goals and policies of the OHP and OTP to establish a plan for the city's 2040 planning horizon. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and the local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to planning to the RTP are described below.

Goal 1 – System Definition

Policy 1A – State Highway Classification System: Establishes that the management objective of Interstate Highways is to provide for safe and efficient, high-speed, continuous-flow operation in urban and rural areas; and for District Highways, to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas and moderate to low-speed operation in urban and urbanizing areas.

Policy 1B – Land Use and Transportation: Recognizes the need for coordination between state and local jurisdictions.

Policy 1C – State Highway Freight System: States the need to balance the movement of goods and services with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

Policy 1E – Lifeline Routes: Recognizes the need for a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.

Policy 1F – Highway Mobility Standards: Sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system based on highway classification and location by providing the appropriate standards that would allow the corridor area and associated interchanges to function in a manner consistent with OHP mobility standards.

Policy 1G – Major Improvements: Requires maintaining performance and improving safety by improving efficiency and management before adding capacity.

Goal 2 – System Management

Policy 2A – Partnerships: Establishes cooperative partnerships to make more efficient and effective use of limited resources to develop, operate, and maintain the highway and road system.

Policy 2B – Off-System Improvements: Helps local jurisdictions identify and evaluate off-system improvements that would be cost-effective in improving performance of the state highway.

Policy 2C– Interjurisdictional Transfers: Encourages the State and local jurisdictions to consider interjurisdictional transfers to simplify management, reflect appropriate functional classifications of a roadway or corridor, and result in efficiencies in operations and maintenance.

Policy 2D– Public Involvement: Allows for public input on state highway system projects.

Policy 2E – Intelligent Transportation Systems: Considers services to improve system efficiency and safety through effective incident management, en-route driver information, and traffic control.

Policy 2F – Traffic Safety: Improves the safety of the highway system.

Policy 2G – Rail and Highway Compatibility: States the need to increase safety and transportation efficiency through the reduction and prevention of conflicts between railroad and highway users.

Goal 3 – Access Management

Policy 3A – Classification and Spacing Standards: Sets spacing standards dependent of the highway classification and function.

Policy 3C – Interchange Access Management Areas: Manage grade-separated interchanges to provide safe and efficient operations between connecting roadways.

Goal 4 – Travel Alternatives

Policy 4A – Efficiency of Freight Movement: Seeks to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban and rural areas.

Policy 4D – Transportation Demand Management: Supports the efficient use of the state transportation system through investment in efforts that reduce peak period congestion.

Project Relevance

The RTSP intends to address the functions of OR 33, OR 91 and OR 210 in accordance with the mobility standards set for the OHP's regional and statewide highways designations, respectively.

Oregon Bicycle and Pedestrian Plan (1995)

The Oregon Department of Transportation (ODOT) is currently in the process of developing a new Oregon Bicycle and Pedestrian Plan, intended to update the plans and policies outlined in the 1995 Oregon Bicycle and Pedestrian Plan. The current plan offers general principles and policies for providing bikeways and walkways along state highways and provides standards for planning, designing, and maintaining bikeways and walkways throughout the state. The plan is intended to provide a framework for cooperation between ODOT and local jurisdictions, and offers guidance to cities and counties for developing local bicycle and pedestrian plans. Fundamentally, the plan is designed to fulfill the requirements of federal transportation funding legislation, whereby each state must adopt a statewide bicycle and pedestrian plan, and Oregon Administrative Rule 660-12 (Transportation Planning Rule 12).

Project Relevance

Improvements to any of the state facilities (US 20, OR34, OR 99W), must consider the standards presented in the current Plan as well as the updated Plan as it becomes available. The RTP and RTSP will

take guidance on bikeway and walkway development into account when evaluating potential bike and pedestrian improvements throughout the city.

Oregon State Rail Plan (2014)

The Oregon State Rail Plan, adopted September 2014, is a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems. The Oregon State Rail Plan establishes a vision for the future of rail in Oregon supported by goals, policies, and strategies. The most relevant goals from this Plan are described below.

Goal 1 – Mobility and Accessibility: To enhance the state's quality of life and economic vitality through a balanced, efficient, cost-effective and integrated multi-modal transportation system.

Goal 2 – Management of the System: To improve the efficiency of the transportation system through optimization of existing infrastructure and improved operations and management.

Goal 3 – Economic Vitality: To promote the expansion and diversification of the economy through an efficient and effective transportation system.

Goal 4 – Sustainability: To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs. This system should recognize local and regional land use and economic development plans, offer choices for transportation mode, distributes benefits and burdens fairly, and is operated and maintained to be sensitive to its environment.

Goal 5 – Safety and Security: To plan, build, operate and maintain the transportation system so that it is safe and secure.

Project Relevance

The city of Corvallis is served by two primary railroads lines that connect Corvallis to the State's larger rail network. After passing through Philomath, the Portland & Western Railroad (PNR) enters Corvallis on the west end of the city, after passing through OSU campus, and the city center it turns north and continues out of the town. The Albany & Eastern Railroad (AERC) runs from the south of town, connects to the PWR, and then continues east to connect with the Union Pacific Railroad in Albany. Currently, the city of Corvallis is not directly served by a passenger rail service. Corvallis does have an Amtrak bus station that offers intercity passengers connection to the passenger rail service on the UPRR line that runs parallel to I-5 with the closest station in Albany, OR. The RTP will address the current rail facilities as part of the existing system inventory. Descriptions of planned or potential future capacity or facility improvements will be documented in the RTP where appropriate.

Oregon Public Transportation Plan (1997)

The Oregon Public Transportation Plan (OPTP) forms the transit modal plan of the Oregon Transportation Plan (OTP). The vision guiding the public transportation plan calls for the following:

- A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable and safe manner that encourages people to ride.

- A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural, and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs.
- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians. The plan contains goals, policies, and strategies relating to the whole of the state's public transportation system. The plan is intended to provide guidance for ODOT and public transportation agencies regarding the development of transportation systems. The OPTP also identifies minimum levels of service, by size of jurisdiction, for fulfilling its goals and policies.

Project Relevance

In order to address the OPTP, as part of the RTP the city needs to evaluate the potential for expanding transit within Corvallis or potential agreements with existing transit service in Albany and Philomath for service expansion. Evaluation of transit service is being performed separately as part of a Transit Development Plan for the Corvallis Transit Service.

ORS 366.215 (Reduction of Vehicle Carrying Capacity)

Oregon Revised Statute (ORS) 366.215 states that “the Oregon Transportation Commission (OTC) may not permanently reduce the vehicle-carrying capacity of an identified freight route.” Exceptions to this may be granted by the OTC if it is determined that a reduction in vehicle carrying capacity is in the best interest of the state and that movement of freight is not unreasonably impeded. ORS 366.215 outlines specific procedures for review in the event a reduction in vehicle carrying capacity along identified freight routes is proposed.

Project Relevance

If, during the development of the RTP, a reduction in vehicle carrying capacity is identified as a potential need on OR 99W (Hwy No. 91) or OR 34 (Hwy No. 210) through the study area (the two identified freight routes in the OHP), the review process outlined in ORS 366.215 will be followed.

Oregon Transportation Options Plan (2015)

The Transportation Options Plan (OTO Plan) aims to implement and refine the Oregon Transportation Plan's (OTP) goals, policies, and strategies. The purpose of the OTO Plan, specifically, is to “establish a vision and policy guidance that integrates transportation options in local, regional, and state transportation planning, programming, and investment.” The OTO Plan provides an outline for policies and strategies for state and local agencies to expand transportation systems, increase funding, and improve planning. The Plan promotes the use of existing transportation infrastructure to provide Oregon with an efficient and affordable transportation system. The OTO Plan:

- *Identifies opportunities to expand transportation choices.*
- *Looks to increase funding opportunities for transportation options programs and investments.*
- *Provides information to better integrate transportation options into local, regional, and state transportation planning.*

Project Relevance

Within the next 25 years, the population of Oregon is expected to increase by nearly 30 percent. As a local planning effort, the development of the RTP is an opportunity to embrace the OTO Plan's goals and key initiatives by supporting transportation options programs, where feasible, in order to meet the growing demands in the community. The RTP will aim to address the growing populations and economy in the area while improving the efficiency and use of existing transportation systems in a cost-effective manner.

2015-2018 Statewide Transportation Improvement Program (STIP)

The four-year STIP identifies the funding and scheduling for federal, state, city, and county transportation projects. STIP projects are generally regionally significant and many receive state and/or federal funding.

Project Relevance

CAMPO has several projects identified in the 2015-2018 STIP. These include:

- 12827: OR34/US20, South Bypass – Riverside Dr, modernization, \$5,934,769
- 17416: Oak Creek (SW Morris Ave) Bridge, bridge-small-off, \$1,397,000
- 17787: TDM Program 2015 (Corvallis), operations, \$49,000
- 18292: Lewisburg Ave: OR99W- Highland Road, pavement preservation, \$511,000
- 18293: SW 15th St: Washington Way – Jefferson Ave, pavement preservation, \$478,000
- 18359: Benton Co 5310 Enhanced Mobility E&D (FY13), transit capital, \$102,000
- 18753: Mary's River-Crystal Lake Multiuse Path (Corvallis), bicycle/pedestrian, \$791,700

Projects identified in the Corvallis RTP may be eligible for state or federal funding and inclusion in a future STIP.

2008 Oregon Transportation System Planning (TSP) Guidelines

The 2008 Oregon TSP Guidelines are designed to assist local jurisdictions both preparing and updating transportation system plans by providing a framework to ensure plans meet local needs while complying with state rules, requirements, and regulations. This framework provides a sequence of planning steps to assist local jurisdictions to strengthen their transportation plan, evaluate their current transportation system, and prepare for future needs. Step-by-step guidance for first time plan preparation is also provided.

Project Relevance

The development of the RTSP will follow applicable elements of the 2008 Oregon TSP Guidelines.

Access Management Rules (OAR 734.051)

The Access Management Rules (OAR 734.051) incorporate mobility standards from the 1999 Oregon Highway Plan for both private and public approaches. The purpose of Division 51 is to balance development needs with transportation safety and access management objectives of state highways. Division 51 provides standards to govern highway approaches, access control, spacing standards, medians, and restriction of turning movements, in compliance with statewide planning goals and in a manner compatible with acknowledged comprehensive plans and consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), and the Oregon Highway Plan (OHP). The Oregon

Highway Plan serves as the policy basis for implementing Division 51, and guides the administration of access management rules, including mitigation and public involvement.

Project Relevance

TSP work underway by local agencies is address access management standards, and access management details are not anticipated to be included in CAMPO's RTP/RTSP.

Oregon Strategy for Greenhouse Gas Reductions (2004)

The Oregon Strategy for Greenhouse Gas Reductions is a report produced by the Governor's Advisory Group on Global Warming to provide recommendations to policy makers, state agencies, and citizens for how global warming can be addressed in Oregon. Within the report the Advisory Group proposes the following goals to guide development of a strategy for Oregon:

1. By 2010, arrest the growth of Oregon's greenhouse gas emissions (including, but not limited to CO₂) and begin to reduce them, making measurable progress toward meeting the existing benchmark for CO₂ of not exceeding 1990 levels.
2. By 2020, achieve a 10 percent reduction below 1990 greenhouse gas levels.
3. By 2050, achieve a "climate stabilization" emissions level at least 75 percent below 1990 levels.

According to the report, one-third of Oregon's total greenhouse gas (GHG) emissions are from vehicle exhaust. The solutions identified within the report specific to transportation are separated into two categories: 1) reduce GHG emissions from consumption of fossil fuels by displacing conventional combustion engines with hybrid, electric and other technological/fuel options, and 2) to guide land use choices, especially in Oregon's urban areas, toward more efficient choices including higher densities, transit options, mixed-use neighborhoods, and common wall dwelling designs. The recommendations specific to transportation in the state include:

Category 1:

TRAN-1: Convene an interim task force to recommend a proposal for the Environmental Quality Commission or the Governor and the Legislature to adopt emission standards for vehicles.

TRAN-2: Integrate land use and transportation decisions with greenhouse gas consequences.

TRAN-3: Promote biofuel use and production.

Category 2:

TRAN-4: Review and enhance state tax credits and local incentives for citizens purchasing high efficiency vehicles.

TRAN-5: Incorporate greenhouse gas emission impacts into transportation planning decisions.

TRAN-6: Expand "Transportation Choices Programs" and "Travel Smart Pilots."

TRAN-7: Adopt state standards for high efficiency/low rolling resistance tires.

TRAN-8: Reduce GHG emissions from government fleet purchase and vehicle use.

TRAN-9: State and local governments should switch to “clean diesel” fuel, vehicle purchases and retrofits.

TRAN-10: Adopt state and local incentives for high efficiency vehicles.

TRAN-11: Set and meet goals for reduced truck idling at truck and safety stops.

TRAN-12: Set up traffic flow engineering “Best Practices.”

TRAN-13: Set and meet goals for freight (truck/rail) transportation efficiency; achieve this through equipment, coordination and land use.

TRAN-14: Establish consumer awareness education link to transportation choices.

TRAN-15: Improve mass transit and inter-city transit links.

Project Relevance

The development of the RTSP will incorporate the recommendations applicable to transportation and land use planning identified in the report in order to support the goals of the Advisory Committee. Specifically, the RTSP will identify opportunities for improved transit and multi-modal facilities as well as improved efficiency for freight and vehicular movement within the CAMPO planning area.

Regional Plans, Policies, Regulations, Reports, and Funding Sources

CAMPO Regional Transportation Plan (2012)

The CAMPO Regional Transportation Plan (RTP) is intended to direct future infrastructure developments in a manner that is closely aligned with the lifestyle and the values of the community, particularly those related to the conservation of energy, natural resources and the reduction of Greenhouse Gases (GHG). It outlines the area’s transportation priority projects and policies and provides a blueprint for the orderly allocation of scarce resources. Additionally, it serves as the requisite document for the flow of much needed federal transportation funds to the area. The plan is intended to meet both federal and state requirements for regional transportation plans as described in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – a Legacy for Users (SAFETEA-LU), the applicable Transportation Act during the development of the document.

The plan includes policy recommendations to guide land use and transportation decision making involving transportation system management, transportation demand management, land use management, environmental protection, energy conservation, parking management and transportation sustainability.

Project Relevance

The RTP will include new recommendations for transportation improvement projects within the MPO planning area. In addition, the 2012 RTP encourages jurisdictions within the Planning Area to strengthen existing and/or adopt new land use policies and development standards to promote:

- Higher density residential development, including implementation of a minimum density more conducive to a viable transit service (e.g., incentives for Transit Oriented Developments),
- Mixed land use developments,
- In-fill developments,
- Access to the transit network for new residential developments,
- Enhancing the network of bicycle and pedestrian facilities,
- Increased transit service and amenities, including more buses, added routes and new park and ride facilities,
- Transportation Demand Management (TDM) strategies such as formation of Transportation Management Associations (TMAs) and development of on-site carpool/vanpool stations, and
- Implementation of grid patterned streets.

Many of these strategies are likely to be carried forward into the RTP update.

CAMPO Strategic Assessment of GHG Emissions (2014)

The Corvallis Area Metropolitan Planning Organization (CAMPO) engaged in a voluntary planning effort known as a strategic assessment to estimate how close the region's existing plans come to reaching greenhouse gas emissions reduction targets and other important outcomes of regional interest, including changes to vehicle miles traveled and air pollutants. The major findings of the strategic assessment include the following:

- By implementing adopted plans, greenhouse gas emissions will decline. Implementing the region's adopted plans alone results in a 2.1 percent reduction in greenhouse gas emissions per capita. In combination with potential state-led actions, such as ambitious pricing strategies that are currently not being implemented, but may be in the future, an 18.5 percent reduction could be achieved.
- Additional analysis, called sensitivity testing, indicates that reaching the region's 21 percent reduction target adopted by the Land Conservation and Development Commission is feasible. There are a variety of policies and actions that the region could pursue that would enable it to meet the greenhouse gas emissions target.
- Implementation of adopted plans is expected to result in other important benefits for the region:
 - Total fuel consumption per capita is expected to drop by 53 percent
 - Criteria air pollutants are expected to drop by 60 percent
 - Walking and cycling trips will continue to increase
 - Improvements to air quality and expanded options for transportation are likely to improve public health and reduce health care costs for area residents
- The assessment highlights other issues that the region may want to consider further either through plan updates or more detailed scenario planning. These include:
 - Household transportation costs are expected to increase, due to increases in vehicle ownership and operating costs
 - Vehicle miles are expected to increase slightly, by 3 percent

Project Relevance

The RTP will further support implementation of adopted plans and policies that work towards achieving the region's goals to reduce greenhouse gas emissions.

CAMPO Transportation Safety Plan

The Corvallis Area MPO is currently developing a Transportation Safety Plan for the MPO area, which will help to identify transportation safety concerns for all modes of transportation and identify mitigation measures for those concerns. The goal of the Transportation Safety Plan is to identify and prioritize safety improvements throughout the CAMPO planning area that can be made as funding and resources become available.

Project Relevance

The RTP should consider the future recommendations of the safety plan and incorporate them as appropriate.

Central Willamette Valley ITS Plan (2010)

The Central Willamette Valley Intelligent Transportation System (ITS) Plan defines advanced technologies that support regional transportation initiatives such as promoting travel options, optimizing transportation system performance, and reducing the frequency and effects of incidents. The plan was developed collaboratively with a Steering Committee made up of key stakeholders from across the region. The ITS Action Plan includes advanced technologies and management strategies that improve the safety and efficiency of the transportation system and improve the traveler experience for all modes in the Central Willamette Valley. The ITS Action Plan includes specific ITS projects and deployment priorities. A total of 43 ITS projects were identified for the Central Willamette Valley to support the region's vision and goals. The ITS projects that best fit the region's vision can be described as follows:

- **Expand Traveler Information Services** – Provide traveler information on arterial roadways and support multimodal route planning and guidance.
- **Implement Transit Service Enhancements** – Improve transit speed and reliability and broadcast real-time vehicle location and stop arrival information.
- **Enhance Safety of Alternative Modes** - Improve bicycle detection and provide bicycle signal timing.
- **Improve Corridor System Management Capabilities** – Enhance traffic signal operations (timing and signal system), provide video monitoring, provide vehicle detection (speeds and volumes), install Ethernet communications, update coordinated signal timings, and support transit signal priority.
- **Construct a Regional Communications Network between Agencies** – Provide a network that supports transportation data exchange and video sharing.
- **Construct Virtual Traffic Operations Centers** – Provide staff and physical space to support active corridor management.
- **Enable Emergency Service Coordination** – Provide coordinated planning and operations and share real-time traffic and incident information between emergency services and traffic management.

Project Relevance

The RTP will determine how to address the ITS recommendations to help inform the development of the plan.

US 20 / OR 34 Optimization Study (2015)

The US 20/OR 34 Optimization Study provides recommendations for the 2.2 mile long corridor of US 20/OR 34 extending from OR 99W to 53rd Street. The study area is a critical segment of highway in Corvallis for commuter, freight, and recreational traffic. The study identified low cost, operational improvements to address safety and mobility within the next five years.

The three recommended strategies that were identified in the study include the following:

- Adaptive signal timing – software that monitors, responds to, and adjusts signal timing based on traffic data and user-defined objectives to reduce number of stops, travel time, fuel consumption, and emissions
- Freight signal priority – detection at traffic signals that will extend the green time of a signal movement when trucks are detected on the approach to reduce heavy vehicle red-light violations, number of stops, delay, noise pollution, and annual emissions.
- Arterial performance measurement and real-time equipment monitoring – detection at five signalized intersections and one mid-block location to collect arterial performance measures, including traffic volumes, travel speeds, travel times, vehicle classifications, vehicle occupancy, pedestrian and bicycle volumes, and delay for vehicles, pedestrians, and bicyclists. This will reduce travel time, provide robust data, the ability to analysis before and after data, minimize time between equipment failure and notification, and improve efficiency for maintenance scheduling and routing.

The two proposed strategies that were identified for further consideration include the following:

- Intersection improvements at 53rd Street – add striping and detection for the through westbound bicycle lane to the left of the right turn lane, add striping for the eastbound right turn lane, analyze lighting and install street lights (likely two) to meet current standards, tighten the turning radii for the NE corner, remove and apply striping as necessary, and close access on NW corner
- Intersection improvements at 26th Street/Brooklane Drive – add street lighting on the SW corner near the path crossing, consider moving the south leg crosswalk to the trail connection (out of the intersection), install bicycle detection and sharrows for the northbound bicycle movement, and remove and restripe as necessary

Project Relevance

The RTP will determine how to incorporate the optimization study recommendations to help inform the development of the Plan.

West Corvallis – North Philomath Plan (1998)

The West Corvallis – North Philomath Plan, adopted in 1998, provides recommendations for the future development of West Corvallis and north of Philomath. The plan has six points of consensus that follow the vision for Corvallis and develop a framework for the plan, including the following:

- A moderate rate of planned growth
- Retain the individual identities of Philomath and Corvallis
- Continue to develop good interconnected paths and bicycle routes
- Preserve the hillside viewsheds
- Preserve riparian corridors
- New developments should be clustered and pedestrian friendly

The plan recommended transportation network mitigations in the West Corvallis-North Philomath area to accommodate future growth and increased traffic volumes. The traffic analysis resulted in intersection and roadway improvements at various locations, including along 53rd Street, 35th Street, and West Hills Road. The “West Corvallis Circulation Plan” provides a concept for streets extending to the City’s UGB, adjacent to the city of Philomath.

Project Relevance

The RTP will consider the recommended improvements from the Plan and will determine how to incorporate the vision for West Corvallis to help inform the development of the Plan. Development of the RTP will coordinate with the Philomath TSP to ensure compatibility of the roadway network.

Local Plans, Policies, Regulations, Reports, and Funding Sources

Corvallis Transportation System Plan (1996)

The City of Corvallis’ Transportation System Plan (TSP) guides development of transportation facilities; Corvallis is currently in the process of updating the city’s TSP. The current Corvallis TSP, adopted by City Council on August 5, 1996, contains transportation goals, policies, and strategies to address transportation needs under two population scenarios, a 62,500 forecast assumed as the 20-year planning horizon and an 80,000 forecast assumed as the long-term 30 to 50-year horizon. The TSP provides a plan for the development of the City’s transportation infrastructure, addressing improvements to roadways, new pedestrian and bicycle facilities, improvements in public transit service, and transportation demand management strategies required to address the City’s transportation needs through the horizon of the two population scenarios. The TSP update will consider the recommended improvements from the current plan. In addition, City street performance will be evaluated in part, using a mobility standard requiring operation of LOS D or better. The City may wish to revisit the mobility standard identified in the current TSP and customize it to meet the needs of the City. The functional classification system and access spacing standards for the City may also be revisited for the TSP update.

Project Relevance

The CAMPO RTSP will be in development at the same time as the city’s TSP. CAMPO should collaborate with the city to achieve a consistent vision of regional transportation in the future.

Philomath Transportation System Plan (1999)

An update of the Philomath TSP is currently in the development stages. The current Philomath TSP, adopted by City Council in November of 1999, contains transportation goals, policies, and strategies to address transportation needs for the City over a 20-year planning horizon. The plan includes determining transportation demands based on the 2020 horizon year future population, a street

network, and the future footprint for US 20/OR 34, where potential designs included wider, two-way streets, a bypass, or a one-way couplet. The TSP provides a plan for the development of the City's transportation system, which addresses improvements to roadways, new pedestrian and bicycle facilities, improvements in public transit service, and transportation demand management strategies required to address the City's transportation needs through the 20-year horizon.

Project Relevance

The RTSP and the Philomath TSP will both be developed at the same time. CAMPO and Philomath should collaborate to ensure that their visions of future regional transportation are consistent.

Philomath Downtown Multimodal Connectivity and Streetscape Improvement Plan (2014)

The Downtown Multimodal Connectivity and Streetscape Improvement Plan, adopted in 2014, provides recommendations for future improvements to the US 20 / OR 34. The couplet reconfiguration of US20/OR34 through Philomath's downtown core, completed by the Oregon Department of Transportation in 2007, successfully improved the flow of traffic through the Philomath downtown corridor; however, by placing highway traffic on a former city street (Applegate Street) the couplet introduced new challenges for pedestrians and bicycles traversing the city in the north- south direction.

Due to the funding constraints of the couplet project, improvements did not address the area along Main Street and Applegate Street between 7th Street and 14th Street, or these new challenges to bicyclists and pedestrians. Specific problems not addressed by the ODOT couplet project are:

- Lack of connectivity
- Lack of adequate pedestrian and bicycle facilities
- Lack of an inviting downtown area
- Deteriorating pavement condition on Main Street and Applegate Street

The City recognized this "missing piece" and has actively taken steps to address it with this plan. The goals of the proposed project in Philomath are to improve the overall livability and accessibility in the downtown area adjacent to the couplet and include the following:

- Reduced roadway width to make for more pedestrian friendly access to businesses
- Bikeway system improvements
- Improved roadway safety
- Road resurfacing and striping
- New green developments and stormwater management systems
- Street trees and improved streetscaping
- New street lighting and street furniture
- ADA compliant pedestrian crossings

The proposed improvements will create tangible quantifiable reductions in costs as well as creating benefits for the community.

Project Relevance

The RTP will consider the recommended improvements from the Plan and determine how to incorporate the vision for US 20 / OR 34 through downtown Philomath to help inform the development of the Plan, recognizing this important connecting link between I-5 and the Willamette Valley and the Oregon Coast.

Adair Village Comprehensive Plan (2006)

The transportation element of the city of Adair Village Comprehensive Plan contains recommendations and policies guiding and regulating the development of multimodal transportation facilities within the city of Adair Village. It consists of background information and findings, vision statements, and policies that guide long-range planning in the city.

Project Relevance

The RTP may propose new policies to meet current regional and state requirements. The following code sections specifically affect transportation planning in Adair Village:

Section 9.710, Section 9.720, Section 9.730, Section 9.740— Streets and Highways, Bicycles and Pedestrian Ways, Railroads

These sections inventory existing and potential transportation facilities and services. They also provide basic standards for development of transportation facilities within Adair Village.

Section 9.790—Transportation Goals and Policies

This section provides policies and recommendations for development of a systematic network of multimodal transportation facilities. Safety, connectivity and alternate route options are priority for new development of streets and highways. The goals include expansion of public mass transit services, development of a bikeway and pedestrian plan and possible exploration of restoring the area's freight rail service. The RTP may propose new policies to meet current regional and state requirements.

Benton-Lincoln Counties Special Transportation Fund Program Planning Project (2007)

The Benton-Lincoln Counties Special Transportation Fund Program Planning Project, completed in 2007, serves as a guide for the investment of state and federal funding for both Benton and Lincoln Counties. The plan examined opportunities for the two counties to coordinate and improve specialized transportation services and public transportation. The plan methodology included the documentation of demographics, description of current services, and identification of strategies to mitigate the unmet needs. The plan fulfilled a federal requirement that was enacted in 2005 from the Safe, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Both Benton and Lincoln County have a higher than average presence of older adults, persons with disabilities, and persons in poverty, as compared to the State of Oregon. Due to this, equitable and accessible transportation and transit opportunities are of critical importance. In Benton County, there is

currently a need for enhanced service between Corvallis and Albany, a fixed route service on weekends, extended evening service and increased frequency of Corvallis Transit System (CTS).

The plan identified priority needs and issues of a regional nature or scope, including the following:

- Lack of transportation linking the communities within the three-county region, particularly critical:
 - Limited service between Sweet Home/Lebanon/eastern Linn County and Corvallis (especially for medical trips)
 - Limited service between Newport and Corvallis (especially for medical trips)
 - Limited options for transporting seniors and other with medical needs between Albany and Corvallis and between Newport and Corvallis
 - Limited transport services for those that live in rural areas or in the outlying communities
- Limited options for transporting seniors and persons with disabilities to Salem, Eugene, and Portland
- Lack of sustainable and equitable funding for regional (intercity and cross-county) transportation
- Lack of public and agency awareness of transportation service options
- Limited transport services that can accommodate individuals that need special care
- Lack of knowledge on the part of seniors and persons with disabilities about how to use transport services
- Need for driver training

Project Relevance

The CAMPO RTP will determine how to incorporate the transportation and transit needs in Benton County to help inform the development of the plan.

Benton County TSP (2001)

The Benton County Transportation System Plan (TSP) was adopted in 2001. The plan discusses key transportation issues being faced by the county, establishes evaluation criteria to determine a preferred alternative, and identifies additional improvements needed.

Key Considerations:

- The majority of roadway congestion will occur on the state highway system.
- Limited new road construction to improve connectivity could allow the County road system to relieve some congestion.
- Even with improved connectivity and aggressive efforts to decrease dependence on automobile travel, US 20 between Albany and Corvallis and US 20/Highway 34 between Corvallis and Philomath will need to be widened to provide operational capacity that complies with state capacity standards for the next 20 years.

Financial constraints will require the lowest-cost alternatives suitable for meeting the needs of the next 20 years and may require a compromise of the vision and/or goals. The transportation system goals for the BCTSP were as follows:

Mobility, Circulation, and Safety Goals:

- Develop a transportation system to facilitate appropriate travel modes.
- Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through Benton County.
- Provide safe interactive multi-modal facilities.
- Ensure mobility to the transportation disadvantaged.
- Coordinate with local agencies and providers to expand transit services countywide.
- Ensure an adequate truck route network to reduce commercial/neighborhood conflicts.
- Provide both primary and secondary access for emergency services.

Capital Improvement Goals

- Maximize the useful life of existing facilities.
- Maximize the cost effectiveness of transportation improvements.
- Ensure adequate and equitable long-term funding mechanisms.
- Maintain a Transportation Improvement Plan.

Community Goals

- Provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County.
- Minimize conflicting uses on the transportation system that degrade neighborhoods and rural communities.

Economic Development Goals

- Preserve and protect transportation corridors essential to the economic vitality of the County.
- Promote the use of freight rail and air service to reduce trucking activity on County roads.
- Promote efficient and affordable ground transportation to existing regional airports (Portland and Eugene).

Project Relevance

The CAMPO RTP will determine how to address the recommended Benton County improvements and consider the relevant transportation goals. The Benton County TSP update will likely be underway during the development of the Corvallis Area RTP, so the plan updates should be coordinated. CAMPO and the county will also need to coordinate on a potential future arterial roadway connection from OR 99W to 53rd Street.

Corvallis Comprehensive Plan (1978; Last Update 2000)

The transportation element of the city of Corvallis Comprehensive Plan contains recommendations and policies aimed at developing streets, highways, mass transit bicycle and pedestrian facilities, and railroads within the city of Corvallis. It consists of background information and findings, vision statements, and policies that guide long-range planning in the city.

Listed below are the goals and policies that should inform the development of the RTP.

Key Considerations

Article 1 of the Comprehensive Plan establishes the context for comprehensive planning in Corvallis and includes policies related to the review and update of the Comprehensive Plan. Policies 1.2.1 – 1.2.8 in Article 1 address Comprehensive Plan amendments and these policies pertain to the Corvallis TSP Update in that adoption of the updated TSP constitutes an amendment of the City’s Comprehensive Plan transportation element. In particular, Policy 1.2.1 and Policy 1.2.3 call for the adoption of “appropriate implementation mechanisms” to enact the Comprehensive Plan and establish approval criteria for amendments that include meeting a demonstrated need and providing more benefit than burden.

Article 11 of the Comprehensive Plan addresses transportation. As the Comprehensive Plan states, findings and policies in this Article were originally developed for the 1978 Comprehensive Plan, then updated in conjunction with transportation system plans that were adopted in 1983 and 1996. Policies proposed in the transportation system plans were incorporated into the Comprehensive Plan; Article 11 of the Comprehensive Plan contains the complete current set of policies that govern transportation planning and system development in Corvallis.

Key Standards or Policies

Policies are currently structured to address several elements related to transportation planning in Corvallis. The following summarizes key policies under specific transportation headings found in the Comprehensive Plan:

- Transportation system planning
 - Manage the transportation system to reduce congestion and to facilitate the safe and efficient movement of people and goods
 - Incorporate well-developed “alternatives” that are designed to be energy efficient and responsive to those with otherwise limited transportation means.
 - Reflect special attention to major gateways (highways) into the city.
 - ODOT to maintain and improve state facilities to standards in the OHP and improvements account for the urban and multi-modal nature of the roadways and adjacent uses.
 - Develop detailed plans about the location of future arterial and collector streets in the UGB in coordination with ODOT and the Counties.
- Auto traffic and circulation
 - Highly regulate access on arterials and other major streets as needed for safety and efficient traffic flow on these streets.
 - Discourage high speed through traffic on local streets.
 - Classify streets by their use.
 - Support the creation of a grid, “rectilinear” street pattern and require development to provide connectivity.
 - Provide capacity, including transportation demand and system management strategies as needed, on arterials and collectors to meet mobility standards and prevent traffic diversion onto local streets.
 - Consider livability, sustainability, and accessibility in addition to capacity and mobility standards in managing the transportation system.
 - Develop neighborhood traffic management corridor plans in conjunction with City traffic engineers to address traffic control in existing neighborhoods.
- Auto parking

- Require adequate parking and explore opportunities for reducing minimum off-street parking requirements.
- Support multi-level parking facilities near major traffic generators.
- Promote the use of modes other than automobiles as a way to address parking shortages.
- Require new commercial and industrial development to provide preferential carpool and vanpool parking.
- Bicycles
 - Provide safe, efficient bikeway corridors throughout the community, especially for consideration when major transportation corridor improvements are being planned.
 - Accommodate bicycle facilities on all new arterials and collectors.
 - Coordinate park and open space and abandoned rail rights-of-way acquisitions to provide bikeways and multi-use paths.
 - Create separation between bicycle and pedestrian facilities when feasible. Otherwise, provide adequate width for combined facilities.
 - Require all institutional, commercial, multi-family, and major transit station development and redevelopment to provide bicycle parking, including covered parking.
- Pedestrian
 - Safe, convenient, and direct pedestrian routes are required throughout the community, including connections from on-site to surrounding facilities and connections between centers of residential, commercial, transit, and community uses.
 - Consideration must be given to providing access to people with disabilities.
 - New arterials and collectors must have sidewalks, while allowing for flexibility in standards for these and other pedestrian facilities when it is shown that the deviation from the standards improves pedestrian accessibility.
 - Require new commercial development to be oriented toward existing and planned pedestrian facilities, and limit block perimeters for new commercial and residential development to 1,500 feet.
 - Improving pedestrian conditions will be coordinated with maintenance policy decisions.
- Transit
 - Improve transit to reduce pollution, traffic, and energy consumption and improve community livability.
 - Cooperate with neighboring jurisdiction to provide a regional transit system.
 - Street designs shall accommodate transit facilities and service.
 - New development or redevelopment shall provide access to transit facilities.
 - Explore opportunities for increasing density and development along existing and planned transit routes.
- Rail, air, and water
 - Improve safety of rail crossings.
 - Collaborate to retain rail service to industrial areas.
 - Work with other agencies and passenger rail service providers to establish passenger rail service in Corvallis.
 - Further develop the Corvallis airport consistent with the Corvallis Airport Master Plan, which must be updated every 10 years.
 - Regulate land use and UGB expansion around the airport to protect the function and expansion potential of the airport.

- Consider the Mary's River and Willamette River as potential resources in transportation planning.
- Central City transportation issues
 - Manage truck traffic in the Central City through means including alternative routing (complete the northern leg of the bypass) and size/weight limits.
 - Focus the downtown transportation system on pedestrian movement as well as access and parking for employers, business, and residents. Improvements must be consistent with the Downtown Streetscape Plan (1988).
 - Improve bicycle connections to and through the Central City.
 - Collaborate with the Downtown Parking Commission to develop, adopt, and implement a Central City parking plan.
- Oregon State University transportation issues
 - Work with Oregon State University to improve circulation and parking in order to reduce impacts on surrounding residential areas, during regular hours and major events.
 - Discourage all-day parking of University-related vehicles on streets surrounding the campus.
- South 3rd Street transportation issues
 - If feasible, connect Philomath Boulevard and South 3rd Street at the Highway 20/34 and 99W interchange
 - Work with Benton County and ODOT to determine the need for and feasibility of an improved or new east-west connection between South 3rd Street and either 53rd Street or Bellfountain Road.
 - Support a corridor study for South 3rd Street, to evaluate strategies such as access management, signal timing and coordination, and right-turn lanes on side streets.
 - Limit South 3rd Street to five lanes using a combination of land use strategies and transportation demand and system management.
 - Determine feasibility of improving transit service on South 3rd Street.
 - Develop standards for transportation recommendations in the South Corvallis Area Plan, (including additional connections, parkway treatments, medians, and pedestrian connections.
 - Follow design guidelines for buildings, site layout, and transportation facilities developed for the South Corvallis Town Center.

Article 11 also includes a list of supporting state and local documents; mandated reports, plans, and inventories; and local transportation-related advisory boards.

Project Relevance

The RTP update process will provide an opportunity to review transportation policies and update them, as well as supporting sections of the Comprehensive Plan transportation element, to better represent current state and local practices and objectives. Potential policy changes may reflect issues that have been evolving since the RTP was last updated, such as strategies to optimize transportation management and maximizing the efficiency of the existing transportation system, and the role the transportation system plays in human health.

2015-2019 Corvallis Capital Improvement Program

The Capital Improvement Program (CIP) is a 5-year plan identifying capital improvement expenditures throughout the community. The projects in the CIP are prioritized based on current needs and the

expected growth of the City. The new capital projects are generated from a number of sources, including a utility or transportation master plan, board or commission, citizen request, regulatory agency, etc. The CIP is adopted by the City Council following review by the CIP Commission, Budget Commission and City staff.

Project Relevance

The current RTP update will include capital improvement projects as part of the future conditions analysis and in the development of proposed improvements. The capital improvement projects that have a committed funding source will be included in the future baseline transportation.

Corvallis Draft Transit Master Plan (2006)

The plan was completed to access federal transit funds after achieving MPO status and provides an overview of the Corvallis Transit System (CTS), including its operational performance, peer comparison, short-term system redesign proposals and a long-range plan. The plan serves as a snapshot of the CTS system nearly a decade ago, and provides a foundation for the agency's continued efforts to provide high quality outreach to Corvallis residents. This includes a plan for the marketing and public promotion of CTS to increase ridership and educate non-users about the secondary benefits of the system.

Key Considerations

As demand for transit in Corvallis increased, CTS explored shifts in the design of the transit service. CTS proposed to focus service on more intensely developed corridors, and cease routes that serve areas without major destinations and lack residential densities above seven units per acre. Despite the focus on serving dense corridors, CTS committed to continue quality service to seniors and persons with disabilities who are transit dependent. They will do so by:

- Retaining direct access in the short term to major senior citizen developments and activity centers, as well as locations important to disabled persons.
- Where possible, serve major destinations with regular routes. Where not possible, consider small vehicle routes or deviated fixed routes for senior and/or disabled persons' destinations.
- Encourage the use of paratransit service where fixed route does not provide service with the level of front-door convenience desired.

Key Standards or Policies

- **Create transit corridors.** To focus transit service on density, the plan proposes primary transit corridors. These consist of arterial or collector streets where the City will provide the highest level of service, with the goal of achieving 15-minute, all-day headways within the 20-year planning horizon.
- **Protect transit speeds.** Another top goal of CTS is to protect current transit operating speeds even as traffic increases with population growth. If congestion worsens so that buses are routinely delayed, primary corridors may require preferential treatments such as transit priority signals or queue jumps.
- **Priority for transit amenities.** Since primary corridors are where transit will be used most intensively, they would deserve a higher priority for amenities such as passenger shelters.

- **Improve transit orientation.** Encourage transit ridership by linking high quality service with potential riders:
 - Encourage future transit-dependent development to locate on transit corridors
 - Require transit-oriented building orientation and appropriate treatments for pedestrian safety and access
 - Include “protecting current transit operating speeds even as traffic increases” as a goal under street functional classifications
 - Introduce express routes

The Draft Transit Plan presents recommendations for changes to the current CTS service design, as well as recommending supportive policies. The plan, however, does not list specific capital projects or improvements that might be found in a transportation system plan (TSP) or Transit Development Plan (TDP).

Project Relevance

The RTP and TDP should expand upon the Draft Transit Plan strategies offering high quality service to dense areas, while continuing to serve vulnerable populations. High levels of delay on arterials should be assessed as to whether priority treatments are warranted to keep transit service operating on-schedule.

Corvallis Land Development Code (2006, Last Updated December 2014)

The city of Corvallis’s Land Use Development Code was adopted in 2006 and amended in 2014. The purpose of the zoning code is to establish standards and procedures to encourage the appropriate and orderly physical development of land in the city in alignment with goals set forth in the Corvallis Comprehensive Plan. The Development Code also protects the property rights of city residents, establishes procedures for due process of law, and promotes public health, safety and welfare for the citizens of Corvallis.

Project Relevance

The RTP may propose new policies to meet current regional and state requirements. The following code sections specifically affect transportation planning in Corvallis:

Section 4.0.60—Public and Private Street Requirements

This section outlines required standards for developments as they relate to the improvement and maintenance of the transportation system. Requirements for bicycle and pedestrian facilities, access management, infrastructure improvements and maintenance are discussed.

Section 4.0.3—Pedestrian Requirements

This section provides planning and design standards for pedestrian and bicycle facilities. This includes standards for safety, convenience and interconnectedness with existing and planned pedestrian facilities.

Section 4.1.30, Section 4.1.70—Off-Street Parking Requirements, Standards for Bicycle Access & Parking

These sections provide basic standards for development of parking facilities. Thoughtful planning and design parking supply that is appropriate for the anticipated demand are encouraged. Off-street

minimum parking requirements are provided for each land use. Shared parking agreements that encourage more efficient use of parking resources are also permitted. The RTP may propose new policies to meet current regional and state requirements.