

VI. Existing Transportation System

An extensive examination of the transportation facilities and services within the Planning Area was conducted as part of the planning process. This section presents a description of the existing transportation system, its capacity and functioning and weaknesses or deficiencies where they exist. More detailed information on the existing transportation system can be found in the companion document *Corvallis Area Metropolitan Transportation Plan Existing Conditions Report*.

A. Roadways

This section summarizes the roadway characteristics for the federally classified and regionally adopted roadways within the Planning Area.

1. Jurisdictional Responsibility and Functional Classification

The public entities that have jurisdictional responsibility for roadways in the Planning Area include: ODOT, Benton County, City of Corvallis, City of Philomath, City of Adair Village, and OSU. Map VI-1 depicts jurisdictional responsibility for classified roadways in the Planning Area.

Functional classification defines a street's role and context in the overall transportation system. In addition, it defines the desirable roadway width, right-of-way needs, access spacing and pedestrian and bicycle facilities. CAMPO has adopted the functional classifications of roadways, as depicted in Map VI-2. Functional Classification of roadways in the Planning Area includes the following designations: Urban Principal Arterials, Urban Minor Arterials, Urban Collectors, and Local Roads.



Urban Principal Arterial – US 20/OR 34 at Technology Loop intersection

a. Urban Principal Arterials

Urban Principal Arterials are the highest roadway classification and serve larger volumes of regional traffic at higher speeds than roads in the lower classifications. Arterials generally emphasize regional mobility over access. The Urban Principal Arterials in the Planning Area include the state routes: OR 99W, US 20/OR 34, OR 34, and US 20. ODOT has responsibility for the design, maintenance, repair and construction of these facilities.

- **OR 99W** – OR 99W (Pacific Highway West) runs north south through downtown Corvallis and central Adair Village. It provides access to the Corvallis Municipal Airport, and it links to Circle Boulevard, and Walnut Street, two minor arterials in Corvallis. Beyond the Planning Area, OR 99W connects to Monmouth to the north and Monroe to the south.
- **US 20/OR 34** – US 20/OR 34 (Newport to Corvallis Highway) is a principal east-west linkage in the Planning Area. This roadway runs through central Corvallis and central Philomath, and provides access to OSU and downtown Corvallis.

- **US 20** – US 20 (Corvallis-Albany Highway) is a southwest to northeast route that follows the eastern boundary of Corvallis, and links to Albany northeast of the Planning Area.
- **OR 34** – OR 34 (Alsea Highway) links to Philomath from the west and to Corvallis from the east. This roadway links to Interstate 5 to the east (Corvallis-Lebanon Highway) and eventually to Waldport on the Oregon Coast to the west.

The Oregon Highway Plan includes a classification or ranking system for the state highways intended to guide investment and management decisions. **Statewide Highways** (considered part of the National Highway System) primarily provide inter-urban and inter-regional mobility and connections to larger urban areas, ports and major recreation areas, not served by Interstate Highways. ODOT's management objective for highways of statewide significance is high-speed, continuous flow operation. **Regional Highways** provide connections to regional centers and the Statewide or Interstate Highways or economic and activity centers of regional importance. The management objective for Regional Highways is high-speed, continuous flow in rural areas and moderate to high speed in urban areas. Secondarily, they serve local land uses near the highways. **District Highways** are of countywide significance and are largely county or city arterials or collectors. They link smaller population centers and serve more local travel needs. They are intended to provide moderate to high-speed continuous flow in rural areas and moderate to low speed operation in populated areas. They also serve pedestrians and bicycles. Along any of these highways, ODOT may designate a **Special Transportation Area**, where local access has an increased priority. These are highway segments where a downtown, business district or community center straddles the highway. Local auto, pedestrian, bike and transit movements are generally as important as through traffic in these areas and slower speeds are allowed.

- OR 99W is classified in the Oregon Highway Plan (OHP) as a Regional Highway.
- US 20/OR 34 are classified by ODOT in the OHP as a Statewide Highway and it is part of the National Highway System (NHS). The route is also classified as a statewide freight route within the MPO planning area. In downtown Corvallis, the area from Polk Avenue to Western Boulevard, is designated as a Special Transportation Area (STA).
- US 20 is classified by ODOT in the OHP as a Regional Highway. From OR 99W to the west end of the Van Buren Bridge, the area along US 20 is designated as an STA.
- OR 34 is classified by ODOT in the OHP as a District Highway within the MPO Planning Area.

b. Urban Minor Arterials

Urban Minor Arterials also are intended to favor mobility over access. These roadways provide a higher level of accessibility to adjacent land uses, but a lesser degree of mobility than the Urban Principal Arterials. Urban Minor Arterials in the Planning Area are:

Located primarily in unincorporated Benton County

- Reservoir Avenue (West Hills Road to 53rd Street)
- 53rd Street (SW Nash Avenue to Harrison Boulevard)



*Urban Minor Arterial -
19th Street at Chapel Drive,
Philomath*

- Highland Drive (Circle Boulevard to Lewisburg Avenue)
- Crescent Valley Drive (Lewisburg Avenue to Drive)
- Lewisburg Avenue (Crescent Valley Drive to Granger Avenue)

Located primarily in Philomath

- 13th Street (Chapel Drive to Main Street)
- Chapel Drive (13th Street to Bellfountain Road)
- 19th Street (Chapel Drive to West Hills Road)

Located primarily in Corvallis

- Western Boulevard (Philomath Boulevard to 3rd Street)
- Van Buren Avenue (Kings Boulevard to US 20/OR 34)
- 35th Street (Harrison Boulevard to US 20/OR 34)
- 53rd Street (Harrison Boulevard to Circle Boulevard)
- Kings Boulevard (Monroe Avenue to Walnut Boulevard)
- 9th Street (OR 99W – Van Buren Avenue)
- Circle Boulevard (US 20 to Kings Boulevard)
- Harrison Boulevard (53rd Street/Walnut Boulevard to US 20/OR 34)
- Conifer Boulevard (OR 99W to US 20)
- Walnut Boulevard (Circle to 53rd Street)
- Buchanan Avenue (5th Street to Kings Boulevard)
- 5th Street (Van Buren Avenue to Buchanan Avenue)

c. Urban Collectors

Urban Collectors are intermediate roadways that typically serve as the direct link between local streets and the arterial street system. Mobility and access functions are important for urban collectors. Urban collectors in the Planning Area include the following:

Located primarily in unincorporated Benton County

- Arboretum Road (OR 99W to OR 99W)
- Mountain View Drive (OR 99W to Lewisburg Avenue)
- Kiger Island Drive (OR 99W to MPO boundary)
- Bellfountain Road (Plymouth Boulevard to south MPO area)
- West Hills Road (9th Street to 19th Street)
- Oak Creek Drive (53rd Street to MPO boundary)
- Sulphur Springs Road (Lewisburg Avenue to MPO boundary)
- Airport Avenue (OR 99W to MPO boundary)
- Plymouth Road (53rd Street to MPO boundary)



Bellfountain Road – Urban Collector

Located primarily in Adair Village

- Arnold Avenue (OR 99W to east MPO boundary)

Located primarily in Corvallis

- Satinwood Street (Walnut Boulevard to Washington Way)
- Conser Street (Conifer Boulevard to Walnut Boulevard)
- 15th Street (Research Way to Monroe Avenue)
- 9th Street (Van Buren Avenue – Washington Way)
- Highland Drive (Circle Boulevard – Buchanan Avenue)
- Washington Way (9th Street to Satinwood Street)
- Jefferson Way (15th Street to 3rd Street)
- Grant Avenue (Kings Boulevard to 9th Street)
- Garfield Avenue (Kings Boulevard to 9th Street)
- Crystal Lake Drive (Park Avenue to 3rd Street)
- Park Avenue (3rd Street to Crystal Lake Drive)
- Midvale Drive (Park Avenue to Goodnight Avenue)
- 3rd Street (Kiger Island Drive to Washington Way)
- 5th Street (Harrison Boulevard to Buchanan Avenue)
- Technology Loop (53rd Street to Western Boulevard)
- Brooklane Drive (45th Street to Philomath Boulevard)
- Research Way (Technology Loop to County Club Drive)
- 45th Street (Brooklane Drive to Country Club Drive)
- 49th Street (Country Club Drive to Nash Avenue)
- Thompson Street (Alexander Avenue to Park Avenue)
- Goodnight Avenue (OR 99W to Midvale Drive)
- Alexander Avenue (OR 99W to Crystal Lake Drive)
- Country Club Drive (Philomath Boulevard to 35th Street)
- 36th Street (Witham Hill Drive to Harrison Boulevard & Country Club Drive to US 20/OR 34)
- Witham Hill Drive (Walnut Boulevard to Grant Avenue)
- Ponderosa Avenue (Witham Hill Drive to MPO boundary)
- Circle Boulevard (Kings Boulevard to Witham Hill Drive)
- 29th Street (Walnut Boulevard to Harrison Boulevard)
- 30th Street (Harrison Boulevard to Western Boulevard)
- SW Birdsong Drive (49th Street to 45th Street)
- Monroe Avenue (Harrison Boulevard to 3rd Street)

Located primarily in Philomath

- North 9th Street (West Hills Road to Main Street)
- West Hills Road (9th Street to 19th Street)

d. Local Roads

The other roadways in the Planning Area are classified as local roads. Local roads or residential streets provide maximum accessibility to adjacent land uses and minimum mobility.

2. Number of Lanes and Roadway Width

The number of lanes helps define the capacity and streetscape of a roadway. Map VI-3 shows the number of lanes for arterials and collectors in the Planning Area. Most of the arterials and collectors in the Planning Area are two lanes, although some of the Urban Minor Arterials (e.g., portions of Circle Boulevard (29th Street to Conser Street), 9th Street (Walnut Boulevard to Harrison Boulevard), and Walnut Boulevard (Witham Hill Drive to Conser Street) have four lanes. Portions of Harrison Boulevard and Van Buren Boulevard have three lanes (Kings Boulevard to NW 3rd Street). The Urban Principal Arterials (state routes) range from two to four lanes.

Roadway widths for urban collectors generally range from 30 to 40 feet. Widths of urban minor arterials and urban principal arterials may exceed 60 feet. On-street parking is provided on many of the arterials and collectors within central Corvallis and central Philomath.

3. Posted Speed Limits

Posted speed limits affect the capacity and characterize the function of a roadway. Posted speed limits are generally 25 mph through central Corvallis and Philomath, 30 to 35 mph on other arterials and collectors within Corvallis and Philomath, and 45 to 50 mph on roadways toward the outer edges of the Planning Area. OR 99W, between Mountain View Drive and Adair Village is posted 55 mph.

4. Traffic Signals and Four-Way Stops

There are 59 signalized intersections in Corvallis, two signalized intersections in Philomath, and none in Adair Village. There are three signalized intersections located in unincorporated Benton County within the Planning Area.

5. Pavement Condition

Pavement condition is an important element of roadway functionality. All of the functionally classified arterials and collectors in the Planning Area are paved. The pavement conditions vary, although most of the arterials and collectors are in fairly good condition. Asphalt concrete is the primary paving material. However, a few segments (Reservoir Avenue, 9th Street in Philomath, 19th Street, Crescent Valley Drive) are oil mat, and some are Portland cement concrete (segments of Conser Street, Walnut Boulevard, and Circle Boulevard). Map VI-4 shows pavement condition based on pavement condition index (PCI) ratings from Benton County. Most of the state routes are rated “good or better.”

Roadway segments rated “poor” or lower include portions of:

- NW 9th Street
- Walnut Boulevard
- NE Conser Street
- NW Buchanan Avenue
- SW 9th Street, SW 15th Street
- NE Conifer Street

- SW Country Club Drive
- SE Goodnight Avenue
- SW Jefferson Avenue
- NW Kings Boulevard
- SW Western Boulevard
- 53rd Street
- SW Brooklane Drive

6. Bridges

There are many bridges in the Planning Area, including city, county and State bridges. Map VI-5 shows bridge locations and jurisdiction.

Four bridges within the Planning Area are considered deficient:

- Bridge 15370-05 (Crescent Valley Road):
- Van Buren Bridge
- Bridge 08616 (US 20 over OR 99W)
- OR 99W over P&WR

7. Freight Routes

Freight movement on highways is critical to the economic health of a region. A major element of the traffic in the Planning Area is freight movement via truck on the two designated statewide freight routes that extend through the Planning Area. US 20/OR 34 through Corvallis and Philomath (from Interstate 5 to the City of Newport) is a freight route and also part of the National Highway System (NHS), this includes OR 34 across the bridge to 4th street. The second freight route is OR 99W, which was designated in 2005.

According to ODOT, 24.9 percent of traffic on state highways within the Planning Area is composed of trucks. Also according to ODOT, average daily truck traffic on state highways within the Planning Area ranges from 500 to 2,999 trucks per day (2002 ODOT transportation volume tables). Map VI-6 shows the annual truck freight tonnage in the Planning Area.¹ The largest volumes of freight are carried through downtown Corvallis on OR 99W and just east of the Planning Area boundary on OR 34 (over 10 million tons shipped in 2002). Four to 10 million tons of truck freight was shipped east-west on OR 34 and OR 99W in the southern portion of the Planning Area.

Philomath has a series of city-designated truck routes, including US 20, Plymouth Drive, Chapel Drive, Fern Road/13th Street, Grange Hall Road (in Benton County), OR 34, Industrial Road, Bellfountain Road, and 19th Street/West Hills Road.

The Corvallis Transportation System Plan (1996) does not list any city-identified truck routes. The Van Buren Bridge over the Willamette River has load limits (over 80,000 pounds) as well as height limitations due to its design.

¹ Adapted from the ODOT Freight Route Analysis Plan website (<http://www.oregon.gov/ODOT/TD/TP/docs/FRAP/Map1.pdf>).

Although much of the freight traffic originates outside the Planning Area and travels through the Area, there are numerous business locations in or near the Planning Area that generate significant amounts of freight traffic.

8. Roadway Congestion

Maps VI-7a and VI-7b show the performance of intersections at the peak hour of traffic. Intersections marked green meet OHP, Benton County, City of Philomath and City of Corvallis Mobility Standards; intersections marked red do not meet mobility standards. Volume to capacity (V/C) ratios that exceed mobility standards indicate that intersection movement(s) experience congested operations during the peak period. Intersection V/C ratios lower than the mobility standards indicate intersections operating at acceptable levels of mobility. (Note: Traffic counts were taken during the fall and spring, while OSU was in session, but do not account for event traffic such as OSU football game traffic. Therefore, the analysis would not reflect the increase of traffic associated with those events.) Currently, only two of the 26 major intersections on the regional system do not meet applicable operational standards:

- Walnut Boulevard and Highland Drive (highest V/C ratio at a signalized intersection) Southbound and northbound through movements are the most congested movements.
- US 20/OR 34 and 15th Street in Philomath (If designated as an STA, this section would meet the mobility standards required for an STA.)

Table VI-1 lists the intersections close to not meeting the standards, their V/C, and the respective mobility standard. These locations should be observed to determine when they would exceed mobility thresholds.

Table VI-1: Intersections Close to Not Meeting Mobility Standards

Intersection Description	Mobility Standard	Overall or Max. V/C Ratio	
		Major	Minor
Unsignalized Intersection			
Oregon 99W SB & NW Buchanan Avenue	0.85	0.25	0.85
SW Philomath Avenue (US 20/OR 34) & SW Western The WB (to US 20/34) thru lane is most congested	0.80	0.74	
Signalized Intersection			
Albany – Corvallis Highway (US 20) & NE Circle Boulevard	0.80	0.73	
SW Philomath Avenue (US 20/OR 34) & SW Technology Loop	0.80	0.78	

9. Safety

a. Crash Data – State Routes

From 1999 through 2003, 959 crashes were reported along the state highway segments within the Planning Area, including 423 injury crashes and 531 property damage only (PDO) crashes (note that crash type is labeled by the most severe crash circumstance: fatality, injury, or PDO). There

were a total of five crashes involving a fatality from 1999 through 2003 along these state routes. Four of the fatal crashes occurred on OR 99W, though no more than two were in any given year. Each of the four fatal crashes on OR 99W occurred in different areas, with two occurring in the couplet section through downtown Corvallis. Causes ranged from driving the wrong way on a one-way street, to disregarding a traffic signal.

The number of traffic incidents along the three corridors within the Planning Area ranged from 170 to 224 crashes per year. In general, the number of total crashes increased from 1999 to 2003. The most common type of crash was rear-end, which comprised 46 percent (448 crashes) of all crashes over the 5-year period. Turning crashes made up 22 percent (210 crashes) of the crash total.

An assessment of road conditions and time of day showed that the majority of crashes (71 percent or 683 crashes) occurred on dry surface. Most of the crashes (74 percent or 714 crashes) occurred during the day. Passenger vehicles accounted for roughly 94 percent of the total crashes (902). Trucks, buses, school buses, motorcycles, and vehicles listed as an “other” or “unknown” vehicle-type comprised the remaining vehicles.

Over the past five years, the locations listed below have experienced the greatest number of crash events on state routes within the Planning Area. The total number of crashes from 1999 through 2003 is presented for each of the locations listed in Table VI-2.

Table VI-2: Crash Data 1999-2003 for Planning Area State Highways

Rank	Location	MP	Total Crashes
1	Intersection of OR 99W and Circle Boulevard	87.71	40
2	Intersection of NW 4th Street (SB OR 99W) and Harrison Boulevard	83.35	22
3	Intersection of NW 3rd Street (NB OR 99W) and Van Buren Avenue	83.42	19
4	Intersection of 2nd Street (US 20) and Tyler Street	0.15	19
5	Intersection of Main Street (US 20/OR 34) and 26th Street (Philomath)	55.45	14

Source: Oregon Department of Transportation - Crash Analysis and Reporting Unit, 2003.

Note: In the couplet section of OR 99W, the individual one-way segments are identified as NW 3rd Street (NB) and NW 4th Street (SB).

The location with the greatest number of crashes along state highways in the Planning Area is the intersection of Circle Boulevard and OR 99W (MP 81.77). This location experienced nearly twice as many crashes as any other location along OR 99W. Many of the crashes were attributed to following too close, driving too fast for the conditions or disregarding the traffic signal.

ODOT has developed a safety priority index system (SPIS) to identify hazardous locations along state highways. This rating is considered when making decisions regarding expenditure of state

funds for highway improvements. The highway locations with SPIS scores that are in the highest 10 percent of all SPIS scores are evaluated for potential safety improvements. The following locations in the Planning Area were included in the highest 10 percent 2004 SPIS scores (see map VI-8 for mileposts):

1. US 20/OR 34 (Highway 33): MP 53.68 to 53.83
2. US 20/OR 34 (Highway 33): MP 55.37 to 55.54
3. OR 99W (Highway 91): MP 78.84 to 78.99
4. OR 99W (Highway 91): MP 81.33 to 81.47
5. OR 99W (Highway 91): MP 81.68 to 81.86
6. Southbound OR 99W (Highway 91): MP 83.26 to 83.39
7. Northbound OR 99W (Highway 91): MP 83.26 to 83.50
8. Southbound OR 99W (Highway 91): MP 83.71 to 83.80
9. Southbound OR 99W (Highway 91): MP 83.76 to 83.87
10. Northbound OR 99W (Highway 91): MP 83.77 to 83.87
11. OR 99W (Highway 91): MP 83.84 to 83.94
12. OR 99W (Highway 91): MP 83.89 to 84.01
13. OR 99W (Highway 91): MP 84.41 to 84.56

b. Crash Rates – State Routes

Crash rates help paint a more complete picture of the safety conditions of a segment than the number of crashes. Rates account for the traffic volumes traveling along a specific segment of roadway, whereas crash numbers do not account for traffic levels. In all but one location, the crash rates for the state highway sections within the Planning Area are lower than the statewide average crash rate for both 2003 and 5-year statewide average conditions. Between MP 1.52 and 3.77 of US 20, the 2003 crash rate was higher than the statewide rate (1.69 to 1.34 crashes per million vehicle miles), but the 5-year average crash rate for the segment was below the statewide rate – indicating a potential anomaly for 2003. The state highway segment in the Planning Area with the highest crash rate in 2003 was US 20/OR 34 (milepost 50.11 – 52.19), and the segment with the highest 5-year crash rate (1999 to 2003) was OR 99W (milepost 80.62 to 86.91).

c. Pedestrian and Bicyclist Crashes - State Routes

From 1999 through 2003, crashes involving pedestrians/cyclists were most prevalent on OR 99W, and US 20/OR 34. Nearly all of the crashes were located in the vicinity of the OR 99W couplet section in downtown Corvallis. The primary cause of these crashes was the failure of vehicles to yield to pedestrians and/or cyclists. The majority of crashes along US 20/OR 34 were concentrated in the City of Philomath (MP 50.11 to 50.82) where the primary cause was failure of vehicles to yield to pedestrians and/or cyclists. It should be noted that the above statistics include only crashes with motor vehicles and do not include bicycle and pedestrian, bicycle and bicycle or other forms of crashes.

d. Crash Data - City and County Intersections

For the 1999-2003 period, a total of 80 crashes were reported at the major non-state route intersections within the Planning Area. Intersections considered included:

- Circle Boulevard / 29th Street (Corvallis)

- Circle Boulevard / Kings Boulevard (Corvallis)
- Walnut Boulevard / Witham Hill Drive (Corvallis)
- Walnut Boulevard / 29th Street (Corvallis)
- 53rd Street / Harrison Boulevard (Benton County)
- Highland Drive / Walnut Boulevard (Corvallis)
- Kings Boulevard / Harrison Boulevard (Corvallis)
- Chapel Drive/19th Street (Philomath)
- US 20/OR 99W Ramp Connections

These crashes included 29 injury crashes and 51 property damage only (PDO) crashes. There were no fatal crashes during the five-year period at these intersections. The number of traffic incidents at these Planning Area intersections ranged between 9 crashes in 1999 to 21 crashes in 2001.

The most common type of crash involved turning vehicles, which comprised 40 percent (32 incidents) of all crashes over the five-year period. This was followed by rear-end crashes, which made up 30 percent (24 crashes) of the crash total.

An assessment of road conditions and time of day showed that the majority of crashes (78 percent or 62 crashes) occurred on dry surface, and most of the crashes (76 percent or 61 crashes) occurred during the day. Passenger vehicles accounted for roughly 91 percent (73 crashes) of the total, with the remaining vehicles comprised of trucks (including semi-trucks and tow trucks), busses, school busses, and vehicles listed as “unknown” vehicle-type.

At each intersection, the majority of crashes resulted in property damage only, except at the intersection of 53rd Street/Harrison Avenue, where there were more injury accidents than property damage only incidents.

B. Transit System

The transit system is composed of a mix of public and private fixed-route and demand-response providers. Map VI-9 shows the Corvallis Transit System, Philomath Connection, and Greyhound Intracity service within the Planning Area.

1. Fixed-Route Transit

e. Corvallis Transit System

The Corvallis Transit System (CTS) is the primary fixed-route transit service inside the Planning Area providing service within the City of Corvallis and the surrounding area. The City of Corvallis administers the CTS and has a contract with Laidlaw International, Incorporated to provide the transit services. The CTS is the primary recipient of Federal Transit Administration (FTA) Section 5307 funds in the Planning Area.

Schedule hours are generally 7:30 a.m. to 7:00 p.m. during the week, with reduced hours on Saturdays and no service on Sundays. Base fare is \$0.75 for a one-way trip. Coupon books and passes are available. Transfers between CTS and the Philomath Connection transit service are free. There are some service coverage gaps on the eastern edge of the Corvallis central business district, as well as no Sunday services and no service to Adair Village.

The OSU Group Pass program provides OSU staff, faculty, and students with unlimited bus rides by showing a valid OSU identification card. The City of Corvallis receives an annual payment for this service. OSU funds the staff and faculty program, and the student program is funded through student fees. According to the City of Corvallis Public Works Department, students comprise 49 percent of total CTS ridership.

There are eight primary bus routes that meet at the Downtown Intermodal Mall transfer point at 5th Street and Monroe Avenue. The Timberhill Shopping Center on Walnut Boulevard and the Corvallis Clinic also serve as transfer points. All CTS buses are equipped with wheelchair facilities and bicycle racks. The routes are:

- *Route 1 – OSU/Witham Hill/Timberhill/Hewlett Packard* – Route 1 is an hourly service that primarily runs on Walnut Boulevard, Witham Hills Drive, 36th Street, Harrison Boulevard, and Monroe Avenue. This route provides connections to Hewlett Packard, Wilson School, OSU, Woodland Meadows Park, Hoover School, Timberhill Park, and Timberhill Shopping Center.
- *Route 2 – 9th Street/Highland/Hospital* – Route 2 is an hourly service that primarily runs on 9th Street, Highland Drive and Satinwood Street. This route provides connections to businesses along 9th Street, Good Samaritan Hospital, Corvallis Clinic, and Wilson School.
- *Route 3 - OSU/Sunset Center/Research Way*- Route 3 is an hourly service that primarily runs on Monroe Avenue, Western Boulevard, West Hills Road, 53rd Street, Research Way, and 35th Street. This route provides connections to OSU, Reser Stadium, Westland School, Adams School, Sunset Park, and Starker Arts Park.
- *Route 4 – 5th Street/Highland/Hospital/11th* – Route 4 is an hourly service that primarily runs on 5th Street, 11th Street, Highland Drive, 9th Street, and Satinwood Street. This route provides connections to Corvallis High School, Lane-Benton Community College, Washington Park, Fire Station 1,

Library, DHS Child Welfare, Osborn Aquatic Center, Garfield Park, Garfield School, Wilson School, Corvallis Clinic, and Good Samaritan Hospital.

- *Route 5 – OSU/Kings/Timberhill* – Route 5 is a 30-minute service that primarily runs on Monroe Avenue and Kings Boulevard. This route provides connections to OSU and Timberhill Shopping Center.
- *Route 6 – South Corvallis/Western/OSU* – Route 6 is a 30-minute service that primarily runs on Jefferson Way, Western Boulevard, 3rd Street, Ryan Street and Midvale Drive. This route provides connections to downtown Corvallis, Lily Park, southern Corvallis, Lincoln School, Tunison Park and Willamette Park.
- *Route 7 – OSU/29th/Circle/H-P/Conifer/Hospital* - Route 7 is an hourly service that primarily runs on Monroe Avenue, 29th Street, Circle Boulevard, 9th Street, Conser Street, Conifer Boulevard, and Elks Drive. This route provides connections to OSU, Cloverland Park, Jefferson School, Fire Station 3, Boys & Girls Club, Osborn Aquatic Center, Hewlett-Packard, Cheldelin School, Good Samaritan Hospital, and Corvallis Clinic.
- *Route 8 – OSU/53rd St/Philomath Blvd* – Route 8 is an hourly service that primarily runs on Jefferson Way, Harrison Boulevard, 53rd Street, Technology Loop, and Philomath Boulevard. This route provides connections to OSU, Arnold Park, Benton County Fairgrounds, Reser Stadium, Sunset Shopping Center and businesses and housing near Technology Loop.



CTS Bus Route 6

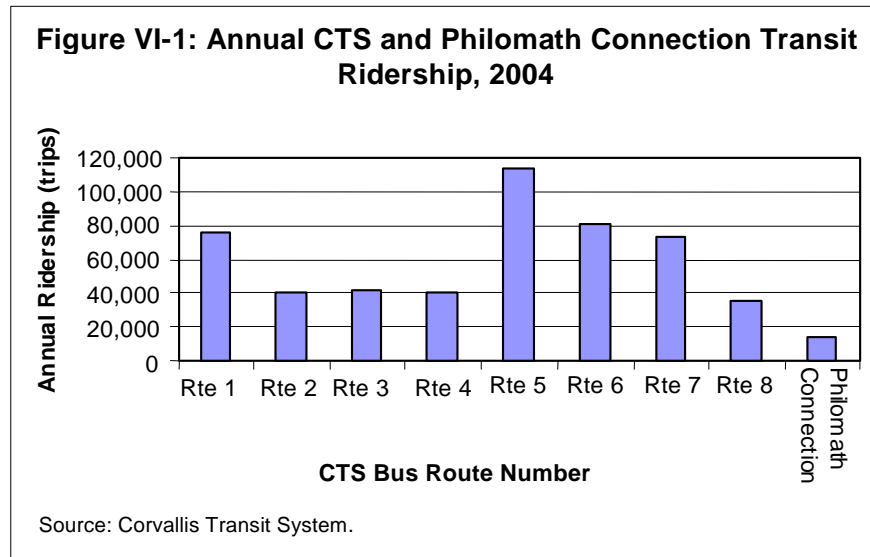
As shown in Figure VI-1, Route 5 (OSU/Kings/Timberhill) has the highest annual ridership of all the routes (2004 data). This route also shows the highest variability in volume of ridership during the year. Students comprise a significant portion of the ridership on Route 5, and during the summer, ridership decreases by approximately 3,000 riders per month.

Routes 1, 3, 6, 7, and 8 all service the OSU campus. Forty percent of Route 3 ridership is students, resulting in a decrease of 1,700 riders during summer months. Ridership on Routes 1 and 8 is approximately 30 percent students, while ridership on Routes 6 and 7 is slightly less than 20 percent students for each route. Routes 2 and 4 do not directly service the OSU campus. The ridership of these two routes remains constant throughout the year.

For all routes, generally the morning peak commute begins around 7:00 a.m. and ends around 9:00 a.m. The morning peak commute is more pronounced than the afternoon peak commute. The afternoon peak commute is from about 3:00 p.m. to 5:00 p.m. considering that most routes serve the University, this pattern is likely reflective of the varying schedules of students. Also important to note is that during the summer months, morning and afternoon commute-hour ridership is similar to the rest of the day, indicating that a significant portion of morning and afternoon commute riders are students.

CTS operates shuttles during special events, such as Fall Festival and Benton County Fairgrounds events. On OSU game days, OSU runs a shuttle through downtown Corvallis, and there is also a shuttle for East Campus and West Campus to serve students. These shuttles run with 15-minute headways before and after the football games. CTS also operates a holiday trolley, a free express shopper route sponsored by participating merchants during the holiday season. Transit use is promoted through programs such as Try Transit Week, a week when all transit rides are free.

The Corvallis Area Transit Master Plan updated in 2005, outlines transit improvements in detail for the future Transit System in the area. This plan adopts the recommendations of the Corvallis Area Transit Master Plan.



f. Philomath Connection

The Philomath Connection is a sub-recipient of FTA Section 5307 funds administered by the City of Corvallis and provides fixed-route transit service between Philomath, Corvallis, and Oregon State University. Buses are equipped with wheelchair lifts and bicycle racks. There is a park-and-ride lot located at the Philomath City Library on Applegate Street. Philomath Connection provides two routes, Corvallis/Philomath Route 1 and Philomath/Corvallis Route 2. Main Street/Philomath Boulevard (US 20/OR 34) is the primary roadway of travel on the route. One-way fare is \$1.00, and transfers between Philomath Area Transit and Corvallis Transit System are free. Days of service are Monday through Saturday, from approximately 7:00 a.m. to 7:00 p.m. As shown in Figure VI-1, total ridership is less than 20,000 trips per year.

g. Linn-Benton Loop

The Linn-Benton Loop is managed by the City of Albany and funded by a variety of sources, including the Cities of Corvallis and Albany. It operates Monday through Saturday and connects with the Corvallis Transit System, Philomath Connection and the Albany Transit System. Linn-Benton Loop is a recipient of FTA Section 5311 funding. There are three loop routes:

- Albany/Hwy 20/Corvallis Loop, (runs from 6:30 a.m. to 10:00 a.m.)
- Albany/Hwy 34/Corvallis Express Loop, (runs from 10:00 a.m. to 2:30 p.m.)
- Albany/Hwy 99/34/Corvallis Reverse Loop, (runs from 2:45 p.m. to 6:30 p.m.)

Base adult fare is \$1.25, and discount coupon books are available. In addition to the designated stops, the Loop bus will stop on an on-call basis at the following locations: J&J Electric, Children’s Farm Home, 4th Street & Madison Avenue in downtown Corvallis, Peoria Road/Highway 34 and Tangent at Highway 34 and 99E Junction.

h. HUT Airport Shuttle

HUT Airport Shuttle provides service from Corvallis and Albany to the Portland International Airport. Base fare for one-way travel is \$43.00 and for round trip travel is \$84.00. The route runs from the Corvallis Hilton Garden Inn (2500 SW Western Blvd.) to Oregon State University (2301 SW Jefferson Street) to the Albany Phoenix Inn Suites to the Portland International Airport. The Shuttle runs every 90 minutes, seven days a week. Approximately 20,000 passengers are served annually.

i. Greyhound and Valley Retriever Bus Lines

Greyhound operates passenger service on a regular schedule from and to the cities north and south of Corvallis.

The Valley Retriever is a charter/rental bus service based in Newport, Oregon. It operates three times each day Monday through Friday with stops in Corvallis, and it connects with the Amtrak Station in Albany. It is operated under a contract with Greyhound.

j. OmniShuttle

OmniShuttle is a shared door-to-door service. OmniShuttle services the Eugene/Springfield area, and also provides service to Albany, Corvallis, Roseburg, and Oregon Coast destinations.

2. Demand-Response Transit

k. CTS Paratransit Service

CTS Paratransit is a demand-response (curb to curb) service that serves people who are unable to use fixed route service and meet federal eligibility requirements. CTS Paratransit offers the same service hours as regular CTS.

l. Special Transportation Fund (STF)/Dial-A-Bus

The State of Oregon provides funding for the transportation of senior citizens aged 60 or older and people with disabilities who are unable to access the fixed-route transit service. Benton County is the recipient of Special Transportation Funds and contracts with Dial-A-Bus for the provision of demand-response services throughout Benton County. Ridership was approximately 6,000 during March 2005, and has shown a gradual increase. Riders typically request rides one to seven days in advance, and are serviced on a first-come, first-served basis. One-way fares range from \$1.00 to \$4.00, depending on service zone. Service hours are Monday through Friday, 8:00 a.m. to 9:00 p.m.; Saturdays 9:00 a.m. to 9:00 p.m.; and Sundays 9:00 a.m. to 3:00 p.m. Some extended hours are available within Corvallis city limits for ADA-certified riders. Benton County is preparing a Coordinated Public Transit-Human Services Transportation Plan in compliance with SAFETEA-LU requirements that will cover the Planning Area.

m. Senior Companion Program

The Senior Companion Program operates in Benton, Linn and Lincoln Counties as is a volunteer program sponsored in part by Samaritan Pacific Communities Hospital, Samaritan Health Services, Samaritan Lifeline Program, and other city and county agencies. It links trained “senior companions” with seniors or people with disabilities to provide, among other services,

transportation to medical appointments, the grocery store, social events, or other personal errands. Currently there are three volunteers serving in Benton County. Client miles driven during 2004 ranged from 319 to 588 each month.

n. Cascades West RideLine

Cascades West RideLine is a transportation brokerage that coordinates rides for those needing door-to-door service. Currently in Benton County, the brokerage serves Medicaid clients needing non-emergency medical rides. Rides are provided by 14 transport companies, including Dial-A-Bus.

3. Other Transit Services

o. Public School Districts

The Corvallis School District contracts with Laidlaw International Incorporated to provide bus transportation for the students living farther than one mile from the schools. There are 60 standard buses and eight special needs buses. For the elementary schools, there are 24 a.m. bus routes and 27 p.m. bus routes; for the middle schools there are 23 a.m. bus routes and 22 p.m. bus routes; and, for the high schools there are 15 a.m. bus routes and 14 p.m. bus routes.²

The Philomath School District provides bus transportation for students. There are 15 bus routes and two special needs buses.

p. Taxi and Limousine Services

Roadrunner Taxi and Auto Taxi provide taxi service for the Corvallis area. Reservations are accepted, and the services will travel to the Portland or Eugene airport.

q. Express Cab Company and Shuttle,

Tumblewood Tours and Shuttle provide taxi and shuttle service in the Planning Area.

r. Private Retirement Facility Vehicle Services

Various retirement communities or centers provide transportation services to residents for shopping, medical, leisure, or other activities.

² There are currently plans for a Crescent Valley/Corvallis High School connection for the 2005-2006 school year.

C. Pedestrian System

Pedestrian facilities that are accessible, convenient, and safe to use are an essential component of the transportation system. As the 1995 *Oregon Bicycle and Pedestrian Plan* (OBPP) explains, virtually everyone is a pedestrian at some point during the day and therefore benefits from accessible facilities. Pedestrians include children walking to and from school, people using wheelchairs or other forms of mobility assistance, people walking to lunch, and people walking to and from their vehicles. In addition, walking meets the commuting, recreational, and social transportation needs for a significant portion of the population that cannot or chooses not to drive. The community's pedestrian system also offers recreational opportunities for both local and out-of-town users, potentially stimulating economic growth and tourism.

According to the OBPP, pedestrian facilities are defined as any facilities used by a pedestrian, including walkways, traffic signals, crosswalks, curb ramps, and other amenities such as illumination or benches. The Planning Area has several different types of walkways, which are defined in the OBPP as "transportation facilities built for use by pedestrians and persons in wheelchairs," including the following:

- **Sidewalks:** Sidewalks are separated from the roadway with a curb and/or planting strip. ODOT's minimum standard sidewalk width is 6 feet. The City of Corvallis requires 6-foot minimum sidewalks and a 12-foot minimum planted buffer on arterials and collectors. Adair Village has adopted these standards as well. Philomath requires 6-foot to 12-foot sidewalks with a 6-foot to 9.5-foot planted buffer on all arterials and collectors. The Main Street arterials are to have 12-foot sidewalks with no planted buffer.
- **Multi-Use Paths:** Multi-use paths are used by a variety of non-motorized users, including walkers, bicyclists, skaters, and runners. Multi-use paths may be paved or unpaved, and are often wider than the average sidewalk (i.e. 10 feet to 12 feet.) Multi-use paths are discussed in detail in the bicycle section.
- **Roadway shoulders:** Roadway shoulders often serve as pedestrian routes in rural communities. On roadways with low traffic volumes (i.e. less than 3,000 vehicles per day), roadway shoulders are often adequate for pedestrian travel. These roadways should have shoulders wide enough so that both pedestrians and bicyclists can use them, usually 6 feet or greater. There are several roadways like this in the Planning Area.

1. Existing Sidewalks

The pedestrian system in the Planning Area is comprehensive in certain areas, such as in downtown Corvallis, around Oregon State University, and along most arterial and collector roadways within city limits. Sidewalks are lacking in other areas, such as on the outskirts of the Planning Area, and on roadways in unincorporated areas. Map VI-10 shows gaps in the region's sidewalk system on roadways with collector status and higher. Sidewalk obstructions and encroachments, typically mailboxes, overgrown vegetation, and utility poles, impede safe and accessible pedestrian travel in some areas.

Philomath and Corvallis have development codes requiring sidewalks on both sides of roadways.

2. Existing Sidewalk Conditions





Table VI-3 shows sample sidewalk conditions and their corresponding rating.

Existing sidewalk widths along arterials and collectors vary from 5 feet with no separation from the roadway to 10 feet with planted buffers. Multi-use paths provide alternatives to sidewalks on some roadways, like 53rd Street, Philomath Boulevard/Highway 20, and Walnut Boulevard. Most of these facilities are in good or fair condition.

Some sidewalks are part of the roadway and separated from traffic with an extruded curb. This type of sidewalk is typically in locations where the adjacent property has not been developed. This facility is intended as a short-term connection for pedestrians and is not recognized as a sidewalk or pathway standard.

Most sidewalks and multi-use paths along arterials and collectors have old curb ramps that are not in compliance with new ADA standards and guidelines due to the lack of truncated domes or other detectable warning. Some curbs lack ramps entirely. Other deficiencies include ramps of insufficient width (less than 36 inches), ramps that are not aligned with the pedestrian flow, excessive slope (maximum of 1:12), excessive cross-slope (maximum of 1:50), inadequate landings, and obstacles in the pedestrian path.

Table VI-3: Sidewalk Condition Examples

Good	Smooth surface without cracks; ADA compliant width and grades.	
Fair	Fairly smooth surface, with some cracks and uneven settling of sidewalk panels. ADA compliant width and grades.	
Poor	Rough surface, with numerous cracks and severe settlement. Non-ADA compliant due to surface condition or obstructions.	
Extruded Curb Pathway	Portion of the roadway separated by an extruded curb. Variable pathway conditions.	

s. Corvallis

The downtown core of Corvallis is pedestrian friendly. First Street is a recently completed “slow street” that provides through access and parking for motor vehicles, as well as wide sidewalks and a multi-use path for pedestrians and bicyclists. The area between Harrison Boulevard and Western Boulevard from the Willamette River to 3rd Street has employed the use of wide sidewalks, generous planted buffers, street furniture (benches, planted trash receptacles, pedestrian-scale lighting, etc.), textured corner treatments, and art that fosters a dynamic pedestrian environment. The downtown area also has land uses that are conducive to pedestrian travel, with attractive shops and cafes that front the street and have outdoor seating. The 3rd and 4th Streets couplet serves as OR 99W through town and has more traffic than 1st Street and 2nd Street. Pedestrian access from the university to the Willamette River is good.



Downtown Corvallis

Arterials and collectors outside of the downtown and university areas of Corvallis have 5-foot to 6-foot sidewalks in variable condition. Some have no separation from the roadway, others have narrow planted buffers, and the newest sidewalks and roadways have wide planted buffers. The newer sidewalks are in good condition and meet ADA guidelines, particularly in the newest developments. Some sidewalks in older neighborhoods are experiencing minor cracking and heaving from tree roots and water damage. Table VI-4 identifies major missing sidewalk segments on arterial and collector roadways in the Corvallis city limits.



New roadway standards in practice

Table VI-4: Major Roadways in Corvallis Lacking Sidewalks

Roadway	From	To
15 th St. / Avery Park	Philomath Blvd./Highway 20	Avery Park
30 th St.	Western Avenue	600' south of Washington Avenue
35 th St.	Orchard Avenue	Western Avenue
53 rd St.	West Hills Road	Philomath Blvd / Highway 20
Avery	Avery Park	Highway 99W/ 3 rd Street
Brooklane Dr.	Highway 20	Brooklane Drive alley
Circle Blvd.	Hewlett-Packard	Conser Street
Country Club Dr.	47 th Place	Research Way
Crystal Lake Dr.	Crystal Circle	Park Avenue
Philomath Blvd./ Highway 20	35 th Street	53 rd Street
Western Blvd.	35 th Street	Country Club Drive

Sidewalks or multi-use paths are largely absent in the areas outside of Corvallis and Philomath city limits, particularly in the older residential areas north of Corvallis along Highland Drive, Crescent Valley Drive, Lewisburg Avenue, and Mountain View Drive. Pedestrians walk on the shoulder or in the bicycle lane on these roadways.

t. Philomath

Sidewalks along Philomath’s arterial and collector roadways are present but often narrow and in disrepair, making it difficult to walk around town, particularly if one has impaired mobility. Curb ramps along 9th Street and 13th Street do not meet current ADA guidelines except in front of the school on 19th Street. Sidewalks exist on both sides of Main Street, (OR 20/34), from 7th Street to 19th Street. On the north side, from the east side of town to 15th Street, the sidewalk is approximately 5 feet wide with a 10-foot-wide planting strip. New street trees have been planted, and many corners have curb ramps. The City and ODOT have been working to improve ADA-compliance and many curb ramps along Main Street meet current ADA standards.



Downtown Philomath Sidewalks |

On the north side, from 15th Street to 12th Street, the historic downtown Philomath section has a 6-foot sidewalk walking area with a 6-foot buffer, as well as on-street parking and decorative street lighting. From 12th Street west to 8th Street on the north side, the sidewalk is 4 feet wide with a 10-foot planting strip and no on-street parking. From 8th Street west, the sidewalk is 6 feet wide with poles obstructing pedestrian passage and no buffer. On the south side, the 4-foot sidewalk is largely continuous with a 10-foot planting strip.

Main Street and Applegate Street in Philomath are scheduled to be converted into a one-way couplet with construction starting in 2006. Couplets are typically easier to cross because the pedestrian can focus on one direction of traffic at a time, particularly if the signals are timed to provide gaps. New 6.5-foot sidewalks will be built on Main Street and Applegate Street from 14th Street to Green Street. The existing sidewalks will remain on Main Street and Applegate Street from 14th Street west. Additional signals will also improve pedestrian safety by providing a controlled crossing.

Other arterial and collector roadways in Philomath have sidewalks in variable conditions. Some are good, such as those in front of the Clemens Primary School. Others are in poor condition or lack curb ramps, like those on 13th Street at Applegate Street. Sidewalks are intermittent on 9th Street, 13th Street, 19th Street, and Bellfountain Road. There is a short section of sidewalk on Chapel Drive that connects 19th Street to the entrance of Philomath Middle School. 19th Street improvements are under construction.

u. Adair Village

Sidewalks are intermittent and lack curb ramps on the older sidewalk along the city’s primary arterial, Arnold Avenue. The sidewalk on the south side of Arnold Avenue has a wide planted buffer, but sidewalks on the north side of Arnold Avenue are adjacent to the curb. Sidewalks and shoulders end at the entrance to Adair County Park.



Adair Village Sidewalk |

3. Existing Sidewalk Replacement / Construction Programs

The City of Philomath has a sidewalk construction/replacement program that has been successful by working with residents to repair or construct sidewalks along improved streets with curbs and gutters. The targeted areas during the first three years of the program included all of Applegate Street and adjacent side streets, and the second phase will focus on Newton and Green Streets between 24th and 26th, as well as along 26th Street.

The City of Corvallis has a Sidewalk Safety Program to systematically replace, repair, and construct sidewalks and Americans with Disabilities Act (ADA) ramps over time. Each year, one of eleven sidewalk districts is surveyed for sidewalks in need of repairs. The City then works with property owners to improve the safety and condition of the sidewalk by offering them the opportunity to participate in the City's repair contract or to make the repairs themselves.

There is no comparable program for Adair Village.

Benton County currently is upgrading a portion of 53rd Street near the Benton County Fairgrounds to include sidewalks, curbs and gutters.

4. Pedestrian Destinations

Major pedestrian destinations are located in the following areas of the region:

- **Downtown** – Corvallis and Philomath have downtown cores that are destinations for pedestrians.
- **Schools (including OSU and Reser Stadium)** – Most of the arterial and collector streets around schools in the Planning Area have sidewalks on at least one side of the street and are generally in good or fair condition. The exceptions are Crescent Valley High School and Mountain View Elementary School.
- **Parks/Recreation Centers** – Most of the parks in the Corvallis Planning Area are accessible by sidewalk or multi-use path. Other parks are accessible by bicycle or by walking on a wide shoulder / bicycle lane.
- **Shopping / retail centers** – Shopping/retail centers are located throughout the region, clustered in downtown Philomath and Corvallis, along Highway 20/34, 9th Street, Circle Boulevard, and Walnut Boulevard. Most of these shopping and retail centers are accessible on sidewalks. However, the high traffic volumes and curb-tight sidewalks can make the walking experience uncomfortable. Additionally, many retail and shopping areas have limited pedestrian access from the sidewalk to the business itself, forcing pedestrians to walk through a large parking lot without a clear walkway.
- **Employment centers** – Employment centers in the Planning Area include County and City offices in the Corvallis downtown core, retail services mentioned above, OSU, Hewlett Packard, CH2M HILL, Good Samaritan Regional Health Center, Samaritan Health Services, the Corvallis Clinic, Linn-Benton Community College (satellite campus), Corvallis School District, Georgia Pacific, United States Environmental Protection Agency Research Laboratory, Evanite Fiber, the Technology/Research business park, and smaller businesses and industry throughout the region. Major employment centers have good sidewalk connectivity and access, and some have internal pathway systems that improve pedestrian access.

5. Pedestrian System Deficiencies

Although many of the arterials and collectors in the Planning Area have adequate pedestrian facilities and a complementary multi-use path system, there are still several barriers pedestrians must overcome:

v. Auto-Oriented Land Uses

Auto-oriented land uses clustered outside of the downtown cores force many pedestrians to walk along and cross high-volume arterial roadways to access destinations. Many of these roadways have sidewalks but they are only 5 feet wide and adjacent to the curb (no planter strips). The lack of a buffer next to high-speed traffic can make walking uncomfortable and potentially dangerous.

b. Limited Crossings

Crossing larger arterials like 9th Street, Circle Boulevard, Walnut Boulevard, Philomath Boulevard, and portions of US 20, OR 34, and OR 99W is challenging due to long distances between signalized intersections and marked crossings. Gaps, or opportunities to cross the roadway, are decreasing due to increasing traffic volumes and signal timing that has not been adjusted to reflect the changing roadway conditions. These conditions discourage pedestrians from walking to services along the roadway and may endanger those who choose to dart across the roadway to reach their desired destinations.

c. Lack of Handicapped Accessibility

Portions of the arterial and collector street systems lack ADA-compliant curb ramps and driveway cuts. This can make traveling by wheelchair or motorized mobility device challenging, if not impossible.

d. Poor Sidewalk Connectivity

Though sidewalk connectivity and condition are generally good in the urbanized areas of Philomath and Corvallis, the older residential areas in unincorporated Benton County north of Corvallis and Philomath lack sidewalks and, in many cases, a shoulder or bicycle lane that would provide pedestrians with a place to walk beside the roadway. Areas of particular concern are along Highland Drive, Mountain View Drive, and Granger Avenue, where pedestrians have been observed walking along the shoulder or in the roadway to access schools in the vicinity.

D. Bicycle System

Jurisdictions in the Planning Area have championed good bicycle facilities since the early 1970s, and their efforts have paid off. The League of American Bicyclists has named Corvallis a Bicycle-Friendly Community and has awarded Corvallis the prestigious “Gold Award.” Nearly 95 percent of the city’s arterial and collector roadways have striped bicycle lanes.

In 2000, 7.4 percent of the Corvallis population commuted to work by bicycle.³ This percentage does not include the large university student population or the people who ride their bicycle to school, stores, libraries, parks, and on recreational rides. These groups make up a much larger number of people riding bicycles in the community.

The City of Philomath prides itself on being a “gateway to the getaway” and providing access to numerous outdoor activities, including bicycling. The Philomath Boulevard (US 20/OR 34) multi-use path is used by many residents and provides an integral link between Philomath and the downtown Corvallis riverfront, as well as other rural bicycle touring roads. Adair Village has integrated bicycle lanes into its community, providing access to schools, parks, and residential areas.

Touring and recreational bicycling are popular due to the area’s proximity to scenic rural roads. The area is often targeted for bicycle races and charity rides, which bring hundreds of visitors to the area for bike-specific events.

Regional bicycle connectivity is very good throughout the Planning Area. ODOT highways OR 99W, US 20, and OR 34 link the three communities and have good shoulders for bicycling. While facilities on these highways are limited through downtown Corvallis and Philomath, there are good parallel routes on local roadways. For bicyclists who prefer routes with lower traffic volumes and speeds, there are many alternative routes to and from each city in the Planning Area. Many of the alternate routes have dedicated bicycle facilities, low traffic volumes, or, in many cases, a parallel multi-use path. Map VI-10 shows the different types of bicycle facilities in the Planning Area.

1. Types of Bicycle Facilities

According to AASHTO’s *Guide for the Development of Bicycle Facilities* (1999) and the *Oregon Bicycle and Pedestrian Plan* (1995), there are several different types of bicycle facilities. Bicycles are allowed on all of roadways in Corvallis and the surrounding areas. Bikeways are distinguished as preferential roadways that have facilities to accommodate bicycles. Accommodation can be a bicycle route designation or bicycle lane striping. Multi-use paths are facilities separated from a roadway for use by cyclists, pedestrians, skaters, runners, or others.

The following types of bikeways, recognized by AASHTO and the *Oregon Bicycle and Pedestrian Plan*, are found in the Planning Area:

³ U.S. Census Bureau, Census 2000 Summary File 3 (SF 3). Generated by Allison Wildman using Data Extraction System, <http://www.census.gov/> (April 6, 2005).

- **Shared Roadway:** Shared roadways include roadways on which bicyclists and motorists share the same travel lane. This is the most common type of bikeway. The most suitable roadways for shared bicycle use are those with low speeds (25 mph or less) or low traffic volumes (3,000 ADT or less).



- **Shoulder Bikeway:** These are paved roadways that have striped shoulders wide enough for bicycle travel. ODOT recommends a 6-foot paved shoulder to adequately provide for bicyclists, or 4-foot minimum in constrained areas. Roadways with shoulders less than 4 feet are considered shared roadways. Sometimes shoulder bikeways are signed to alert motorists to expect bicycle travel along the roadway.



- **Bike Lane:** Bike lanes are portions of the roadway designated specifically for bicycle travel via a striped lane and pavement stencils. The standard width for a bicycle lane is 6 feet. The minimum width of a bicycle lane against a curb or adjacent to a parking lane is 5 feet. A bicycle lane may be as narrow as 4 feet, but only in very constrained situations. Bike lanes are most appropriate on arterials and major collectors, where high traffic volumes and speeds warrant greater separation.



- **Multi-Use Path:** Multi-use paths are paved pathways that are physically separated from the roadway and shared by all non-motorized users, including walkers, joggers, skaters, and bicyclists. In general, multi-use paths are desirable for recreational uses, particularly by families and children. They are also preferred for corridors where there are few intersections or crossings, to reduce the potential for conflicts with motor vehicles.



2. Existing Bikeway Locations

Existing bicycle lanes, shoulder bikeways, and multi-use paths are shown on Map VI-10. There are approximately 80 miles of dedicated bicycle facilities in the Planning Area. Almost 95 percent of arterial and collector roadways within Corvallis city limits have striped bicycle lanes. Adair Village has one striped bicycle lane on Arnold Avenue and Philomath has one striped bicycle lane within city limits (19th Street). Bicycle lanes will be constructed on Main Street and Applegate Street as part of the Philomath couplet project.

A traditional grid pattern and good street connectivity in Philomath, Corvallis, and Adair Village present many options for bicyclists to travel throughout the area on shared roadways. In addition to having an extensive network of on-street facilities, the Planning Area also contains a

complimentary network of multi-use paths. These include the Campus Way path, Philomath Boulevard path, the Riverfront path, and the Walnut Boulevard path. All of the multi-use paths in the Planning Area are presented on Map VI-10.

3. Existing Bikeway Conditions

w. Bicycle Lanes

Most of the existing on-street bicycle facilities are of standard width and in good condition. There are, however, areas with sub-optimal designs for some of the existing bicycle facilities. One example is a narrower than standard bicycle lane. This treatment has been used throughout the region to include a striped facility on the roadway, particularly in downtown Corvallis.



*PathwayDesign,
Country Club Road*

Benton County and the City of Corvallis have planned and constructed two interconnected but separate bikeway systems over the past 30 years – an on-street bicycle system and a multi-use path system. At times these systems are redundant, but they do provide distinct choices for commuters and recreational users.

b. Multi-Use Paths

Most of the multi-use paths in the Planning Area are in good condition and sometimes provide connectivity that cannot be achieved on street. Examples are the multi-use path from Witham Hill Drive to Harrison Boulevard, the Campus Way path, and the railroad path from Buchanan Avenue to Highway 99W and Circle Boulevard, as well as numerous short paths that connect cul-de-sacs, link schools and neighborhoods, and circulate through parks. These paths provide excellent recreational opportunities and good places for young or inexperienced bicyclists to develop riding skills. Most of the paths are 8 to 10 feet wide and constructed of asphalt. The exception is the riverfront path in Corvallis, which is generally 12 feet wide and constructed of concrete. A 12-foot path also exists along the Willamette River from Rivergreen Avenue through Willamette Park.

Some multi-use paths in the Planning Area were built many years ago when the standard facility for bicyclists was a separated path. Some multi-use paths were built along rural roads in anticipation of reconstruction of these roadways to urban standards (including bicycle lanes). The multi-use paths are likely to remain as pedestrian ways after bicycle lanes are added to these roadways. Practices have since evolved to provide on-street facilities for bicyclists and to augment the bicycle network with multi-use paths as appropriate.



Connector pathway

Many of the original paths have not been reconstructed since they were built and are showing the effects of time. Many are too narrow for the number of people using them. Others are experiencing buckling, heaving, and cracking, which can be both uncomfortable and hazardous for users. Additionally, some of the older paths, like 53rd Street, have numerous conflicts for bicyclists and other path users as they cross multiple driveways and roadways.

A new trend in multi-use path design and implementation is to connect cul-de-sacs and parks in new developments with an internal pathway system. Many of these paths in the Planning Area are 6 feet wide and constructed of concrete or asphalt. While these paths are narrower than a standard multi-use path, the intention is to provide a short connection that cannot be achieved on-street and accommodate fewer users. The width of the multi-use path restricts access by maintenance and emergency vehicles and should only be used for short connections.

c. Shoulder Bikeways

Most of the shoulder bikeways in the area are in very good condition and have adequate width. Some roadways have narrow shoulders but low traffic volumes, like Bellfountain Road and Plymouth Drive. Other sections have areas where the shoulder narrows to accommodate a turn lane and creates a conflict point for bicyclists and turning motor vehicles.

4. Destinations for Bicyclists

Major destinations for bicyclists are primarily the same as those for pedestrians: downtowns, schools, employment centers, shopping centers, neighborhood commercial areas, and parks and recreation. In addition, OR 99W, OR 34, and US 20 provide regional connections to other highways and county roads to nearby cities such as Albany, Lebanon, Independence, Monmouth, and Salem, as well as to cities and destinations along the Oregon Coast.

5. Bicycle System Challenges

As a whole, bicycling through the Planning Area is easy and accessible, and the area highlights some of the best practices for bicycle facility planning and implementation in the country. Recognizing and addressing the following deficiencies will improve the quality, connectivity, and rate of bicycling in the region by eliminating hazards and completing regional connections:

- **Railroad track crossings:** A number of Portland & Western mainline tracks and spurs crisscross the region, many of which cross roadways at some point. Angled crossings of railroad tracks are extremely difficult for bicyclists to cross, particularly when the rails and roadway are wet. Asphalt surrounding the flange of the rail has a tendency to crumble and buckle over time. It is important to address railroad crossings where a bicycle facility crosses the rail line. Specific locations of concern are Avery Avenue and Allen Street, 6th Street and Washington Way, and 35th Street and Washington Way.
- **Crossing the Willamette River:** The Willamette River is a barrier for bicyclists, as there are few existing crossings. The Van Buren Bridge does provide a linkage over the river and the Corvallis Trails Master Plan states that it would be desirable to maintain a bicycle and pedestrian facility when the bridge is replaced.
- **Substandard facilities:** Some facilities in the region do not adhere to current design standards and best practices, (for example, where a bicycle lane is provided on only one side of a roadway). Identifying these facilities and planning a systematic modification and modernization program is a good next step. Many of these discrepancies will be eliminated as streets are brought up to standard.

- **Gaps in the bikeway system:** Although the bicycle facility network is quite comprehensive in the Planning Area, there are still gaps that are challenging for bicyclists. These gaps exist because of financial or political constraints. To close the gaps would require removing on-street parking or street trees, or necessitate bringing the entire street up to current standard, which can be financially challenging.
- **Future development:** As the area continues to grow, it is increasingly important to recognize the benefits of good connectivity for bicyclists and pedestrians. Past efforts to provide connectivity between cul-de-sacs and to major roadways have been good and these practices should continue to be required for all new development. Developers should be encouraged to improve access and connectivity by implementing pedestrian and bicycle-friendly designs, like clear pathways from on-street facilities, covered bicycle parking, internal trail systems, and orienting storefronts to the roadway.

E. Parking

Parking policies and practices strongly influence people's choice of transportation modes. Policies that result in readily available parking spaces encourage the use of Single Occupancy Vehicles (SOVs) and compete with the promotion of alternative modes of transportation. Zoning regulations that require a certain number of parking spaces to be provided as a condition of development approval are an example of policies that increase the supply of parking. Public and private employers contribute to the use of SOVs by offering free or discounted parking to their employees.

Within the Planning Area there is a combination of public and private parking spaces. The public parking includes on-street and off-street facilities while the private parking is located off-street. There is one publicly owned parking structure on the OSU campus. On-street parking is allowed in most areas of the central business district. The City of Corvallis completed a Downtown Parking Study in 2002 , and staffs a committee that focuses on downtown parking issues.

Corvallis has established two residential parking districts near the OSU campus to ensure adequate parking for residents in those neighborhoods. Vehicles without permits are limited to parking for two hours in the districts between 8 a.m. and 5 p.m. on weekdays.

The TPR requires that Transportation Plans include policies that would reduce reliance on SOVs. The vitality of many retail businesses relies on the availability of free short-term (four hours or less) parking. It is the availability of free long-term (more than four hours) parking that is the main focus of parking policies. The following parking policies are recommended for adoption by jurisdictions to reduce reliance on SOV without compromising the short-term needs of the business community:

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.

F. Transportation Demand Management

In the last decades, auto trips and vehicle miles traveled have grown at a much faster rate than population. Transportation demand management strategies are designed to curb this trend. The Planning Area cannot build its way out of congestion; there are neither the financial resources nor the willingness to allow the adverse environmental impacts of such a trend. TDM strategies address the demand side of transportation to make more efficient use of the transportation infrastructure.

Specifically, demand management strategies attempt to increase transit ridership, vehicle occupancy (from single-occupancy to multiple-occupancy), walking and bicycling, or to reduce the lengths and volumes of trips. Implementation of demand management strategies reduces dependence on the single-occupant vehicle, thereby reducing traffic congestion, vehicle emissions, and fuel consumption. To accomplish these objectives, TDM programs use incentives and disincentives to effect changes in travel behavior.

In the broadest view, TDM involves providing quality transit, bicycle and pedestrian systems. The details of these facilities are discussed in the sections above. This section will discuss other services and programs that are aimed at encouraging use of alternative modes and reducing single-occupant vehicles (SOV).

1. Existing Program

The City of Corvallis and Oregon Cascades West Council of Governments provide TDM services and programs to residents within and commuters to the Planning Area. Both agencies use grants administered by the State as a funding source for their programs.

The City of Corvallis supports a full-time TDM position that coordinates a multi-pronged program:

- The Corvallis Employment Transportation Coordinators (ETC) group is a regional collective of government and private industry employers who are committed to the idea of improved transportation alternatives. The ETC is coordinated by the City of Corvallis and meets regularly to discuss and coordinate TDM activities.
- Production of public information materials, including an information kiosk available for use at events and promotion of transit and non-motorized modes
- Sponsorship of and participation in public information and promotional events, such as “Get There Another Way Week”
- Assistance to local employers interested in reducing SOV trips and/or implementing employer incentives
- Provision of park & ride sites

Benton County is a participant in the Corvallis ETC and is investigating strategies that might be effective in reducing SOV use by County employees such as a group pass program whereby employees would get a free or reduced cost transit pass as incentive to leave their cars at home.

Oregon Cascades West Council of Governments operates a regional TDM program that serves Benton County. This program has several components:

- The Cascades West Rideshare Program provides free carpool matching
- Support for the Valley Vanpool, a commuter vanpool matching and organizing service that now has five vanpools serving the Planning Area (two serve Corvallis to Salem commuters, one serves Corvallis to Eugene commuters and two serve Eugene to Corvallis commuters). Valley Vanpool incorporates a Guaranteed Ride Home program.
- Assistance to public and private employers to design site-specific programs to reduce SOV trips to work sites (may include employer provided financial or other incentives, employer-specific carpool and vanpool coordination, restructuring of work schedules, etc)
- Public information services to inform and educate the public about transportation options. An element of this component is the website www.cwride.org.
- Advocacy for investments in the transportation system that support the development and use of alternative modes such as transit, rail, and the use of carpools and vanpools.
- Identification and development of park and ride sites

Park and Ride lots are a popular and effective strategy to reduce the number of people driving alone, and can provide layover stops for car/vanpools and in some cases, fixed route transit. There are 12 park & ride lots that serve the Planning Area, 3 formal lots and 9 informal lots. Although most of these sites are not within the Planning Area, they serve those traveling to and from the Area. For example, Corvallis and Philomath residents drive to the I-5/OR 34 lot to catch a ride to Salem or Portland. A resident of Wren may use the site at the intersection of US 20 and OR 228 to commute to Corvallis for employment or to attend school.

Formal lots are located at:

- I-5/OR 34 (between Corvallis and Lebanon)
- Hickory Street (North Albany Road)--this lot will soon be replaced with a new lot on the west side of North Albany Road
- Spicer Drive/I-5 (Albany)

Informal lots are located at:

- Applegate and 11th (Philomath Public Library)
- Rite Aid (9th and Circle, Corvallis)
- 1st and Harrison Street (behind Super 8 Motel in Corvallis)
- 7th and Oak (Lebanon)
- Arboretum Road/OR 99W (Adair Village)
- US 20/OR228 (Wren)
- US 20/OR180 (near Blodgett)
- I-5/Ankeny Hill Road (Jefferson)
- I-5/Exit 238 (near Scio)

2. TDM Program Gaps

Enhancements and expansions to the existing programs are essential for the TDM strategies to be effective and attract additional users.

Ensuring that land use and development patterns support alternative modes is a critical component of an overall approach to reducing SOV and increasing the efficiency of use of the public transportation infrastructure. The techniques include parking standards that are adequate but not inviting SOV use, increasing densities in general and especially along transit routes, encouraging transit-oriented development, mixing uses to shorten trips to make biking and walking more viable, and ensuring developments are designed to invite pedestrian, transit and bicycle access. Other “Smart Growth” techniques should continue to be expanded and refined by the jurisdictions in the Planning Area.

Additional investment in the TDM program itself is also necessary to expand assistance to employers, expand transit and vanpool subsidies, assist commuters in the formation of vanpools and carpools and effectively communicate with the traveling public about transportation options. It may prove beneficial to augment the current TDM program with additional techniques. Research into alternative commuting options consistently points to financial incentives and disincentives as one, if not the most, useful and cost-effective TDM options. Financial incentives/disincentives that may prove effective within the planning area include modifications to parking pricing by employers (currently employers within the Planning Area do not charge employees for parking) and increasing on-street parking meter fees.

TDM strategies are not a final solution to traffic congestion and its resulting problems (lost time, wasted fuel, etc.). When considered individually, the impacts of most TDM strategies appear modest, affecting just a few percent of total vehicle travel. However, their effects are cumulative and synergetic. A comprehensive TDM program that includes an appropriate combination of complementary strategies can have significant impacts and is often the most cost effective solution to common transportation problems when all costs and benefits are considered. If TDM strategies are implemented in just one small location, the effects to overall regional travel may be fairly negligible, but if TDM strategies are in operation in a broader region, significant reductions in single-occupant automobiles can happen.

G. Air Facilities

1. Public Air Facilities

The Corvallis Municipal Airport is a Federal Aviation Administration (FAA) designated Group C General Aviation Airport that is located approximately four miles south of downtown Corvallis in the southern portion of the Planning Area. Roadway access to the Corvallis Municipal Airport from the north and south is provided via OR 99W and Airport Avenue. Access from the west is via Airport Avenue.



Corvallis Municipal Airport Property

The airport is open to the public, and currently handles all types of aviation except fixed-route air transportation. At this time, commercial airline passengers are served by Mahlon-Sweet Field in Eugene, (approximately 30 miles south), and Portland International Airport in Portland, (approximately 80 miles north).

The Corvallis Municipal Airport currently has one fixed-base operator. Corvallis Aero Services, Inc., which has been in business since 1982 and provides fuel (BP avgas and jet A), maintenance services, overnight hangar parking, auto rental arrangements, and flight training services (ground school, pilot supplies, testing center, aircraft rental, and flight instruction specializing in helicopter training). The airport has five Special Aviation Services Operations: Helicopter Transport Services, Inc. is home-based at the Corvallis Municipal Airport and provides air crane and fire-fighting services, Frontier Flight Service is a flight training facility specializing in training of Japanese students, REACH Air Medical Service, which is an air ambulance helicopter service, and two private T-hangar groups.

The airport averages 100,000 operations per year, with 142 aircraft based at the field. Approximately 77 percent of the operations are local general aviation, 14 percent are transient general aviation, 7 percent are commercial, 2 percent are military, and less than 1 percent is air taxi. Of the 142 aircraft based on the field, 115 are single-engine airplanes, 6 are multi-engine airplanes, 2 are jet airplanes, and 11 are helicopters.



Access to Corvallis Municipal Airport on Airport Road

There are two asphalt runways, and both are in good condition. Runway 17/35 is 5,900 feet long by 150 feet wide and has the following weight limits: 60,000 lbs for single-wheel, 100,000 lbs for double-wheel, and 150,000 lbs for double-tandem aircraft. Runway 9/27 is 3,345 feet long by 75 feet wide and has the following weight limits: 51,000 lbs for single-wheel, 65,000 lbs for double-wheel, and 100,000 lbs for double-tandem aircraft. The airport provides 102 T-hangar spaces and 46 tie-downs.

The City of Corvallis Public Works Department manages the airport. The facility's operations are fully self-funded, with revenue sources that include land and building rents, tie-down and T-hangar rents, fuel sales, and sales of grass seed from airport-owned acreage. Improvements made

by the City include utility systems, aircraft T-hangar storage, lighting, navigational aids, and runway and taxiway improvements.

The *Corvallis Municipal Airport Master Plan* (2003) calls for greater development of the commercial services at the airport. The plan also states that the airport will continue to provide for private and corporate aircraft and will maintain facilities for air-freight carrier service. Air-freight providers in the Planning Area, such as Federal Express, and United Parcel Service use the Corvallis Municipal Airport.

Benton County has adopted an airport overlay zone to protect the airport’s viability. The plan seeks a higher level of development, which would increase air and roadway traffic in the future.

The Corvallis Municipal Airport Master Plan includes recommendations for extending runway 17/35 to north and south by 1050 ft. and replacing the existing hangar area with a new terminal building. The Metropolitan Transportation Plan adopts the recommendations of the Corvallis Municipal Airport Master Plan, as revised in 2003.

2. Private Air Facilities

There are two private air facilities located within the Planning Area:

Table VI-5: Private Air Facilities in the Planning Area

Airport Name	Use	Number of Aircraft Based at Facility	Location
Dunning Vineyards	Private; permission required prior to landing	1	3 miles north of downtown Corvallis
Good Samaritan Hospital Heliport	Private; medical and air ambulance use	Heliport usage	South of Elks Drive in Corvallis

Source: www.airnav.com.

The Flying Tom Airport, which has two aircraft based at the field, is located just outside Planning Area boundaries to the east of OR 99W and just south of Adair Village. The Joyner Airport, which has one aircraft based at the field, is located on Granger Avenue, just east of the Planning Area. The Winn Airport has three aircraft based at the field, and is located just east of the Planning Area and north of Garden Avenue.

H. Rail System

1. Freight Rail

Portland & Western Railroad (P&WR) provides rail service within the Planning Area. This short-line railroad is one of a number of wholly owned subsidiaries of Genessee & Wyoming, Inc., a leading operator of regional railroads, switching services and rail car leasing based in Greenwich, Connecticut. The rail lines connect with the P&WR line in Newberg, which then heads to Portland.



Rail in Corvallis

The P&WR operates two short-line rail tracks within the Planning Area:

- **Westside Branch.** This route runs south from Yamhill County through Corvallis to Monroe, parallel with OR 99W. The line turns east just south of Adair Village, so that in that area the rail line is located just east of the Planning Area boundary. The line runs through downtown Corvallis. Within the Planning Area the line is classified as Class 2 track and Excepted Track south of Corvallis. The classifications relate to the maximum operating speed allowed on the track. Freight trains operating on Class 2 track are limited to a maximum of 25 mph and passenger trains may not exceed 30 mph. Operations on Excepted Track are limited to a maximum of 10 mph and no passengers or hazardous materials can be carried on this type of track.
- **Toledo Branch.** This route runs 75.4 miles between Albany and Toledo, and through central Corvallis and central Philomath. The track is owned by the Union Pacific Railroad, but P&WR leases the rights to the track. This branch serves the Georgia Pacific paper mill in Toledo, which is P&WR's largest single customer. P&WR has a road-switcher in Corvallis.
- The portion of the line from Albany to Corvallis (12 miles) is Class 3 track (maximum 40 mph for freight and 60 mph for passengers) that consists primarily of heavy rail, and carries the heaviest rail traffic on the P&WR system. At Albany, the line crosses the Willamette River on a 140-foot through-truss span. The timber trestle portion is in need of repair. Between Corvallis and Toledo (63.4 miles) the line is generally Class 2. Issues along this segment of the line include poor drainage in some areas, steep grades, and a tunnel with limited clearance. Another issue is the interaction between trains and vehicles at the numerous at-grade crossings in the Planning Area.
- The line carries approximately one million gross tons of freight per year. According to ODOT, the primary commodities trafficked through the Planning Area include: wood chips, scrap paper, brown rolled paper (pulp board), logs, dimensioned lumber, feed pellets, feed grains, fertilizer, dairy feed (cottonseed meal), wheat, oats, grass seed, newsprint, scrap iron and steel, finished steel, and treated utility poles.



Rail Freight in the Planning Area

The recent *Toledo Sweet Home Rail Corridor Feasibility Study (2005)*, examined the potential of the railway corridor to support future economic development. That study found that the rail system in the Planning Area is generally underused for freight purposes.

2. Passenger Rail

There is no passenger rail service within the Planning Area. The nearest Amtrak train station is located in Albany, approximately 11 miles from Corvallis. Amtrak (Amtrak Cascades and Coast Starlight services) stops in Albany, and travels both north to Vancouver, British Columbia, and south to San Diego, California (Coast Starlight train only). Local Amtrak officials classify the level of passenger demand at the Albany station as moderate (not at full capacity). Current track conditions in the Planning Area limit maximum passenger train speed to 30 to 60 mph north and east of Corvallis and preclude service in Corvallis. Special excursion trains, on rare occasion, travel roundtrip to the Oregon coast or from the north or south through the Planning Area.

The *Benton County Comprehensive Plan* (2001) recommends that the region consider tying into a Willamette Valley commuter line at some point in the future. Passenger rail service to Corvallis is discussed as an option in the *Oregon State Rail Plan* (2001).

3. At-Grade Rail Crossings

Most of the rail crossings in the Planning Area are at-grade. These crossings can cause conflicts between trains and vehicles, pedestrians, and bicyclists, as well as delays for roadway users, especially during peak traffic periods. These conflicts are most noticeable, where both north-south and east-west rail lines are located. At-grade rail crossing locations on classified arterials and collectors are shown on Map VI-11.



One of the many rail crossings in the Planning Area (Corvallis)

I. Waterways and Pipelines

1. Waterways

The Willamette River and Marys River are the only significant navigable waterways within Planning Area boundaries. The Willamette River is located at the eastern edge of the Planning Area. Within the Planning Area the Willamette is primarily used for active and passive recreational opportunities, and is not used for commerce. According to the 2001 *Benton County Transportation System Plan*, stationary bridge crossings in Corvallis and Albany cap the height and width of vessels able to utilize the river, and the viability of the Willamette River as a transportation link is limited. This piece of the Willamette River is maintained by the Army Corps of Engineers.

The Marys River is located in the southern portion of the Planning Area. The Marys is not seen as a viable option for transportation services, particularly given the depth constraints near the confluence with the Willamette River in the southeastern portion of the Planning Area.

2. Pipelines

No significant through-transmission, oil or gas pipelines exist within Planning Area boundaries. Transmission lines for electricity, telephone, cable, and internet service exist throughout the Planning Area. Electric transmission lines are located in the northern portion of the Planning Area. Water pipelines convey water from the City of Corvallis' watershed on Marys Peak to the City's water system. There are no known capacity constraints for pipeline or transmission line service within Planning Area boundaries.

J. Existing Transportation and Related Plans

Consistent with Oregon’s Statewide Planning Goals and the State’s Transportation Planning Rule, local jurisdictions have developed a number of land use and transportation-related plans. The regional transportation planning process included review of these documents. The *Regional Transportation Plan* drew from these plans elements relevant to the regional transportation system. Table VI-6 compares three of the most relevant plans, the local transportation system plans. More detail on all of the plans can be found in Appendix E.

**Table VI-6
Comparative Analysis of Corvallis Urbanized Area’s Existing TSPs**

	Benton County Transportation System Plan	Corvallis Transportation Plan	Philomath Transportation System Plan
Status	Adopted in 2001	Adopted in 1996	Adopted in 1999
1. Vision	Preserve, protect and promote sustainability, livability and economic vitality by: a. Providing choices of alternative modes b. Maximizing efficiency of existing system c. Intertwining quality of life, and use and transportation decision-making.	<ul style="list-style-type: none"> ▪ Preserve the natural environment ▪ Access and connectivity to all ▪ Promote economic vitality ▪ Enhance neighborhood livability 	The Plan was developed primarily to address the issue of Hwy 20/34
2. Transportation Policies/Goals	<ul style="list-style-type: none"> ▪ Provide for mobility, circulation, and safety ▪ Maximize cost effectiveness and funding mechanisms ▪ Preserve natural resources/rural characteristics and neighborhoods ▪ Provide for economic development through improvement of rail and air transportation and through affordable ground transportation to regional terminals ▪ Develop plans and projects in compliance with OHA and in coordination with ODOT ▪ Consider circulation, safety and mobility in land use decisions. 	<ol style="list-style-type: none"> 1. Contribute to community livability, respect natural features, minimize negative effects 2. Reduce congestion, facilitate safe and efficient movement of people & goods 3. Develop and promote alternative systems of transportation 4. Give considerations to needs of people with limited choice 5. Give considerations to energy efficient transportation modes 6. Adopt/update periodically a long range transportation plan 7. Establish a capital improvement program for the transportation system 8. Consider the gateway role of the state highways to Corvallis 9. Give special consideration to beautification of gateways 10. Review development proposals to ensure continuity of sidewalks, trails, bike paths and ped ways. 11. Establish trails in addition to roads 12. Insure consistency of transportation with land use plan 13. Maintain a uniform construction standards to accommodate all modes 14. Coordinate and collaborate with ODOT in highway planning and construction 	<ol style="list-style-type: none"> 1. Relieve traffic congestion of Hwy 20/34 2. Improve traffic circulation and safety 3. Promote use of alternative modes 4. Develop a master plan for street layout 5. Remove through traffic from downtown and neighborhoods 6. Integrate transportation system with other land use decisions

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	Benton County Transportation System Plan	Corvallis Transportation Plan	Philomath Transportation System Plan
3. Land Use/ Transportation Coordination	<p>Inform transportation agencies of:</p> <ul style="list-style-type: none"> ▪ Land use applications requiring public hearing ▪ Applications for private access ▪ Applications within the airport noise corridor or affecting air port operation 	<ol style="list-style-type: none"> 1. Provide bike parking in new developments 2. Provide bike & ped access to new developments 3. Ensure transit friendly designs 	<ul style="list-style-type: none"> ▪ Advocates narrower streets ▪ Calls for amendment of Comp Plan and Zoning code to insure consistency with the TSP
4. Roadways Recommended	<p>Improve:</p> <ul style="list-style-type: none"> ▪ US 20, Conifer-N. Albany Rd. ▪ US 20/Hwy34, 99W-US 20, Junction ▪ US 20, Junction –Woods Creek ▪ 99W, Walnut- WPRR ▪ 99W, Rivergreen Av.– Airport Av. ▪ Van Buren Bridge (Replace) ▪ Airport Road ▪ Various intersection improvements (geometrics and signals) 	<ul style="list-style-type: none"> ▪ Improve Hwy 99W ▪ Improve Hwy 20 ▪ Improve Hwy 20/34 ▪ Widen US 20/OR 34 in Corvallis ▪ Provide ramps between OR 99W and US 20/OR 34 ▪ Improve bypass/OR 34 interchange ▪ Construct two lanes of the northern leg of the bypass ▪ Widen US 20 ▪ Widen south leg of the Bypass ▪ Replace Van Buren Bridge ▪ Extend Circle Dr. to connect to Harrison Blvd. ▪ Extend Kings Blvd. to Lewisburg Road ▪ Widen Highland Drive ▪ Widen Lewisburg Road ▪ New east-west and north-south collector road ▪ Widen OR 99W to four lanes ▪ Extend Satinwood Dr ▪ Widen 53rd Street 	<ul style="list-style-type: none"> ▪ Install traffic lights ▪ Improve Grange Hall Rd. Bridge ▪ Improve truck route ▪ Manage access ▪ Extend Newton St. to 26th St. ▪ Overlay streets ▪ Improve street signing ▪ Widen intersections along College Street and Applegate ▪ Consider one way traffic on Hwy20/34 ▪ Extend Applegate Street over Newton Creek.
5. Alternative Modes	<ul style="list-style-type: none"> ▪ Provide satellite park & ride lots ▪ Provide shuttle service between Monroe, Lewisburg and Adair Village ▪ Run express Bus, Philomath–Albany ▪ Expand Corvallis Transit System ▪ Expand County Cruiser Service ▪ Continue Valley Retriever Service ▪ Continue Rural Rounds Service ▪ Continue Linn-Benton Loop 	<p>Includes extensive;</p> <ul style="list-style-type: none"> ▪ Bikeway improvement plan ▪ Transit development plan ▪ Sidewalk/walkway improvement plan 	<p>Includes:</p> <ul style="list-style-type: none"> ▪ Pedestrian System Plan ▪ Bicycle System Plan ▪ Travel Demand Management Plan ▪ Public Transportation Plan
6. Air, Rail and Pipes	<ul style="list-style-type: none"> ▪ Minimize rail and auto conflict ▪ Provide for safe RR crossing ▪ Discourage development around RR tracks ▪ Plan for a commuter rail between Albany and Philomath 	<ul style="list-style-type: none"> ▪ Adopts the Corvallis Airport Master Plan, Airport Land Disposition Policy and the Airport Industrial Park Development Plan ▪ Advocates rail services for freight and passengers & intermodal connections 	<p>Extend a spur from W&P RR to Georgia Pacific</p>

