

## VIII. Recommended System

This section includes the recommendations of the Corvallis Area Metropolitan Transportation Plan through the horizon year 2030. These projects and policies were developed within the framework of the Preferred Alternative and are in accord with the Plan's Vision and Goals. Maps VIII-1 through VIII-5 show the locations of the recommended improvements.

### A. Recommended Transportation System Improvements

#### 2010 Network

##### Transit Component

- *Increase number of buses by 3 to 11 buses*
  - o One bus will be added to Route #7
  - o One bus will be added to Route #1
  - o One bus will be added to Route #3
- *Modify transit routes regularly to serve the highest number of passengers*
- *Construct a new bus maintenance and operation facility*

##### TDM Component

- *Establish new Park and Ride lot at S.15th Street and Applegate Street in Philomath<sup>1</sup>*
- *Expand TDM promotion and coordination*
  - o Promotion of carpool/vanpool programs
  - o Formation of Transportation Management Associations
- *Continue construction/promotion of bicycle and pedestrian facilities*

##### Land Use Management Component

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

##### Roadway Component

- o 53rd Street at railroad overpass – realign and relocate 53rd Street and Reservoir Road intersection (Design and R-O-W acquisition completed)
- o Circle Boulevard at 9th Street – add right-turn lane on eastbound
- o 35th Street, US 20/OR-34 to Orchard – widen, realign and add bike lanes (Partially completed)
- o Kings Boulevard – Extend Kings Boulevard to Lester Avenue (SDC Candidate)

- o Intersection of 53rd Street and Philomath Boulevard – add turning lane
- o Replace Van Buren Avenue Bridge (Preliminary Engineering)

## 2020 Network

### Transit Component

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

### TDM Component

- *Establish a new Park and Ride lot in the City of Adair Village<sup>1</sup>*
- *Other TDM Activities<sup>2</sup>*
  - o Form Transportation Management Associations (TMA)
  - o Develop on-site carpool/vanpool station
  - o Enhance the network of bicycle and pedestrian facilities
  - o Provide communal bicycle program

### Land Use Management Component

- *The MPO will encourage jurisdictions within the Planning Area to adopt land use policies that would require new residential developments of substantial size to capture at least 5 percent of trips. This could be achieved through the implementation of some or all of the following measures:<sup>3</sup>*
  - o Implement a minimum density more conducive to a viable transit service
  - o Implement mixed land use
  - o Implement grid patterned streets
  - o Provide for transit service to the development

### Roadway Component

- o US 20/OR-34, Newton Creek to 53rd Street, complete final design; acquire right-of-way (Preliminary Engineering only, construction in the list of Illustrative projects)
- o Country Club Drive, Barley Hill Drive to US 20/OR 34 - widen to add bike lanes sidewalks, improve alignment
- o Crystal Lake Drive, Alexander to Park - widen and reconstruct street to standard with

- bike lane
- o Replace Van Buren Avenue Bridge
- o Circle Boulevard - Extend to Harrison Boulevard (SDC Candidate)
- o OR 99W, railroad over crossing to Circle Boulevard. - widen to four lanes with left turn refuges
- o US 20/OR 34, 53rd Street to Western - complete final design and acquire right-of-way
- o OR 99W at both Goodnight and Rivergreen Avenue – install traffic signal when warranted
- o West Hills Road, 35th Street /Western Boulevard to 53rd Street – enhance to urban standards
- o Country Club Drive, 35th to 53rd– widen to add bike lanes sidewalks, improve alignment
- o Grant Avenue, Highland Street to 9th Street– widen to add bike lanes sidewalks, improve alignment
- o Buchanan at 9th Street– construct left turn lanes on Buchanan (eastbound)
- o Witham Hill Drive, Grant to Walnut – widen/improve bike lanes
- o Extend Plumley Street from Airport Avenue to the extension of Rivergreen
- o Airport Avenue, OR 99W to Airport Place – Upgrade to urban standards (SDC)
- o 13th Street, Chapel Drive to Main Street – reconstruct to urban standards to accommodate truck traffic, add bike lanes ‘signed and striped’

## 2030 Network

### Transit Component

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

### TDM Component

- *Establish 3 new Park and Ride lots:<sup>1</sup>*
  - o New Park and Ride lot at (TAZ 327) Hwy20/34 split
  - o New Park and Ride lot at (TAZ 319) Airport Road at OR 99W
  - o New Park and Ride lot at Harrison Boulevard at Walnut/53rd

## Roadway Component

- o Harrison Boulevard, 29th to 36th, Widen to add bike lanes and Urban Section
- o Brooklane Drive., Chintimini to US 20/OR-34 – reconstruct and realignment bring to urban standards
- o Lester Avenue - extend to OR 99W
- o Satinwood Drive - extend to Lester
- o Alexander from 3rd to Crystal Lake – widen to add bike lanes sidewalks, improve alignment
- o OR 99W at Kiger Island Drive – Install traffic signal when warranted
- o Circle Boulevard, Hewlett-Packard campus to US 20 – widen to 4 lanes
- o Clemens Mill Road - relocate road across from 26th Street (Clemens Mill Rd. and 26th Street and US- 20/34 to improve access
- o US 20/OR-34 and Alsea Highway Intersection– Install traffic signal when warranted
- o Main Street at 26th Street – Install traffic signal when warranted
- o West Hills Road, Wyatt Lane to N. 19th Street – Add bike lanes ‘signed and striped’
- o Chapel Drive, Bellfountain Road to 13th Street - upgrade to urban standards

## Land Use Management Component

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

In addition to the above Recommended System, the following projects are listed as Illustrative. Illustrative projects are projects for which no funding sources have been identified and are listed here in case additional funding becomes available. The Corvallis Travel Demand Model evaluated these projects and the results are shown in Appendix E.

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

<sup>2</sup> “Other TDM Activities” are assumed to be ongoing after they are initiated.

<sup>3</sup> Land Use Management recommendations for each network are incremental and are additional activities to those recommended for previous networks.

## **B. Recommended Illustrative Improvements**

### **Transit Component**

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

### **TDM Component**

- o *Establish Park and Ride Lot at NE Elliot Circle and OR 99W*

### **Roadway Component** (the costs are rough estimates for 2030)

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

## **C. Recommended Policies**

The Transportation Plan includes recommended policies throughout the document that are either implied or explicitly stated. This section provides a summary of the recommended policies. The policies listed below are for implementation throughout land use and transportation decision-making processes, when opportunities arise.

### **A. Transportation System Management**

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

### **B. Transportation Demand Management**

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

5. Regularly monitor and modify transit routes to serve the highest number of passengers.
6. Allocate the majority of the area's annual allotment under the Surface Transportation Program (STP) to the maintenance and preservation of the existing transportation system.
7. Engage with employers to reduce vehicular trips by developing transportation management associations.
8. Seek funding to enhance TDM activities.
9. Promote carpool and vanpool programs.
10. Require connectivity of transit, bicycle routes and pedestrian facilities to new developments.
11. Require a network of bikeway and pedestrian facilities within new developments (internal circulation).
12. Construct Park and Ride facilities on the periphery of the Planning Area and adjacent to transit routes.
13. Establish a communal bicycle program.

### **C. Land Use Management**

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

### **D. Environment Protection**

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

4. Preserve and protect the integrity of neighborhoods.

### **E. Energy Conservation**

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

### **F. Parking Management**

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 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 persons with disabilities.
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.

Allow on-street parking, where appropriate, and factor that into parking requirements for new developments.

## **D. Recommended Studies**

Upon the adoption of this document in September 2006, the MPO Policy Board recommended following studies and transportation planning activities.

1. Study the most efficient means of moving people and freight on an east-west corridor, along Highway US 20, through the Urbanized Area and beyond. The exact termini of this project will be determined later.
2. Study the role and function of north-south and east-west railroad services through the Urbanized Area to identify more efficient movement of freight and people.
3. Investigate the potentials to improve the safety, security, efficiency, cost effectiveness and energy savings through operations and maintenance of the transportation system.



