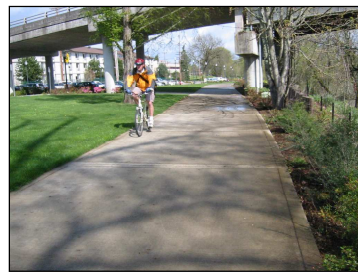




CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION

Corvallis Area Metropolitan Transportation Plan: Destination 2030

Executive Summary



August 2006

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Purpose

The purpose of this transportation plan is to devise strategies and outline a path to help the Corvallis Metropolitan Area achieve its vision and goals for a future transportation system. The plan is intended to direct the future infrastructure developments in a manner that is closely aligned with the lifestyle and the values of the community. It outlines the area's transportation priority projects and policies and provides a blue print for orderly allocation of scarce resources. Additionally, it serves as the requisite document for the flow of federal assistance to the area.

Responsible Agency

The Corvallis Area Metropolitan Planning Organization (CAMPO) is an association of local governments made up of representatives of Benton County, the cities of Corvallis, Philomath and Adair Village and the Oregon Department of Transportation (ODOT). CAMPO was designated by the Oregon Governor in December 2002 to carry out the federal requirements of the Metropolitan Transportation Planning Process in the Corvallis Urbanized Area.

Public involvement

The development of the Transportation Plan followed the processes set forth in the CAMPO's adopted Public Involvement Framework and the Public Involvement Plan. Continuous and Episodic public outreach were conducted throughout the development of the plan. Continuous outreach efforts included commenting opportunities at all meetings of the Policy Board and posting of the material (agendas, draft documents, etc.) on the CAMPO website. Episodic Outreach included the holding of public meetings and the solicitation of public input at the beginning, midcourse and the draft stage of the Plan. These events were advertised in the local media.

Vision

The Vision of the Regional Transportation Plan was developed based on the common elements of the visions described in the area's transportation and land use plans:

“By 2030 the Corvallis Metropolitan Area's transportation system provides for safe, efficient and convenient movement of people and goods to support a robust and burgeoning local and regional economy.

The transportation system offers a variety of mode choices to all people for intra and inter-regional travel. The adverse impacts of these modes on the natural and built environment have been well balanced with the provision of an acceptable level of mobility and accessibility. The multimodal system conserves natural resources and helps promote the integrity of neighborhoods and the entire community.

Coordination of transportation and land use decisions has lowered the rate of growth in vehicle miles of travel. Partnership between the public and private sectors has secured the needed capital by utilizing all financial resources.”

Existing Conditions

Under a contract with the consulting firm of CH₂M Hill, the existing transportation system was inventoried and analyzed. This section provides an extensive description of the existing transportation conditions.

Transportation System Alternatives

Consistent with the Plan's Vision and goals, the following five Transportation System Alternatives were developed:

1. Status Quo (No-Build)
2. Transportation Demand Management Emphasis
3. Transportation Capacity Enhancement Emphasis

4. Land Use Management Emphasis
5. Multi-Prong Approach (a mixture of all the above)

Projects and assumptions developed for each Alternative were evaluated by a host of criteria that were derived from the Plan Vision and Goals and were adopted by the CAMPO Policy Board. These were accessibility, vehicle miles of travel (VMT), energy consumption, environmental impacts and financial costs. Accessibility was defined in terms of travel time, demand over capacity ratio and availability of all modes of transportation. These measures and VMT were evaluated by the Corvallis Travel Demand Model, a PM Peak model developed by ODOT. The evaluation of these alternatives led to the conclusion that the diversity of the area's transportation needs require a multi-prong approach. Therefore, a combination of all alternatives with a strong emphasis on Transportation Demand Management techniques and transit expansion was developed as the Preferred Alternative and was evaluated.

Recommended System

The recommendations of the Transportation Plan are projects and policies that were developed within the Preferred Alternative framework. These recommendations are within the area's anticipated financial ability to meet the federal requirement of "Financially Constrained". Additionally, a list of "Illustrative Projects" were developed that will be implemented if and when the area secures additional funds.

2010 Network

Transit Component

- Increase number of buses by 3 to 11 buses
 - One bus will be added to Route #7
 - One bus will be added to Route #1
 - One bus will be added to Route #3
- Modify transit routes regularly to serve the highest number of passengers

- Construct a new bus maintenance and operation facility

TDM Component

- Establish new Park and Ride lot at S.15th Street and Applegate Street in Philomath¹
- Expand TDM promotion and coordination
 - Promotion of carpool/vanpool programs
 - Formation of Transportation Management Associations
- Continue construction/promotion of bicycle and pedestrian facilities

Land Use Management Component

- The MPO will encourage jurisdictions within the Planning Area to strengthen existing and /or adopt new land use policies and development standards to promote:
 - Higher density residential development
 - Mixed land use developments
 - In-fill developments
 - Access to the transit network for new residential developments.
 - Development with minimum densities more conducive to a viable transit service

Roadway Component

- 53rd Street at railroad overpass – realign and relocate 53rd Street and Reservoir Road intersection (Design and R-O-W acquisition completed)
- Circle Boulevard at 9th Street – add right-turn lane on eastbound
- 35th Street, US-20/OR-34 to Orchard – widen, realign and add bike lanes (Partially completed)
- Kings Blvd – Extend Kings Blvd to Lester Avenue
- Intersection of 53rd Street and Philomath Blvd – add turning lane
- Replace Van Buren Avenue Bridge (Preliminary Engineering)

2020 Network

Transit Component

- Increase number of buses from 11 to 15
 - One bus will be used as the Downtown Corvallis Circulator
 - One bus will be added to Route #8
 - One bus will be added to Philomath Connector.
 - One bus will serve on the Adair Village Route
- New Route - Increase number of transit routes by 2 to 10 routes (2 more than existing)
 - Adair Commuter Route, from transit Mall to Santiam Lane in Adair.
 - Downtown Corvallis Circulator
- Service Hours - The transit service hours will be increased from the current 22,000 hours/year to 38,000 hours/year as follows:
 - During the 9 months of School Year - 6:30 AM to 11:00 PM
 - During Summer Time – 6:30 AM to 7:00 PM
 - Saturdays – 9:30 to 5:00 PM

TDM Component

- Establish a new Park and Ride lot in the City of Adair Village¹
- Other TDM Activities²
 - Form Transportation Management Associations (TMA)
 - Develop on-site carpool/vanpool station
 - Enhance the network of bicycle and pedestrian facilities
 - Provide communal bicycle program

Land Use Management Component

- The MPO will encourage jurisdictions within the Planning Area to adopt land use policies that would require new residential developments of substantial size to capture at least 5 percent of trips. This could be achieved through the implementation of some or all of the following measures: ³

- o Implement a minimum density more conducive to a viable transit service
- o Implement mixed land use
- o Implement grid patterned streets
- o Provide for transit service to the development

Roadway Component

- US-20/OR-34, Newton Creek to 53rd Street, complete final design; acquire right-of-way (Preliminary Engineering only, construction in the list of Illustrative projects)
- Country Club Dr, Barley Hill Dr. to US-20/OR34 - widen to add bike lanes sidewalks, improve alignment
- Crystal Lake Dr., Alexander to Park - widen and reconstruct street to standard with bike lane
- Replace Van Buren Avenue Bridge
- Circle Boulevard - Extend to Harrison Boulevard (SDC Candidate)
- OR99W, railroad over crossing to Circle Blvd. - widen to four lanes with left turn refuges
- US-20/OR34, 53rd Street to Western - complete final design and acquire right-of-way
- OR99W at both Goodnight and Rivergreen Avenue – install traffic signal when warranted
- West Hills Road, 35th Street /Western Blvd to 53rd Street – enhance to urban standards
- Country Club Dr., 35th to 53rd– widen to add bike lanes sidewalks, improve alignment
- Grant Avenue, Highland Street to 9th Street– widen to add bike lanes sidewalks, improve alignment
- Buchanan at 9th Street– construct left turn lanes on Buchanan (eastbound)
- Witham Hill Dr., Grant to Walnut – widen/improve bike lanes
- Extend Plumley Street from Airport Ave .to the extension of Rivergreen
- Airport Avenue, OR99W to Airport Place – Upgrade to urban standards (SDC)
- 13th Street, Chapel Drive to Main Street – reconstruct to urban standards to accommodate truck traffic, add bike lanes ‘signed and striped’

2030 Network

Transit Component

- Increase number of buses by 3 to 18 buses (10 more than existing).
 - One bus will be added to Route # 2
 - One bus will be added to Route # 4
 - One bus will be added to the fleet to serve as the spare
- New Route - Increase number of transit routes to 11 routes (3 more than existing)
 - Philomath/Bellfountain/ Airport Road
- Service Hours - The transit service hours will be increased from 38,000 hours/year in 2020 Network to 83,000 hours/year as follows:
 - Around the year - 6:30 AM to 11:00 PM
 - Saturdays - 9:30 AM to 11:00 PM
 - Sundays – 9:30 to 5:00 PM

TDM Component

- Establish 3 new Park and Ride lots: ¹
 - New Park and Ride lot at (TAZ 327) Hwy20/34 split
 - New Park and Ride lot at (TAZ 319) Airport Rd at OR99W
 - New Park and Ride lot at Harrison Blvd at Walnut/53rd

Roadway Component

- Harrison Blvd., 29th to 36th, Widen to add bike lanes and Urban Section
- Brooklane Dr., Chintimini to US-20/OR-34 – reconstruct and realignment bring to urban standards
- Lester Avenue - extend to OR99W
- Satinwood Drive - extend to Lester
- Alexander from 3rd to Crystal Lake – widen to add bike lanes sidewalks, improve alignment

- OR99W at Kiger Island Drive – Install traffic signal when warranted
- Circle Boulevard, Hewlett-Packard campus to US-20 – widen to 4 lanes
- Clemens Mill Road - relocate road across from 26th Street (Clemens Mill Rd. and 26th Street and US- 20/34 to improve access
- US-20/OR-34 Intersection– Install traffic signal when warranted
- Main Street at 26th Street – Install traffic signal when warranted
- West Hills Road, Wyatt Lane to N. 19th Street – Add bike lanes ‘signed and striped’
- Chapel Drive, Bellfountain Road to 13th Street - upgrade to urban standards

Land Use Management Component

- The MPO will encourage jurisdictions within the Planning Area to adopt land use policies that would require new residential developments of substantial size to capture at least 10 percent of trips they generate. This could be accomplished through the implementation of the measures listed previously and providing incentives for Transit Oriented Developments (TODs).³

Recommended Illustrative Improvements

Transit Component

- Increase number of buses by 1 to 19 buses (11 more than existing)
- New Route - Increase number of transit routes to 12 routes (4 more than existing)
 - o Downtown Philomath Circulator – serving Philomath Blvd. and Applegate Street

TDM Component

- Establish Park and Ride Lot at NE Elliot Circle and OR99W

Roadway Component (the costs are rough estimates for 2030)

- US 20/OR-34 - Newton Creek to 53rd Street - reconstruction to four lanes with left-turn

- refuges, bike lanes and sidewalks (\$54M)
- OR99W, Rivergreen Avenue to Airport – Widen OR99W from 2 lanes to 4 with left turn lanes at major intersections to 500 ft. south of Airport (\$58M)
 - US-20/OR-34, Western Blvd. to OR99W - widen to four lanes with left turn refuges (Neer to bypass) (\$34.7M)
 - US-20/OR-34 —53rd Street to Western-reconstruction to four lanes with left-turn refuges, bikelanes and sidewalks (\$31.9M)
 - OR99W/Circle Drive—construct northbound right-turn lane (\$800K)
 - College/Main/Applegate Streets, Phase II of the Philomath Couplet (\$20M)
 - US-20, MPO Boundary (Steele Avenue) to N. Albany Road – Widen US-20 from 2 lanes to 4 lanes with left turn refuges OUTSIDE MPO (\$24M)
 - Ponderosa Ave from Skyline to Glenridge – widen to add bike lanes sidewalks, improve alignment (\$700K)
 - US-20 Downtown Corvallis to MPO Boundary (Steele Avenue) – widen to 4 lanes with left turn lanes (\$148M)
 - OR99W, Conifer to Lewisburg Rd. - widen to four lanes (\$99M)
 - OR 99W, Lewisburg to Adair Village – Construct bikeway (cost not available)
 - Corvallis to Albany Rail with Trail – construct bikeway along the Willamette Pacific Railroad tracks from Corvallis to Albany (cost not available)
 - OR-34 at South bypass – Construct an interchange in place of current at grade crossing (provide ramps for south to west and west to south movements – two lanes each) (\$28M)
 - Corvallis Bypass—construct north leg of bypass as 2-lanes (\$87.9M)

¹ *The most important criteria in selecting Park and Ride sites were the potential for capturing the highest number of commuter trips and accessibility to transit routes. The locations of Park and Ride projects are not intended to point to specific sites. The actual Park and Ride lot may be selected at any location in the vicinity of the described locations. In many cases, the site could be the nearest feasible gas station, a church parking lot or a vacant lot.*

² *“Other TDM Activities” are assumed to be ongoing after they are initiated.*

³ *Land Use Management recommendations for each network are incremental and are additional activities to those recommended for previous networks.*

Recommended Policies

The Transportation Plan includes policy recommendations throughout the document that are either implied or explicitly stated. Those policy recommendations are summarized below:

A. Transportation System

1. Provide for the safety of motorists, bicyclist and pedestrians.
2. Provide for the economic vitality of the area.
3. Provide for accessibility, instead of mobility.
4. Promote alternative modes of transportation and take measures to reduce reliance on SOVs.
5. Preserve, protect and maintain the existing transportation system.
6. Provide for roadway connectivity when it results in reducing vehicle miles of travel.
7. Provide for movement of people and freight within and to destinations outside of the Planning Area.
8. Construct bike and pedestrian facilities as a component of all arterial and collector construction.
9. Implement Transportation Enhancement projects to improve gateways to the area and preserve historic transportation sites.
10. Implement Transportation Enhancement projects to construct trails, bikeways and pedestrian facilities.

B. Transportation Demand Management

1. Provide transportation choices for all people.
2. Provide public transportation for both interurban and intraurban trips.
3. Enhance transit service throughout the Planning Area by adding new bus routes, extending transit routes, extending transit service hours, providing higher service frequencies and better bus stops, shelters and amenities.

4. Provide a coordinated transit service throughout the Planning Area and to neighboring destinations.
5. Regularly monitor and modify transit routes to serve the highest number of passengers.
6. Engage with employers to reduce vehicular trips by developing transportation management associations. .
7. Seek funding to enhance TDM activities.
8. Promote carpool and vanpool programs.
9. Require connectivity of transit, bicycle routes and pedestrian facilities to new developments.
10. Require a network of bikeway and pedestrian facilities within new developments (internal circulation).
11. Construct Park and Ride facilities on the periphery of the Planning Area and adjacent to transit routes.
12. Establish a communal bicycle program.

C. Land Use

1. Coordinate land use and transportation decision making processes.
2. Promote higher residential density standards to make land use compatible with operation of viable public transportation.
3. Promote mixed land use developments.
4. Promote in-fill developments.
5. Promote development of a grid patterned streets.

D. Environment

1. Preserve and protect the natural environment (air, water and soil).
2. Promote sustainability and livability throughout the transportation decision making process.
3. Preserve and protect the natural beauty of the area.
4. Preserve and protect the integrity of neighborhoods.

E. Energy

1. Remain apprised of the energy outlook and its impacts on the transportation system to update the Transportation Plan every five years.
2. Promote the use of renewable and alternative energy sources, i.e. bio-diesel, ethanol and windmills to reduce dependency on petroleum-based products.
3. Promote sustainability as a means of reducing demand on petroleum products.
4. Promote alternative modes of transportation through their land use and transportation decision-making processes to reduce demand for vehicular trips and particularly, single occupancy vehicle trips.

F. Parking

1. Encourage major employers to use incentives that promote greater use of alternative transportation modes by employees, and disincentives for the use of workplace parking.
2. Actively manage the parking supply at public offices to provide parking spaces only to those employees who have no alternatives to driving alone.
3. Give priority to the parking needs of those who carpool or vanpool, while accommodating visitors and the physically disabled.
4. Reduce the number of parking spaces required for new developments.
5. Strengthen requirements for new developments to provide accessibility for public transportation, bicycles and walking.
6. Require new developments to provide for internal circulation of transit, bicycles and pedestrians.
7. Provide incentives for public employees to use public transportation, carpool or vanpool.
8. Set requirements for new developments to provide parking spaces relative to proximity to the central business district. New developments near the central business district would not be required to provide as many parking spaces as new developments on the periphery of the Planning Area.
9. Require new developments to locate buildings near the street and provide parking behind buildings.
10. Position parking in a manner that does not conflict with bicycle and pedestrian access.
11. Encourage shared parking among neighboring businesses.

12. Provide for telecommuting of employees.
13. Provide and promote construction of park and ride lots on the periphery of the Planning Area and adjacent to public transportation routes.
14. Provide a downtown circulator bus with 15-minute headway and shelters.
15. Allow on-street parking, where appropriate, and factor that into parking requirements for new developments.