

CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT AGENDA

**Wednesday, March 10, 2010, 8:20 a.m.
Madison Avenue Meeting Room
500 SW Madison Avenue**

I. INTRODUCTIONS

II. APPROVAL OF MINUTES

January 13, 2010 (there was no February meeting)

III. CACOT/VISITOR'S COMMENTS

IV. OLD BUSINESS

- Possible Park & Ride Locations (Discussion)
- Possible Satellite Transit Centers in Corvallis (Discussion)

V. NEW BUSINESS

- Sustainability Initiatives Funding (Discussion)

VI. INFORMATION SHARING

VII. COMMISSION REQUESTS AND REPORTS

VIII. ADJOURNMENT

Future Meetings:

Wednesday, April 14, 2010, 8:20 a.m., Madison Avenue Meeting Room

Wednesday, May 12, 2010, 8:20 a.m., Madison Avenue Meeting Room

The Madison Avenue Meeting Room is accessible to the public.
Please contact Tim Bates at (541) 766-6916
if you need special accommodations to attend the meeting.

Approved

March 10, 2010
by CACOT

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES
January 13, 2010**

Present

Stephan Friedt, Vice-Chair
Susan Hyne
Tom Kincaid
Brandon Trelstad
Ray Shimabuku
Robert E. Wilson
Hal Brauner, Council Liaison

Staff

Tim Bates, Public Works
Cindy Hallett, Public Works

Visitors

Dean Codo

Absent

Bob Lowry, Chair
Paul Aljets, ASOSU

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Introductions	X		
II. Approval of December 9, 2009 Minutes			Approved
III. CACOT/Visitor Comments	X		
IV. Old Business <ul style="list-style-type: none">• Possible Park & Ride Locations• Sale of Day Passes• Beaver Bus Monitors	X X	X	
V. New Business <ul style="list-style-type: none">• Possible Satellite Transit Centers• Recommendation to Urban Services Committee re: Bus Advertising		X	Recommended continuation of Bus Advertising, with verbiage changes to the written policy.
VI. Information Sharing <ul style="list-style-type: none">• Written Report	X		
VII. Commission Requests and Reports			N/A
VIII. Adjournment			Adjourned at 9:16 a.m.

CONTENT OF DISCUSSION

I. The meeting was called to order at 8:24a.m. Introductions of Commission members, staff, and visitors were made.

II. Approval of Minutes

Commissioners Hyne and Kincaid, respectively, moved and seconded to approve the December 9, 2009, minutes. The motion passed unanimously.

III. CACOT/Visitor Comments

- Dean Codo, a self-described pedestrian, bicyclist and transit user, addressed the Commission to bring attention to obstacles in getting to bus stops. He is aware that Corvallis Fire Department is charged with responding to complaints of vegetation in the right-of-way. He specifically mentioned the southwest corner of 29th Street and Fillmore Avenue as being an ongoing problem, explaining that the process has taken over a year and still has not been resolved. Councilor Brauner said there will be a proposal to the Administrative Services Committee for a utility fee that would better fund the City's ability to handle right-of-way issues. Mr. Codo said he had suggestions to be included on the next transit map/schedule printing. He was directed to email those suggestions to Ms. Hallett. Mr. Codo said he would also like all buses that service the Good Samaritan/Corvallis Clinic area to run the same direction of travel for simplicity sake.

IV. Old Business

- Possible Park & Ride Locations - Mr. Bates has not received any suggestions from the Commission. Vice-Chair Friedt tabled this item until the next meeting.
- Sale of Day Passes on Buses - The City's Finance Department approved the sale of day passes by CTS drivers on buses. Each driver will be given a book of 100 day passes and a reconciliation process has been established to track passes sold. ~~They will pick up the books from First Student's (FS) administrative staff at the beginning of their shifts and return them at the end of their shifts. FS staff will record the number of tickets sold at the end of each shift. Monies used to purchase the day pass will go directly into the fare box and drivers will not make change.~~ For the first few months that passes are sold, Mr. Bates will report the number of days passes sold aboard buses at each meeting. Notices will be posted on the fare box, on the website and future map/schedules to highlight onboard sales.
- Beaver Bus Monitors-Associated Students of Oregon State University (ASOSU) applied for and was granted funds to provide onboard Beaver Bus monitors for the rest of the service year. ASOSU is currently working on hiring the monitors. For service year 2010-11, staff is working on securing an answering service that will provide after hours information to callers. Staff is also working on deployment of a GPS tracking device that the answering service would use to determine the ~~location whereabouts~~ of buses to ~~respond and pass along~~ to callers inquiries.

V. New Business

- Possible Satellite Transit Centers in Corvallis - This item was requested by Chair Lowry.

Vice-Chair Friedt tabled this item until the February meeting.

- Recommendation to Urban Services Committee re: Bus Advertising - Mr. Bates reviewed the current policy for Advertising on Corvallis Transit System Buses that appears in the *City of Corvallis Council Policy Manual* (Policy). Public Works Director Steve Rogers will present this policy in March to the Urban Services Committee per the triennial review requirement. The Commission recommended a change of verbiage on page 4 of 6 , eCategory 13. The Policy states that no advertisement will be displayed or maintained if the advertisement or information contained in it falls within one or more of the following categories:” -Category 13, titled ““‘Adult’-oriented goods or services”, currently forbids “films rated ‘X’ or ‘NC-17””. Staff recommended amending the language to forbid “material rated ‘X’ or ‘NC-17’ or equivalent”. Mr. Bates stated that the City’s bus advertising contractor, Lamar Advertising, sends proofs of all ads for final approval to staff before affixing them to CTS buses. Commissioner Hyne said she has read about concerns in other transit agencies regarding advertising wraps covering the windows and/or distracting drivers. Mr. Bates said the policy already addresses those concerns.

Commissioners Trelstad and Wilson, respectively, moved and seconded to recommend a continuance of the policy for Advertising on Corvallis Transit System Buses, with verbiage corrections. The motion passed unanimously.

VI. Information Sharing

Mr. Bates reviewed the Information Sharing Report.

Follow-up issues

- In response to a concern expressed by Vice-Chair Friedt that some Corvallis School District students may have been denied rides because they could not produce a student ID card, the policy was altered to allow middle school students to ride without their student body id card. All drivers received notification of the policy change.
- First Student and VIS issues- Mr. Bates has been in touch with First Students’ mechanic to insure that VIS issues on each bus has been addressed. There is the possibility of another round of ARRA funds being made available in the near future and staff has discussed that some of the funds could be used to replace the current VIS system.
- Google Transit - Ms. Hallett will begin contacting Google Transit daily by phone or email in an effort to expedite the placing of CTS’s maps and schedules on Google Transit. Mr. Bates and Ms. Hallett will input the latest updates and changes to the information before it goes live on Google Transit.

VII. Commission Requests and Reports

- None.

VII. Adjournment

Commissioners Wilson and Shimabuku, respectively, moved and seconded that the meeting be adjourned. The motion passed unanimously.

The meeting was adjourned at 9:16 a.m.

NEXT MEETING: March 10, 2010, 8:20 a.m., Madison Avenue Meeting Room

MEMORANDUM

DATE: March 4, 2010
TO: CACOT Members
FROM: Tim Bates, Transit Coordinator
SUBJECT: Information Sharing Report

OSU Students Transit Group Pass Program - Staff presented the proposed per student per term fee to the Student Incidental Fee Committee (SIFC) for Summer 2010 - Spring 2011. The proposed fee is slightly less than last year because of increased OSU enrollment figures. SIFC voted unanimously to recommend the fee to its Student Senate. SIFC also voted unanimously to continue Beaver Bus service for next year.

Transit Budget for 2010-11 - For now, staff has been directed to budget for 2010-11 in the same way as in the past. However, since a portion of the transit system is funded from the General Fund (property taxes) and given the decrease in property tax revenue, funding cuts may be necessary. At this time the revenue forecast is still uncertain.

Day Passes Being Sold Aboard CTS Buses - CTS drivers are now selling All Day Ride Passes aboard buses. Each driver has been assigned a pack of passes for which they are responsible. No money transactions will occur between purchasers and drivers; exact change will be placed in fare boxes.

Adair Village and Monroe Transit Service - Town Hall meetings were held in Monroe and Adair Village in February to familiarize citizens with upcoming transit service to these communities. Projected start date for service is August, 2010. Benton County will be the operator of the service, and City staff attended both meetings to answer any questions regarding CTS service.

New CTS Buses - Gillig reports that the three new CTS buses, funded 100% by ARRA, will be delivered the week of April 19, 2010. Since CTS is currently at its maximum allowable spare ratio, these will be replacement vehicles. Buses 738, 739 and 740 (built in 1994) will be removed from the fleet.

New PC Bus - Schetky estimates the delivery date of the new PC bus will be late April, 2010. This is not a firm delivery date, just an estimate. The current PC bus will be used as a spare.

Ridership - Percentage changes are based on rides per service hour due to the differences in days of service and revised routes effective September 22, 2008.

- **CTS provided 63,959 rides in January, 2010, an average of 30.2 rides per service hour, the same percentage as January, 2009.** Ridership for January, 2009 was 64,058, an average of 30.1 rides per service hour.
CTS provided 62,226 rides in February, 2010, an average of 30.4 rides per service hour, a 0.7% decrease from February, 2009. Ridership for February, 2009 was 60,264, an average of 30.6 rides per service hour.
- **Philomath Connection provided 2,115 rides in January, 2010, an average of 16.3 rides per service hour, a 22% increase from January, 2009.** Ridership for January, 2009 was 1,777, an average of 13 rides per service hour.
Philomath Connection provided 2,207 rides in February, 2010, an average of 17.0 rides per service hour, a 24.2% increase from February, 2009. Ridership for February, 2009 was 1,676, an average of 12.9 rides per service hour.
- **Beaver Bus provided 746 rides in January, 2010, an average of 5.2 per service hour, a 35% decrease from January, 2009.** Ridership for January, 2009 was 1,154, an average of 8 rides per service hour.

Beaver Bus provided 1,179 rides in February, 2010, an average of 8.2 rides per service hour, a 1.2% increase from February, 2009. Ridership for February, 2009 was 1,166, an average of 8.1 rides per service hour.

- **Dial-A-Bus provided 526 paratransit rides in January, 2010.** DAB provided 511 rides in January, 2009.

Dial-A-Bus provided 537 paratransit rides in February, 2010. DAB provided 442 rides in February, 2009.

“Honored Rider” bus passes -3 passes were distributed in January, 2010. 9 passes were distributed in February, 2010. A total of 716 Honored Rider passes have been issued since the program began in September, 2004.

Follow-up on issues presented at the January CACOT meeting.

- Staff was requested to make Google Transit a permanent Information Sharing item. Thus far, staff has been unable to determine when CTS’s info will be on Google Transit.

Sustainability Initiatives Funding Briefing Paper February 2010

For the last several years, the City Council has included sustainability in the overarching values that guide City operations in the community. This year, they also set a specific goal to “develop community sustainability policies and implement selected actions”. Working toward this goal, the Council requested staff review of five sustainability initiatives. This briefing paper describes those initiatives and suggests possible funding models.

Background

In 2008, the Corvallis Sustainability Coalition, a network of partner organizations working to create a sustainable community, conducted a series of town hall meetings to gather public input on a possible roadmap to achieve this goal. The result of the effort, a *Community Sustainability Action Plan* containing over 300 action items in 12 topic areas, was presented to the City Council in December 2008.

Using this public input as a starting point, the City Council discussed the parameters of a community sustainability program over several meetings and decided to focus their efforts on two areas—energy and transportation. In September 2009, an Energy Strategy Ad-hoc Committee was formed to create a community energy strategy and to compile a listing of the community energy sustainability policies from various planning documents adopted by the City Council over time. The Ad-hoc Committee completed their work in December 2009.

The Community Energy Strategy outlines a ten-year plan to achieve community energy objectives in the built environment and transportation arenas. It contains a number of goals and ‘next steps’ that are a culmination of discussions at the Council level on promoting activities that conserve energy, use renewable energy sources and/or support local clean-energy businesses.

The City Council has asked staff to further develop five of these initiatives and to recommend possible funding sources for their consideration. It should be noted that the revenue generation estimates included below have varying methodology bases that will receive further attention as this project proceeds.

Discussion

Transit Service

Bus service provides many sustainability-related benefits, such as reducing the use of single-occupancy vehicles and the associated congestion and greenhouse gas emissions, and providing mobility to segments of the population who either can’t afford or choose not to own an automobile. The Community Sustainability Action Plan has four items directly related to transit service, which call for, among other things, an expansion of the hours of operation and an elimination of the fare. The Community Energy Strategy has a goal to increase transit ridership and a ‘next step’ to implement the transit system long-range plan, called the Transit Master Plan.

In addition to addressing these sustainability objectives, the City Council is interested in providing a stable, dedicated funding source for transit operations. Currently two of the major sources of revenue are property taxes—which are not dedicated to the transit system and can be reassigned to other services—and the Business Energy Tax Credit—which is a State program that can be modified or eliminated during any legislative session. Even modest changes to the amount of funding from either of these sources could result in a reduction in transit service. The development of a dedicated revenue source would ensure that the current level of service is maintained and provide a mechanism to expand service hours and frequency.

The Transit Master Plan identifies a desired level of service that is double the current level. An increase in service hours could translate to better route frequencies (i.e., the bus comes by every

15 minutes instead of every half hour), longer coverage (i.e., the bus routes start earlier in the morning, end later in the evening, or run on Sunday) and/or wider coverage (i.e., the bus goes to areas not currently being served). Each 10% increase in service hours costs about \$150,000 annually. Recent expansions of service hours have been used to increase the area covered and the hours of coverage, but have not adequately addressed on-time performance or system frequency. Both are important to make this transportation mode a desirable alternative to the automobile.

Currently, about 60% of transit riders board the bus without paying a fare through a number of group-pass programs. A business or employer participating in a group-pass program pays an annual fee to the City which allows their employees to ride the bus for free. Expanding this idea the entire community (i.e., free transit service) would increase transit ridership and would allow staff who now spend time managing the program to focus on other operational improvements.

The cost to replace the property tax support and fares, including the group-pass programs, is about \$745,000 per year. One mechanism to generate this revenue is to charge each property a monthly fee based on the average number of 'trips' that property type generates, similar to the basis for the Transportation Maintenance Fee. The fee charged to a single family residential household would depend on how the revenue burden was split between commercial and residential properties, but in any case, would not exceed about \$2.50 a month. This amount would provide sufficient revenue to operate the transit system at the current level, assuming all other revenue sources remain stable. Each 10% increase desired in the number of service hours would add up to \$0.50 per month to the base amount.

Sidewalk Safety Program

A system of sidewalks in good repair provides a viable transportation alternative to the automobile, benefitting humans and the environment. The climate in Corvallis is conducive to residents walking to shopping, entertainment, or appointments and the health benefits from walking are well-documented; so much so that walking is one of the key components of programs to reduce childhood obesity. The Corvallis Sustainability Action Plan calls for access to environments that support healthy behavior and physical activity opportunities, while the Community Energy Strategy proposes a 'next step' to maintain safe sidewalks.

The Municipal Code requires the property owner to maintain the sidewalk along their property. While this is a requirement, some property owners are not aware of it and some choose to avoid the obligation for as long as possible. As a result many sidewalks in the community are not in the best condition. The Public Works Department has a program to address these concerns in a systematic manner. Each year, City staff review a section of town to identify trip hazards or sidewalks in need of repair. Property owners are notified of the problems and given a period of time in which to correct them. For those sidewalks not repaired within this timeframe, a long, multi-step, staff-intensive process begins to compel the property owner to comply with the Municipal Code requirements. As of January 2010, there are twenty-nine unresolved cases from 2008 and twenty-eight unresolved cases from 2007. It has been difficult for staff to effectively enforce the current system in a timely manner.

Property owners have complained that the main cause of sidewalk problems are the roots from trees the City requires be put in. This is borne out by staff analysis, which concluded that an estimated 75% of the damage to sidewalks is from tree roots. Residents have suggested that the City is causing the majority of sidewalk problems and should be the one to take care of them.

One way to maintain a safe sidewalk system in an efficient manner would be for the City to take responsibility for it. Problems identified would be fixed quickly and the administrative overhead would be eliminated. To provide such a sidewalk maintenance program would require new revenues of approximately \$150,000 per year. One mechanism to generate this amount would be to charge each property in the City an equal monthly fee on the assumption that all residents and

businesses benefit equally from the sidewalk system. This allocation would result in a charge of about \$0.80 per month, or \$10 per year.

Urban Forestry Program

A robust urban forest provides many benefits to a community—habitat for birds, shade to cool people and structures, improved air quality, carbon storage and increased property values. There are three items in the Community Sustainability Action Plan that relate to street trees including an item to develop and implement an urban forest protection program. The Community Energy Strategy has a ‘next step’ to implement the Corvallis Urban Forest Plan.

The City Council adopted the Urban Forestry Management Plan (UFMP) in October, 2009. The plan provides a 20-year strategic framework to focus and enhance the City’s Urban Forestry program to meet a range of policy, educational, sustainability and management goals. It offers a series of prioritized actions based on extensive stakeholder and community outreach, a number of which, along with the 5-year implementation plan, relate to the maintenance of public trees.

The priorities in the UFMP for the first five years are long-term tree care, which includes exploring solutions to street/sidewalk infrastructure damage caused by trees, performing routine pruning to reduce the blockage of street signs and obstructions to viewing traffic at intersections, and an aggressive maintenance program for newly planted trees including structural pruning to prevent future hazards; City code and policy revisions to remove obstacles to proper tree care; and GIS research to help establish a City-wide tree canopy goal and to quantify the benefits provided by community trees in the form of energy savings, air quality improvements, storm water control, and carbon sequestration.

The Urban Forestry program’s operating budget in FY 09-10 is \$21,000 and is limited to providing tree maintenance in the Downtown Business District and removing a small number of tree hazards city-wide, which is a fraction of the total tree hazards that need to be addressed. This leaves property owners responsible for the high cost of tree removal for the remaining hazards.

To implement the UFMP would require an additional \$90,000 annually. One method for allocating these costs to reflect the equal benefit provided to all from a healthy public tree system is to charge each property an equal amount. Using this allocation, the monthly fee would be about \$0.50, or \$6.00 per year.

Alternate Transportation Modes

‘Alternative’ transportation systems are those that provide an alternative to the automobile, and typically refer to bicycle and pedestrian systems. The City has long supported these transportation modes, which promote healthy citizens, clean environments, and community interaction. This support has resulted in high quality programs, which have received State and national recognition. The Community Sustainability Action Plan has four items related to alternative modes, including one to identify 25% of the streets as candidates for non-motorized transit only. The Community Energy Strategy has a ‘next step’ to continue to improve bicycle and pedestrian infrastructure, such as increasing bike parking facilities and the number of pedestrian routes.

As more residents use the bicycle and pedestrian infrastructure currently available and rely on it as their primary transportation mode, there is a desire to enhance the systems to increase safety and provide wider coverage. Many projects have been developed or are under development to address this desire. For example, the recent 9th Street Corridor Plan calls for four pedestrian crossings on that street to improve safety and the City’s Bicycle and Pedestrian Advisory Commission is beginning to work on a proposal to create bike boulevards, streets where motorized traffic is not allowed.

The current alternative mode program budget is only keeping pace with the maintenance required on the systems in place. There is no funding available for expansion or enhancement projects. A new fee generating \$140,000 per year would provide enough revenue over a six-year period to accomplish all of the bike boulevard, sidewalk construction, bike parking and pedestrian crossing projects currently identified for major streets in the city. One mechanism to generate this revenue is to charge each property a monthly fee based on the average number of 'trips' that property type generates, similar to the basis for the Transportation Maintenance Fee. Using this mechanism, the charge for a single family residential property would be about \$0.50 per month, or \$6.00 a year.

Energy Conservation and Renewable Energy Projects

The majority of the energy consumed in Corvallis is generated from the burning of fossil fuels. Because of this, actions that reduce the amount of energy used or that generate energy from renewable sources have clear sustainability benefits for the environment and position the community to be more secure and resilient in the face of an uncertain energy future. The Community Sustainability Action Plan has an entire topic area devoted to energy, with eight items related to actions city government can undertake to motivate residents and businesses to conserve energy or switch to renewable sources. The Community Energy Strategy has four 'next steps' that would require funding to move forward, including establishing a Community Energy Information Center and enrolling the entire community in renewable energy programs.

Both of these documents also suggest a surcharge on the City Services bill as a funding mechanism for projects. These could include providing further capitalization for the new energy revolving loan fund program to provide low-interest loans to reduce energy use through energy conservation retrofits or the generation of renewable energy through solar voltaic or solar thermal equipment installations.

One option to generate revenue for these projects is to charge about \$0.80 per month to every property in the city, for an annual revenue of approximately \$150,000. An alternative option would be to have the surcharge appear on the electric utility's bill, and possibly tie it to the amount of energy used. In that way, a reduction in energy usage would result in a smaller surcharge.

Conclusion

The Corvallis community has a strong commitment to sustainability, and the City Council, reflecting that commitment, is very interested in making progress on projects that move the community to a sustainable future. The five initiatives discussed in this briefing paper take steps toward this objective. If all the initiatives were implemented using the mechanism referenced in this paper, the combined impact for a single family residential property would be about \$5.60 per month or \$68 per year.

Transit Service	\$2.50
Additional Transit Service Hours	0.50
Sidewalk Maintenance	0.80
Urban Forestry	0.50
Alternative Modes	0.50
Energy Conservation/Renewables	<u>0.80</u>
Single Family Monthly Total	\$5.60

Staff will conduct a public and stakeholder outreach process during March 2010. The input gathered from this effort will be brought before the Administrative Services Committee on April 21, 2010.

Relevant Items from the *Community Sustainability Action Plan*

Briefing Paper Initiative	Action Plan Topic Area	Action Plan Item Number	Action Plan Item Description
Transit Service	Transportation	1.1.3	Make the systems easier to use by decreasing wait times and coordinating fares
	Transportation	1.2.1	Improve the timing of existing connections
	Transportation	2.1.1	Expand hours, frequency and range of city buses, and reduce or eliminate cost
	Transportation	3.1.2	Free, expanded transit
Sidewalk Maintenance	Health and Human Services	1.1.1	Create access for all Corvallis residents to environments that support healthy behavior and physical activity opportunities
Urban Forest	Energy	3.1.1	Establish a managed, forested greenbelt that sequesters 100% of remaining greenhouse gas emissions from energy use for Benton County
	Land Use	1.3.1	Develop incentives and regulation to protect, restore, and maintain historic and modernist neighborhoods, structures, landscapes, and trees to preserve a sense of place and uniqueness
	Land Use	2.3.1	Develop and implement tree/urban forest protection program with incentives, regulations, and penalties for unauthorized removal of significant trees
Alternative Transportation	Health and Human Services	1.1.1	Create access for all Corvallis residents to environments that support healthy behavior and physical activity opportunities
	Land Use	1.4.3	Reduce the use of motorized transit by identifying 25% of roads for conversion to non-motorized transit only and by expanding the network of multi-modal paths and public transit to connect all neighborhoods to neighborhood centers and downtown
	Land Use	2.3.3	Improve exiting natural corridors and create a web of bio/modal connections throughout the city. These corridors will incorporate paths for pedestrians and non-motorized vehicles

	Natural Areas	3.2.2	Create and maintain a functional network of paths and trails to and between natural areas
Energy	Energy	2.1.1	Offer financial incentives to encourage photovoltaic installations on new and existing structures
	Energy	2.2.1	Encourage installation of large photovoltaic systems by offering greater incentives
	Energy	2.2.2	Encourage large photovoltaic installations by creating a financial system where individuals can invest in offsite/remote systems
	Energy	2.3.3	Investigate local potential for biological sources of electrical energy production
	Energy	3.3.1	Establish Corvallis surcharges on energy utilization to pay for greenhouse gas elimination
	Energy	3.3.2	Establish grant programs for greenhouse gas projects
	Energy	3.3.3	Structure a resource center for energy sustainability to provide citizens with information on conservation, renewable energy and greenhouse gas sequestration

Relevant Items from the *Community Energy Strategy*

Briefing Paper Initiative	Strategy Component	Strategy Goal	Strategy Next Step
Transit	Conservation and Efficiency/ Transportation	Increase transit ridership; reduce single-occupancy vehicle trips	Implement long range planning for Corvallis Transit System; work with regional partners to develop regional transportation system designed to serve commuters.
Sidewalk Maintenance	Renewable Energy/ Transportation		Continue to improve bicycle and pedestrian infrastructure such as increasing bike parking facilities, more frequent crosswalk repainting, maintaining safe sidewalks, increasing number of pedestrian routes and general safety of bike routes.
Urban Forest	Local Clean Energy/ Built Environment		Implement Corvallis Urban Forest Plan.
Alternative Modes	Renewable Energy/ Transportation	Increase the number of community members who regularly bike, walk, or use other non-gas-powered transportation.	Continue to improve bicycle and pedestrian infrastructure such as increasing bike parking facilities, more frequent crosswalk repainting, maintaining safe sidewalks, increasing number of pedestrian routes and general safety of bike routes.
Energy	Conservation and Efficiency/ Built Environment		Seek ways to expand and/or extend the reach of the energy efficiency revolving loan program; establish a Community Energy Information Center.
	Renewable Energy/ Built Environment		Enroll entire community in renewable energy programs provided through existing energy suppliers; promote and encourage installation of renewable energy capability in highly visible public and private buildings.