

**CITY OF CORVALLIS  
COUNCIL WORK SESSION MINUTES  
June 4, 2015**

The work session of the City Council of the City of Corvallis, Oregon, was called to order at 6:02 pm on June 4, 2015 in the Madison Avenue Meeting Room, 500 SW Madison Avenue, Corvallis, Oregon, with Mayor Traber presiding.

I. CALL TO ORDER

PRESENT: Mayor Traber; Councilors Baker, Beilstein, Brauner, Bull, Glassmire, Hirsch (6:10 pm), York, Hann (6:17 pm)

ABSENT: Hogg

II. UNFINISHED BUSINESS

A. Council Policy Input to Transportation System Plan (TSP) Process

Public Works Director Steckel and the Project Management Team (PMT) introduced themselves: Robyn Bassett, Project Manager (City of Corvallis); John Bosket, Deputy Project Manager (DKS Associates); Tom Brennan Project Manager (Nelson/Nygaard Consulting); Terry Cole, Region 2 Senior Planner (Oregon Department of Transportation (ODOT)). Mr. Brennan is the overall project manager for both the TSP and the TDP, and Mr. Bosket is assisting with the project management for the TSP.

Ms. Steckel distributed a diagram showing how the TSP related to other City planning documents (Attachment A), noting the City's Vision Statement would serve as an overall guide. Examples of TSPs from other communities (Attachment B) and the anticipated project schedule (Attachment C) were also provided. Council input will be solicited during each phase of the project, and quarterly updates will be provided to Urban Services Committee. Ms. Steckel noted the goals and vision being discussed were for the transportation system. Council's input from the meeting would be incorporated into the Goals and Objectives Technical Memorandum (Attachment D), which would then be shared with the TSP Steering Committee and the public for feedback. Another place in the process for potential policy choices could occur during the development of alternative solutions to transportation system concerns, which will happen later in the project. As alternative solutions are analyzed, the preferred path(s) forward may have policy impacts. Examples of TSP goals from Oregon City, Albany, and Wilsonville were distributed (Attachment E).

In response to Councilor inquiries, the PMT provided the following information:

- \* Initial work on goals and objectives would help shape the TSP vision. While timing for the vision was not indicated in the anticipated project schedule, discussions were expected to take place later in the year. Development of the vision relative to creation of goals and objectives is mentioned on page 4 of the Technical Memorandum.
- \* The concept of "No Build" would serve as a baseline, with alternative future conditions, such as zoning changes, being added in layers to consider their impact. Discussions were anticipated to occur during the winter of 2016. Solutions could include changes to infrastructure, services, policies, etc.
- \* Public comment was being solicited early in the process.

- \* The Climate Action Task Force and the Sustainability Coalition's Transportation Action Team would be included in the process.
- \* ODOT had not placed specific constraints on the City's TSP; however, the TSP must be consistent with Comprehensive Plan assumptions. Staff will work from population projections and other targets provided by the State, such as vehicle miles traveled (VMT) to ensure reliable and consistent planning sources are utilized. Strategies to increase affordable housing were one area to consider as part of reducing VMTs.

Councilors commented on the initial draft goals provided on page 4 of Attachment E:

*Goal Area 1: Provide an efficient transportation system that facilitates the local and regional movement of people and goods.* Consider how to move regional through traffic, such as that generated by Highways 20 and 34, while better facilitating the flow of local traffic, and bicycle and pedestrian access to shopping and other services. Consider how to calm traffic on Highway 99W in South Corvallis instead of widening it or adding more lanes so that pedestrians and bicyclists feel safer. Alternatives were discussed about tying Highway 99W in South Corvallis to Highway 20/34. Constructing a bypass route from Highway 99 to SW Brooklane Drive is included in the current TSP; however, it is not likely to occur in the near future. Doing so would require construction of a bridge over the Marys River and would be a significant expense.

*Goal Area 2: Provide an efficient transportation system that facilitates the local and regional movement of people and goods.* Include health considerations in transportation system options.

*Goal Area 3: Provide a safe transportation system.* Encourage diversified transportation system options, rather than just providing them. Alternatives should be convenient and reflect viable options that Corvallis residents would choose over cars. It was believed people would walk and bicycle more if they felt safer when using those modes of transportation. Pedestrian safety should be tied to housing and non-traditional forms of transportation should be considered, such as trams and trolleys.

*Add a goal to reduce demand for parking:* Providing alternatives to vehicle travel that people will use would naturally reduce parking needs. Parking issues in neighborhoods, as well as parking in the broader context of land use, need to be addressed. How Comprehensive Plan Amendments related to the pending Oregon State University (OSU) District Plan will impact the TSP should be considered.

Mr. Cole agreed to provide the City with links to ODOT resources that can be posted on the TSP webpage which show information about various aspects of transportation planning.

Staff confirmed that OSU and the Corvallis 509J School District will be included in the TSP process.

The TSP will be used for development reviews to inform the alignment of new streets and the projects generated by the TSP will feed into other City plans. The TSP will also define what the City would like to do to improve transportation services, but cannot afford.

The TSP will include a discussion of unimproved City streets. Ms. Steckel noted the topic of unimproved streets is scheduled to be discussed by Urban Services Committee in September. Staff agreed to provide additional outreach to Wards 1, 3, and 8 as part of that discussion.

If Councilors had an area of focus they would like to know more about, Mr. Cole said he would ask ODOT staff to provide a presentation.

B. City Manager Working Relationship with Council

City Manager Shepard said his goal was to establish a good working relationship with the Council. He summarized that his charge as a City Manager was to make the City run effectively and efficiently to accomplish what the Corvallis community members, through the City Council, want to accomplish with the resources that are available; Councilors agreed. He viewed accomplishing that charge via two arenas: leading and managing the organization through staffing and processes; and through his working relationship with the Council. He noted his job description was clear that he did not have control over the City Council and he understood that directive. He saw his job as one of helping the Councilors do their jobs. He wanted to build trust between him and the Council, as well with City staff.

Mr. Shepard viewed his most important role as being a provider of information for the Council. He said it was vital the Council trusted that he would bring them the best possible information and provide recommendations when appropriate. He acknowledged sometimes the information might not be complete, but it would reflect what was available at the time. He acknowledged Council may not always accept the recommendations he provided.

Mr. Shepard also saw himself as a guide who manages resources so the Council can make decisions. He recognized Council's resources included their political capital and their time, both as individuals and as a body. His intention was not to tell the Council how to do its job. Rather, he wanted to help the Council manage its time to ensure meetings and processes are as efficient as possible. Councilors agreed the following was important:

- \* Provide guidance
- \* Build trust by being open and honest, and admitting mistakes when they happen
- \* Communicate how and why the information came about
- \* Be willing to start conversations with individual Councilors about issues that affect their wards
- \* Ensure recommendations come from a position of equity and balance
- \* Educate Councilors on big issues before they receive inquiries from constituents
- \* Practice bold leadership and encourage staff to think outside the box

Mr. Shepard believed the following four key areas were important to Council to be the most successful:

1. *Council will work best and accomplish the most when they maintain direction and focus on priorities.* The City Manager's role as a guide is to help Council maintain focus on its goals. Saying yes to Council priorities and be willing to say no to requests that would take resources away from making progress toward its goals was important. Councilors agreed they were comfortable with the City Manager speaking up when he feels the Council is straying from its priorities. They were also comfortable with the City Manager suggesting that Council not address a particular issue at a particular time; however, Councilors agreed how that was said and when it was said was crucial. They supported keeping ideas that could not be immediately addressed in a "parking lot" so they would not be seen as unimportant.
2. *Council will work best and accomplish the most when it keeps the broader City picture in mind.* Mr. Shepard noted at times, Councilors must be willing to compromise on

their individual priorities. Councilors agreed they were comfortable with the City Manager providing input or asking questions that bring the broader City-wide context into focus.

3. *Council will work best and accomplish the most when it when works at a policy level.* Mr. Shepard said he did not ever wish to withhold information from the Council or the public. However, there is often a larger question behind an individual's request for detailed information, so it may be more efficient to understand why the request was being made. Trusting the City's professional staff, who were hired to work though the details, is important so the Council can focus on policy-level decisions. It is also important to balance the resources it takes to research detailed information for an individual Councilor against the necessity for that information in making a policy-level decision. Councilors noted the recently adopted Council policy concerning information requests and they supported making information easier for individual Councilors to find on their own.
4. *Council will work best and accomplish the most when they have positive working relationships among each other.* Mr. Shepard said this could be fostered by having individual Councilors support the decision of the Council as a whole. Councilors were comfortable with the City Manager tactfully reminding them about moving forward when a Council decision has been made. If personal issues arise between Councilors, Mr. Shepard asked that he not be called upon to mediate them. Information shared with him by individual Councilors, or information he shares with individual Councilors, will be such that it could be shared with all Councilors. It was understood there may be issues in a development or investigatory phase that were not yet ready to present to the Council as a whole.

C. Other Councilor Topics

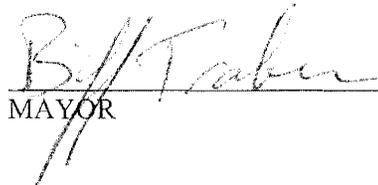
1. Councilor input to Standing Committees
2. Council Liaison Role

Time did not permit discussion of the above that were listed on the agenda. Mayor Traber invited Councilors to speak with him individually about them or to tell Council Leadership if they would like guidance about them.

III. ADJOURNMENT

The meeting adjourned at 8:06 pm.

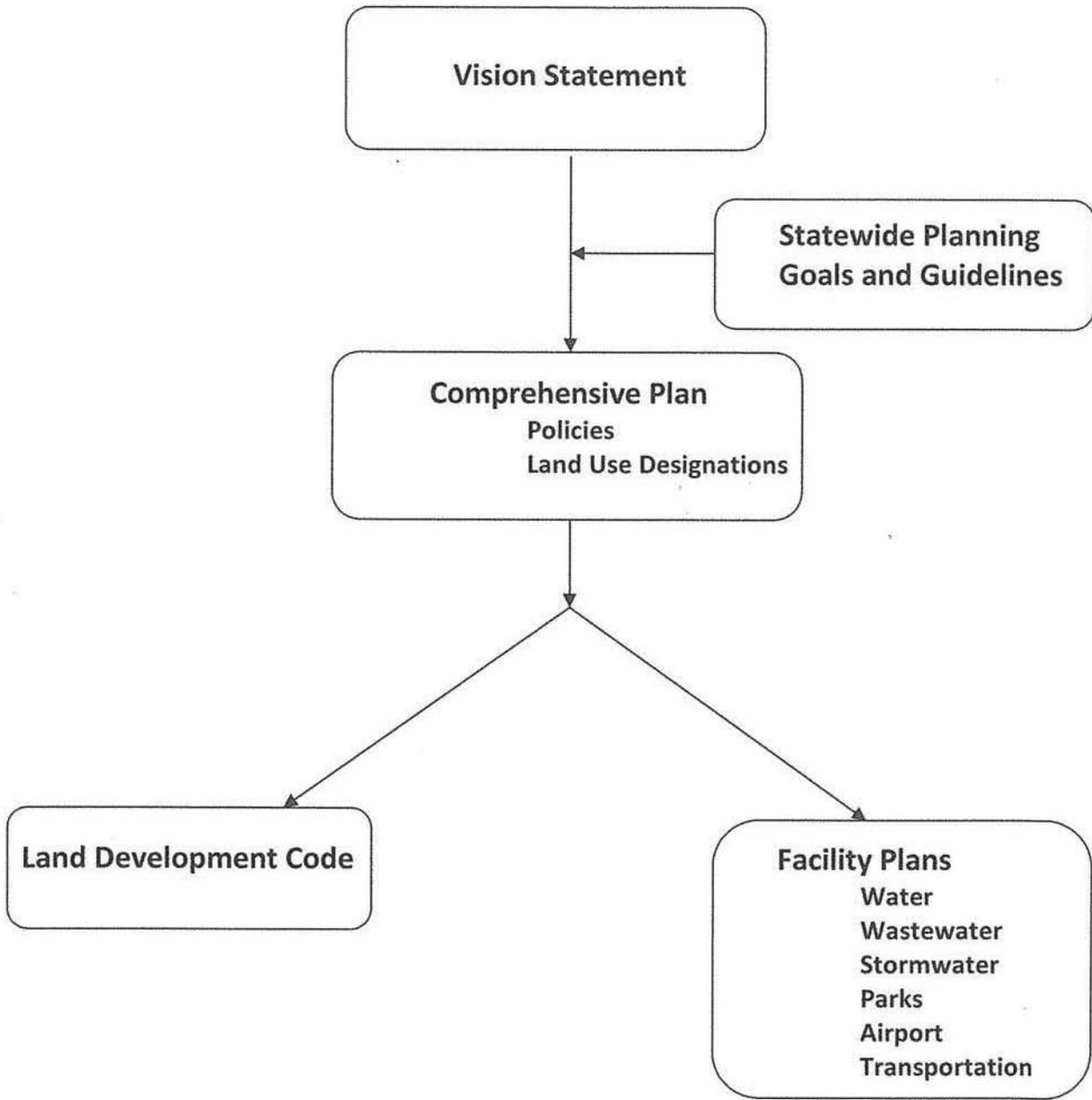
APPROVED:

  
MAYOR

ATTEST:

  
CITY RECORDER

**Transportation System Plan Relationship to Other City Planning Documents**  
May 2015



**Transportation Plan Components**

- Vision, Goals, Objectives
- System Inventory
- Existing Conditions
- Forecast Conditions
- Alternatives Analysis
- Improvements Plan
- Funding

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# Oregon City TSP 2013

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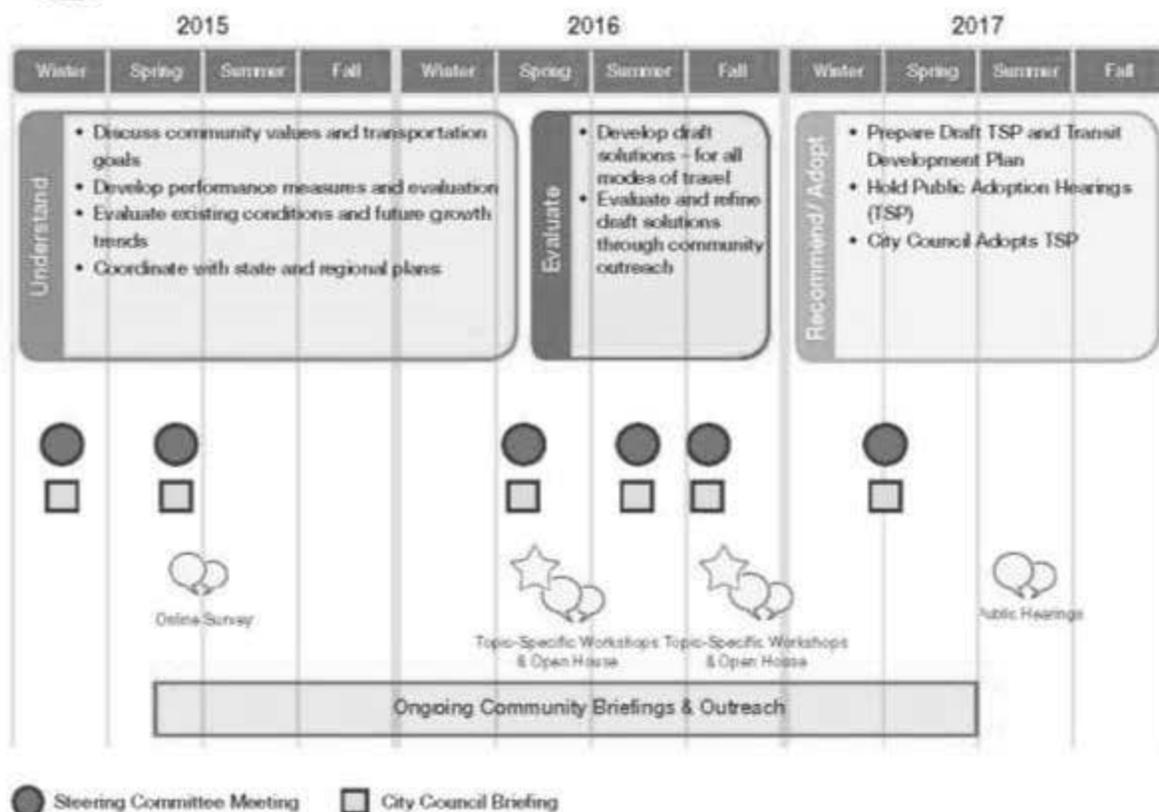
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The anticipated schedule for the Corvallis Transportation System Plan and Transit Development Plan project has been shared with the public and is displayed on the project website. This brief document provides a more detailed summary of the tasks included in this process.

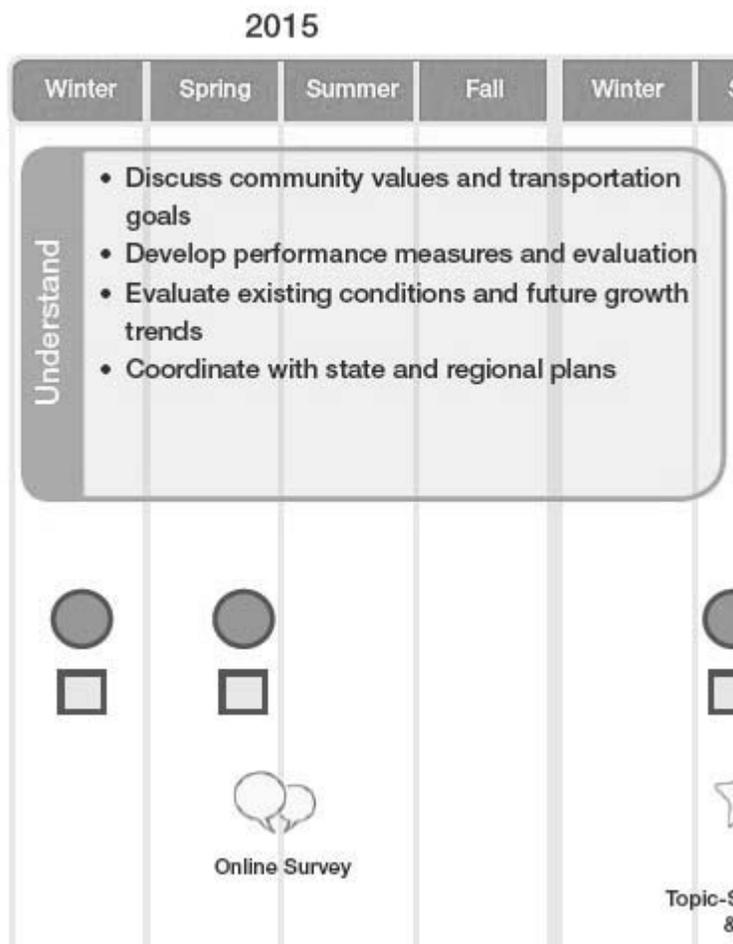


## Anticipated Project Schedule



ATTACHMENT C

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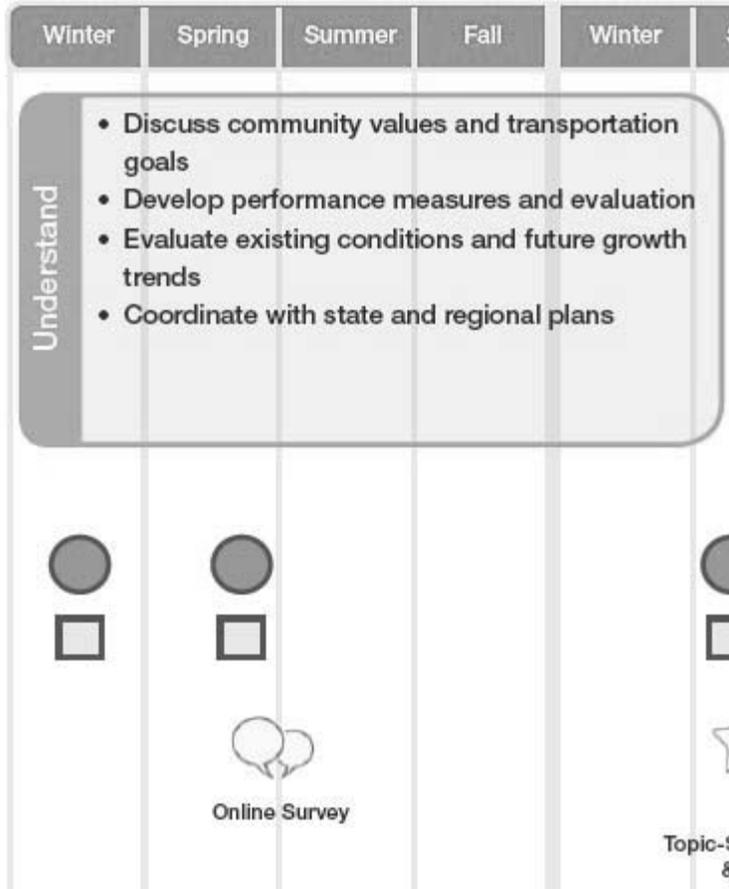
In the **“Understand”** stage of the project, we will establish a baseline that describes how the current transportation system functions and will compare that to the community’s vision and goals for future growth. We will use the information gained to guide the development of solution proposals that best fit Corvallis in the next stage.

Key steps include:

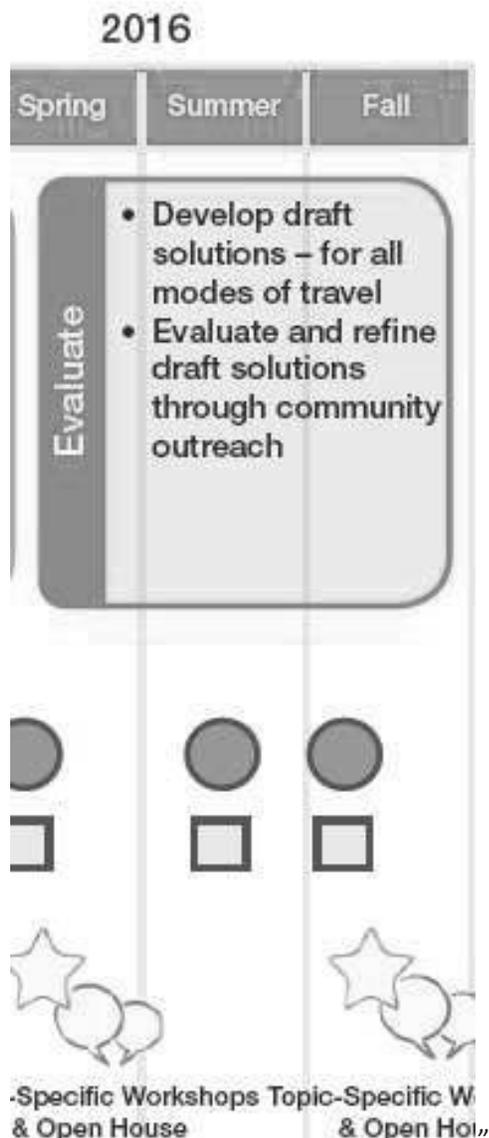
- Steering Committee Meeting #1 to kick-off the project
- Develop a public involvement strategy
- Begin obtaining early public input through website, social media, and small group briefings
- Understand the influence of prior planning work
- Identify potential regulatory gaps in City code/policy
- Develop “draft” Goals and Objectives to guide the project
- Steering Committee Meeting #2 to confirm the “draft” public involvement strategy and refine the “draft” Goals and Objectives
- Gain public input on “draft” Goals and Objectives through survey
- Update the “draft” Goals and Objectives and select performance measures to make objectives measurable
- Technical Advisory Committee Meeting #1 to confirm use of performance measures
- Present the final “draft” Goals and Objectives and Public/Stakeholder Involvement Plan to the Urban Services Committee for review and deliberations, followed by City Council review and approval
- Inventory the existing transportation system
- Document existing transportation conditions
- Forecast and discuss future transportation funding
- Forecast future traffic demand on area streets
- Analyze and describe future “No Build” transportation conditions (i.e. how will the transportation system function if nothing is done?)
- Describe the process for identifying transportation solutions
- Develop a toolkit of potential pedestrian and bicycle solution types for discussion



2015



- Technical Advisory Committee Meeting #2 to discuss findings of existing and future “No Build” conditions
- Steering Committee Meeting #3 to discuss findings of existing and future “No Build” conditions
- Planning Commission and City Council Briefings
- Public outreach to share findings and gather input – including topic-specific workgroup meetings, a public open house, online surveys, and small group briefings.



In the “**Evaluate**” stage of the project, we’ll develop an array of potential transportation solutions targeted at the needs identified through the analysis of existing and future “No Build” conditions. Potential solutions will be evaluated against the Goals and Objectives that reflect the community’s values. Both the potential solutions and Goals and Objectives will be refined until we arrive at solutions that are supported by the community. An important part of this process pairs potential solutions with realistic expectations for future transportation funding. The result will be an “illustrative” project list that reflects all desired improvements in the city and a “financially feasible” project list that includes only the highest priority projects that fit within funding projections. Key steps include:

- Evaluate City transportation standards and guidelines that impact how the system is constructed and operated
- Technical Advisory Committee Meeting #3 to discuss recommendations related to City transportation standards and guidelines
- Steering Committee Meeting #4 to discuss recommendations related to City transportation standards and guidelines
- Planning Commission and City Council Briefings
- Develop and evaluate possible transportation system solutions
- Technical Advisory Committee Meeting #4 to discuss solutions considered
- Steering Committee Meeting #5 to discuss solutions considered
- Planning Commission and City Council Briefings
- Public outreach to share findings and gather input – including topic-specific workgroup meetings, a public open house, online surveys, and small group briefings.
- Refine and document the transportation solutions preferred by the community





## Technical Memorandum #4/5 – Draft

**DATE:** May 22, 2015

**TO:** Corvallis TSP Project Management Team

**FROM:** John Bosket, Kevin Chewuk, and Courtney Furman - DKS Associates  
Scott Chapman and Kate Drennan - Nelson\Nygaard

**SUBJECT: Corvallis Transportation System Plan Update**  
**Tasks 3.5 & 3.6 Initial TSP and TDP Goals, Objectives, and Performance Measures Development**

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The purpose of this memorandum<sup>1</sup> is to initiate the process of developing the vision, goals, objectives, and performance measures that will guide the development of Corvallis' TSP, TDP, and future investment decisions. The guidance provided herein is only intended as a starting point for the conversation. We anticipate that this work will evolve throughout the planning process as input is received from the Steering Committee, elected officials, and the general public.

It should be noted that Corvallis intends to engage the community in a new visioning process beginning later this year with completion expected in 2016. As the outcome of that effort becomes available, the project team will revisit the vision, goals, and objectives formed for this plan to ensure they are consistent.

### The Purpose of Performance-based Planning

The project team will apply a performance-based planning approach for developing the Corvallis TSP and TDP. The objective of a performance-based approach is to select investments that most effectively and efficiently achieve desired outcomes. Public input and agency direction establish the desired outcomes. The decisions made to achieve those outcomes are guided by data and analysis describing transportation system performance relative to a select group of measures that track progress toward key goals. Benefits to using a performance-based planning approach include:

- Improved investment decision making
- Improved return on investments and resource allocation

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<sup>1</sup> Technical Memorandum #4 (Initial Goals, Policies, and Performance Measures Development for the TSP) and Technical Memorandum #5 (Initial Goals, Policies, and Performance Measures Development for the TDP) have been combined in this memorandum to simplify the process of discussing goals and objectives.

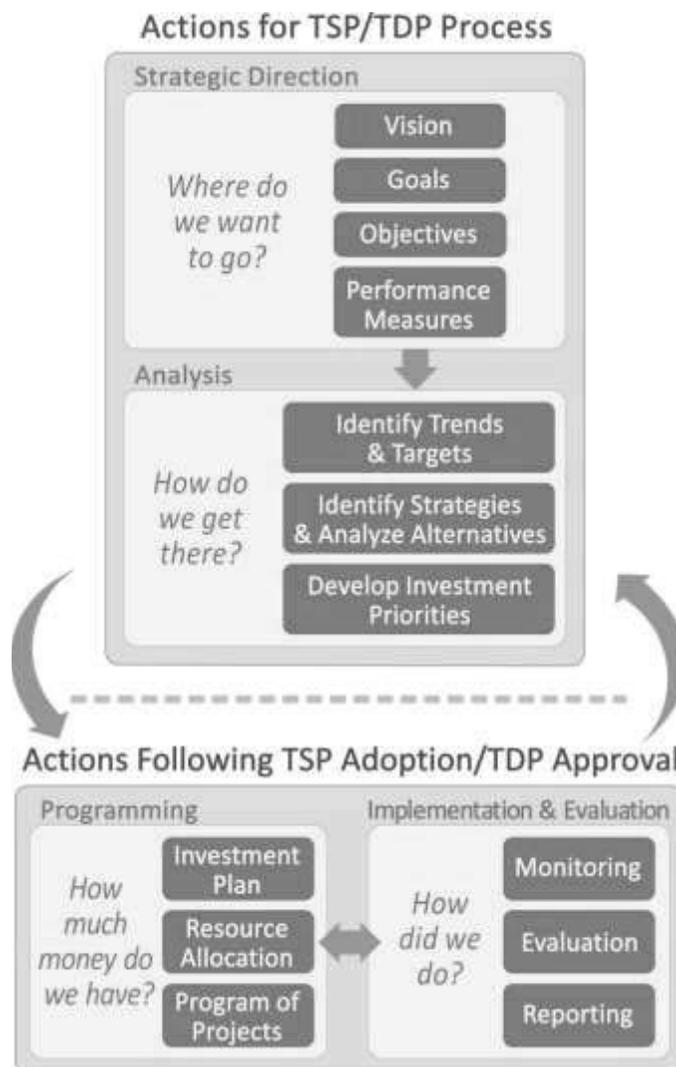


- Improved system performance
- Increased accountability and transparency
- Demonstrated link between funding and performance

## Setting Direction for Transportation Planning

Figure 1 illustrates a framework for a performance-based planning process. The project team will employ the “Strategic Direction” and “Analysis” steps of this framework for the development of the Corvallis TSP and TDP. The remaining “Programming” and “Implementation & Evaluation” steps would be carried out by the city following plan adoption (or plan approval in the case of the TDP, which will not be adopted by City Council). Those involve a continuous process of funding and implementing projects and programs, measuring progress toward plan goals, and reevaluating investment priorities.

**Figure 1: Corvallis TSP/TDP Performance-based Planning Process**



Source: "Performance-Based Planning and Programming Guidebook," FHWA, Sept. 2013.

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The “Strategic Direction” step, involving the establishment of goals, objectives, and performance measures, is the focus of this memorandum. Collectively, these elements describe what the community wants the transportation system to do in the future, as summarized by a **vision statement**. A vision statement generally consists of an imaginative description of the desired condition in the future. It is important that the vision statement align with the community’s core values.

Goals and objectives create manageable stepping stones through which the broad vision statement can be achieved. **Goals** are the first step down from the broader vision. They are broad statements that should focus on outcomes, describing a desired end state. Goals should be challenging, but not unreasonable.

Each goal must be supported by more finite **objectives**. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing objectives, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

**Performance measures** are used to assess progress toward meeting goals and objectives. For the Corvallis TSP and TDP, they will initially be used during the planning process to benchmark how the current transportation system performs. Later, they will be used to inform the selection and prioritization of projects and policies for the plan by describing how well the alternatives considered support goal areas. As the plan recommendations are being implemented over time, the city can continue using these performance measures to monitor trends in transportation system performance and progress toward achieving goals. Because the selection of performance measures can be limited by the data available to evaluate them, the identification of performance measures for the plans will occur after goals and objectives have been defined.

Examples of sets of goals, objectives, and performance measures are provided in Table 1.

**Table 1: Examples of the relationship between goals, objectives, and performance measures**

| Goals  | Objectives                              | Performance Measures                       | Resulting Measureable Objectives                                  |
|--|---|--|---|
| A safe transportation system                               | Reduce the frequency of serious crashes | Number of fatal and serious injury crashes | Reduce fatal and serious injury crashes 50% by 2030               |
| Livable communities that provide a range of travel choices |   | Miles of dedicated bicycle facilities      | Increase the miles of dedicated bicycle facilities by 25% by 2030 |



## Developing Goals and Objectives for the Corvallis TSP & TDP

The project team will begin the process of developing goals for the Corvallis TSP and TDP with the appointed Steering Committee. The results will be shared with the rest of the community, with further input sought to refine them. The project team will then develop a recommended set of objectives and performance measures for use with the new draft goals based on the available data. As we learn more about how Corvallis' transportation system will function in the future, a transportation system vision statement will be developed and further refinement of the goals and objectives may become necessary.

Goals and objectives from other important community and regional planning documents were reviewed to identify common themes and values important to Corvallis. The goals and objectives from existing plans have been summarized in the appendix and cover a wide array of topics that could be applied to the TSP and TDP. From that review, a set of goal areas has been offered below for consideration and as a starting point for the development of goals and objectives for the plans.

### TSP and TDP Goal Areas for Consideration

#### **Goal Area 1: Provide an efficient transportation system that facilitates the local and regional movement of people and goods.**

- Reduce miles of travel and travel time through improved connectivity where “barriers” exist (such as 99W and US 20/34, railroads, waterways, or neighborhoods).  
Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.

#### **Goal Area 2: Provide a safe transportation system.**

- Improve safety at locations with known safety issues.
- Minimize conflicts along high volume and/or high speed corridors.

#### **Goal Area 3: Provide a diversified transportation system that ensures mobility for all members of the community and provides alternatives to automobile travel.**

- Increase transit ridership by improving the quality of available transit service as measured by coverage, hours of service and frequency.
- Develop bicycle and pedestrian facilities that encourage non-vehicular travel.
- Provide direct off-roadway pedestrian and bicycle routes and connections.
- Maintain and support the Corvallis airport as a regional facility.
- Allow for alternative transportation facility designs in constrained areas to minimize impacts to natural resources.

Encourage comprehensive on-site TDM programs - including incentives and disincentives – by major employers & educational institutions.



**Goal Area 4: Provide a transportation system that balances financial resources with community livability and economic vitality.**

- Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes.
- Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State transportation system.



## APPENDIX

*Excerpts showing goals and objectives from other regional and local planning documents are provided as background information and to highlight community values expressed in the past.*



## Existing Goals, Objectives, and Policies

The following sections include goals, objectives, and policies from the Corvallis 2020 Vision Statement, the 1996 Corvallis Transportation System Plan, the Corvallis Transportation Demand Management Plan, the North Corvallis Area Plan, the South Corvallis Area Refinement Plan, the Oregon State University Campus Master Plan, the Benton County TSP, the 2012 Corvallis Area Metropolitan Planning Organization (CAMPO) Regional Transportation Plan, the Oregon Transportation Plan, and the Oregon Public Transportation Plan. These are provided to understand the direction the community and region have previously established for transportation decisions and to provide ideas to facilitate the process of developing a new vision with goals and objectives that reflect current interests.

### Vision 2020 (and the 2013-2014 status report to City Council)

The categories in the 2020 vision statement included the following:

#### Central City

- Central City that is the vibrant commercial, civic, cultural, and historic heart of the county
- The Central City is supported by a commercial center, residential center, the riverfront, civic center, and cultural center

#### Cultural Enrichment and Recreation

- Community that enjoys a cultural life which is rich in the arts and recreational opportunities, and celebrates the diverse talents and cultures of the community
- Cultural enrichment and recreation are supported through festivals, library activities, park facilities, and the securing of art pieces within the community

#### Economic vitality

- Economic vitality anchored by key strategic industries and complemented by a wealth of diverse, environmentally-friendly businesses
- Economic vitality is supported by partnerships between Oregon State University, Hewlett Packard, the Oregon Nanoscience and Microtechnologies Institute, and other researchers

#### Education/Human Services

- High quality educational opportunities are offered and a comprehensive network of health and human services are available to all residents throughout their lifetime
- Education and human services are supported through Oregon State University being an institution that holds land, sea, sun, and space grants, the connection between Oregon State University and Linn-Benton Community College based in Albany, Good Samaritan Regional Medical Center, a highly regarded trauma and research hospital



### Governing and Civic Involvement

- Citizen participation is fostered in all aspects of community decisions, such as vigorous neighborhood associations with meetings and to provide opportunities for formal and informal discussions of community issues
- Governing and civic involvement are supported by the current elected officials, including the Mayor and City Council, as well as volunteer organizations such as the Madison Avenue Task Force

### Protecting our Environment

- Successful integration of the economic and population growth with the preservation of its scenic natural environment, open spaces, clean air and water, wildlife habitat areas, and recreational opportunities
- Protecting our environment is supported by the abundant recreational opportunities including parks, natural areas, bike paths and bike lanes, ease of alternative transportation, use of green energy, and storm water management strategies to improve water quality, enhance fish and aquatic habitat and ensure proper handling of excessive water from heavy rain events

### Where People Live

- Offer balanced and diverse neighborhoods that incorporate mixed-use, that are accessible to residents without driving, to form the building blocks that support a healthy social, economic, and civic life
- Where people live is supported by being a bicycle friendly community, providing riverfront housing opportunities, and an improved transit system

The performance measure highlights in the 2013-2014 Vision 2020 status report to City Council included the following:

### Sustainability

- Conserve resources by reducing fuel and paper use
- Provide a local business environment that supports a successful, diverse traded-sector entrepreneurial community
- Remain below the national average of 10% annually for water loss in the distribution system
- Reduce printing and staff time through implementation of Electronic Citation Process

### Diversity

- Assure that low income residents' housing needs are met in a cost effective manner
- Offer Library programs reflecting the diverse populations within Benton County
- Continue to design recreation programs to be inclusive, creating an opportunity for our diverse community to come together



#### Citizen Involvement

- Maximize citizen satisfaction with the quality of City services, City communications and outreach
- Interact with at least 10% of residents (city and rural district) in public education events annually
- Provide opportunities for public involvement on boards, commissions, and public meetings
- Increase diversity of applicant pool through target recruitment outreach efforts

#### Cost Efficiency

- Increase organizational efficiency in providing service output
- Increase community safety by maintaining overall number of traffic accidents resulting in injuries/fatalities at less than the State average of 5.1 per thousand population
- Have utility rates that contribute to Corvallis being an attractive place to live
- Maintain transit operating costs below average of \$2.70 per transit ride

### Corvallis Transportation System Plan (1996)

The current Corvallis TSP highlights existing plan policies supporting transportation that could be carried forward, as well as recommended new policies to continue guiding transportation plans.

#### Existing Comprehensive Plan Policies

- The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.
- The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.
- The City shall develop and promote alternative systems of transportation which will safely, economically and conveniently serve the needs of the residents.
- Special consideration in the design of the transportation system shall be given to the needs of those people who have limited choice in obtaining private transportation.
- The transportation system shall give special consideration to providing energy efficient transportation alternatives.
- The City shall maintain a long range transportation plan that will be periodically reviewed and updated.
- The City shall establish a Capital Improvement Program for the transportation system which:
  - Is subject to annual review
  - Is consistent with the land use policies of the Comprehensive Plan and considers other facility plans



- Defines the locations of rights-of-way necessary for the creation of a community-wide transportation system
- Establishes a priority for improvements to the system
- Provides for the needs of all modes of transportation within the rights-of-way
- Considers the economic impacts upon properties resulting from transportation improvements

### **Recommended Additional Transportation Policies**

- The transportation system shall reflect consistency with the Corvallis Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts.
- Uniform construction standards which accommodate all transportation modes shall be maintained for the City's transportation system.
- ODOT should fund, maintain, and improve all State Highway facilities (OR 99W, OR 34 and US 20) to meet level of service standards contained in the Oregon Highway Plan. When specific construction plans are proposed, ODOT should prepare comprehensive roadway designs that recognize urban usage for surface transportation modes, including facilities for pedestrians, bicycles, transit, drainage, curbs, and gutters.
- Corvallis will invest in planning and coordinate with the state and counties to develop highly detailed transportation and access plans that firmly fix the location of future arterial and collector streets for each developing sector with the Corvallis urban growth boundary.

### **Corvallis Transportation Demand Management Plan (1998)**

The TDM Plan focuses on four topic areas to achieve the transportation goals.

#### **TDM Support Facilities**

- Pedestrian and bicycle infrastructure and access management to support non-automobile travel.

#### **City supported programs**

- Education and monitoring efforts to promote alternative modes, as well as incentives (fee waivers, civic recognition, variances, etc.) for alternative modes and disincentives (additional or increased fees, parking limitations, etc.) to automobile dependence;

#### **Transit Plan**

- Substantially increased transit service provide a genuine alternative to automobiles and reduce per capita vehicle miles traveled; and



### **Land Use Plan**

- Reducing travel demand by providing a genuine alternative to automobiles and reduce per capita vehicle miles traveled; and bringing residences and jobs closer together.

### **North Corvallis Area Plan (2002)**

The plan has six guiding principles, including the following:

- Natural resource protection: dense development away from most sensitive areas
- Accessible open space network: spine of inter-connected natural features, parks and corridors with access
- Distributed but concentrated development: pedestrian-scaled local service and employment centers within walking distance of residences and larger scaled employment and commercial centers on heavily traveled corridors with transit potential
- Development pattern and landscape fit: land use and development patterns compatible with landscape character
- Transportation alternatives to private automobiles: transit service within walking distance of most residences, safe, direct, and convenient bicycle and pedestrian routes, on-street and off-street alternative mode system, and accessible, convenient transit routes and centers
- Local employment: strategically located major employment centers that are accessible from transit, bicycle, and pedestrian routes

### **South Corvallis Area Refinement Plan (1998)**

The plan recommends four transportation strategies, including the following:

- New land use plan that promotes local trips by supporting transit and enhancing convenience of walking and biking
- Access management to add capacity by reducing turning conflicts and enhancing traffic flow
- Transportation demand management to reduce or shift demand on the system through various programs, such as transit subsidies by employers, incentives and facilities for employees who walk/bike to work, and flex time and/or telecommuting
- Promotion and enhancement of transit, walking and biking through increased coverage and more frequent transit, reduced fares, and advertising and promotion

### **Oregon State University Campus Master Plan (2004)**

#### **Key Standards or Policies**

- Plan and construct OSU transportation system improvements consistent with the City of Corvallis Comprehensive Plan, Land Development Code, Transportation Plan, and Standard, Construction Specifications.



- OSU shall continue to implement Transportation Demand Management (TDM) measures such as the pre-paid mass transit program and explore opportunities to further reduce reliance on single occupancy vehicles. OSU shall report TDM activities taken and measure of effectiveness with annual parking.
- Consider TDM principles, such as continued participation in the pre-paid mass-transit pass program and other measures, whenever possible to avoid or delay construction of new transportation facilities and to reduce reliance on automobiles.
- Consider improvements to sidewalks, multi-use paths, on-street bicycle lanes, street alignments, intersections, turn lanes, and road striping as part of the physical development of campus, constructing the improvements as needed or as conditions warrant.
- Ensure that the cost of required transportation improvements associated with a project are included in the project construction budget.
- Develop an internal funding mechanism that requires that new construction and significant remodeling projects are assessed for needed campus infrastructure and other improvements. An assessment adjustment shall be made for projects that include infrastructure improvements.
- Implement improvements along 35th Street in accordance with the OSU-City 35th Street Improvement Agreement.
- Design the transportation system to emphasize and encourage walking as the primary form of transportation in the campus core area.
- Encourage alternative modes of transportation (e.g., walking, bicycling, car/vanpooling, transit).
- Organize the campus core such that academic uses are within a 10-minute walk to facilitate student travel between classes.
- Consider pedestrian amenities (lighting, sidewalks, bench placement, planters, courtyards, quads, transit stops/shelters, bike racks, recycling receptacles, etc.) as part of typical street improvements.
- Continue to maintain the transportation system of streets, roads, paths, sidewalks, and bicycle lanes for safety and good operating conditions.
- Continue to support the campus shuttle service.
- Continue to maintain and enhance pedestrian walkways throughout the campus, especially with new development.
- Reinforce the pedestrian nature of campus by minimizing the need for private automobiles for cross-campus travel. This shall be done by locating parking areas on the campus perimeter and by maintaining a street system that directs traffic to nearby collectors and arterials, to the maximum extent practicable.
- Establish a pedestrian network of paths and sidewalks for safe and convenient access to sites on and off campus.



- Develop a campus-wide bicycle route system that uses a combination of on-street bike lanes and off-street multi-use paths.

## **Benton County TSP (2001)**

The transportation system goals for the Benton County TSP are as follows:

### **Mobility, Circulation, and Safety Goals**

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

## **CAMPO Regional Transportation Plan (2012)**

The plan includes the following recommended policies for implementation throughout land use and transportation decision-making processes:

### **1. Transportation System Management**

- a. Provide for the safety of motorists, bicyclist and pedestrians.
- b. Manage the transportation system to support the economic vitality of the area.
- c. Promote alternative modes of transportation and take measures to reduce reliance on SOVs.
- d. Preserve, protect and maintain the existing transportation system.
- e. Provide for transportation system connectivity to reduce vehicle miles of travel.
- f. Provide for movement of people and freight within and to destinations outside of the Planning Area.
- g. Construct bike and pedestrian facilities as a component of all arterial and collector construction.
- h. Improve gateways to the area and preserve historic transportation structures.
- i. Construct trails, bikeways, transit and pedestrian facilities.
- j. Allocate the majority of the area's allotment under the Surface Transportation Program (STP) to the maintenance and preservation of the existing transportation system.



## 2. Transportation Demand Management

- a. Provide transportation choices for all people.
- b. Support public transportation for both interurban and intra-urban trips.
- c. 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.
- d. Develop a coordinated transit service throughout the Planning Area and to neighboring destinations.
- e. Monitor and modify, as needed, transit routes to serve the highest number of passengers.
- f. Engage with employers to reduce vehicular trips by developing transportation management associations.
- g. Seek funding to enhance TDM activities.
- h. Promote carpool and vanpool programs.
- i. Connectivity of transit, bicycle routes and pedestrian facilities shall be considered in the development review process for new developments.
- j. Require planning for a network of bikeway and pedestrian facilities within new developments (internal circulation).
- k. Construct Park and Ride facilities on the periphery of the Planning Area and adjacent to transit routes.
- l. Support car-share and bike-share programs.

## 3. Land Use Management

- a. Land use and transportation decision making processes should be coordinated.
- b. Promote higher residential density standards to make land use compatible with operation of viable public transportation.
- c. Promote developments which blend commercial and residential uses.
- d. Promote in-fill development.
- e. Promote development of grid street pattern.

## 4. Environment Protection

- a. Preserve and protect the natural environment (air, water and soil).
- b. Promote sustainability and livability throughout the transportation decision making process.
- c. Preserve and protect the natural beauty of the area.



d. Preserve and protect the integrity of neighborhoods.

#### 5. Energy Conservation

- a. Remain appraised of the energy outlook and its impacts on the transportation system to update the Transportation Plan every five years.
- b. Promote the use of renewable and alternative energy sources/fuels, such as bio-diesel and electricity, to reduce dependency on petroleum-based products.
- c. Promote alternative modes of transportation through land use and transportation decision-making processes to reduce demand for vehicular trips and particularly, single occupancy vehicle trips.

#### 6. Parking Management

- a. Encourage major employers to use incentives that promote greater use of alternative transportation modes by employees, and disincentives for the use of workplace parking.
- b. Give priority to the parking needs of those who carpool or vanpool, while accommodating visitors and persons with disabilities.
- c. Limit the number of parking spaces required for new developments.
- d. Encourage workplace incentive programs for public transportation, carpooling and vanpooling.
- e. New development within or near central business districts should require fewer parking spaces than those in outlying areas.
- f. Encourage new developments to locate buildings near the street and provide parking behind buildings.
- g. Position parking in a manner that minimizes conflict with bicycle and pedestrian access.
- h. Encourage shared parking among neighboring businesses.
- i. Encourage telecommuting of employees.
- j. Encourage the consolidation of commercial driveways to the degree practicable

The Sustainability recommendations of the RTP include:

#### Reduce GHG Emissions

- Model CO<sub>2</sub> emissions with the region's transportation model to provide information on the CO<sub>2</sub> emissions of existing and/or future transportation networks.
- Consider CO<sub>2</sub> emissions when prioritizing transportation projects.
- Fund pedestrian and bicycling programs and facilities that are likely to result in auto trip reduction.



- Research successful strategies for reducing GHG emissions to develop best practices for local implementation.
- Provide reliable transit services to all trip generators to reduce driving.
- Support maintenance, upgrades and enhanced efficiency of public transit services.
- Support the expansion of ride-sharing and carpool programs.

#### Promote Fuel-Efficiency and Cleaner Vehicles

- Support vehicle retrofits and the purchase of cleaner motor vehicles in public transit fleets.
- Upgrade bridges to lift weight restrictions for freight.
- Support initiatives to reduce unnecessary idling.

#### Integrate Transportation and Land Use Planning

- Support and promote Transit-Oriented developments (TODs).
- Support and promote the “5 D’s” of sound land use planning: Density, Diversity, Design, Destination Accessibility, and Distance [to transit].

#### Integrate Transit, Cycling, and Walking as Viable Alternatives to the Car

- Make transit easier to use by decreasing wait times, coordinating fares and creating seamless transfers among transit systems. Also work to create connections to bicycle and pedestrian facilities.
- Real time information at transit stops and on board transit.
- Traffic signal prioritization for buses.
- Incorporate mid-block connections, and multi-use paths into residential subdivisions.
- Encourage bicycling and walking through events, commute campaigns and public awareness campaigns.
- Encourage development of bicycle parking and clothes changing facilities at worksites, transportation terminals and other destinations. Establish standards for bicycle parking including size, number of spots, proximity to entrance and space needed around the parking to adequately fit bicycles.
- Publish local and regional cycling maps showing recommended cycling routes and facilities, roadway conditions (shoulders, traffic volumes, special barriers to cycling, etc.) hills, recreational facilities, and other information helpful to cyclists.
- Improve walking and cycling safety through traffic calming, streetscape and complete streets policies. Ensure that sidewalks are ADA-compliant and well-lit.
- Create safer bicycle and pedestrian crossings. Place pedestrian-activated signals at high-activity mid-block locations and intersections. Realign pathways further from their parallel streets when they approach intersections to help avoid collisions with right-turning cars. Also make bike lane crossings highly visible with pavement paint or signs.



- Develop and publicize internet tools for bicycling, such as bike route mapping and trip planning.

Implement environmentally sound roadway construction standards

- Reuse existing pavement materials.
- Reduce lifecycle impacts from extraction and production of virgin materials.
- Promote use of locally sourced materials to reduce impacts from transportation emissions, reduce fuel costs, and support local economies.
- Reduce lifetime energy consumption of lighting systems for roadways.
- Make roadway capital assets last longer and perform better by preserving and maintaining them.
- Utilizing pavement technologies which reduce environmental impacts (such as long-life pavement, permeable pavement, warm mix asphalt, cool pavement and quiet pavement).

## Oregon Transportation Plan (2006)

Each of the OTP's seven goals is defined by more specific policies and strategies:

**OTP Goal 1, Mobility and Accessibility**, aims to enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

**OTP Goal 2, Management of the System**, aims to improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

**OTP Goal 3, Economic Vitality**, promotes the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

**OTP Goal 4, Sustainability**, seeks to provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments.

**OTP Goal 5, Safety and Security**, aims to plan, build, operate and maintain the transportation system so that it is safe and secure.



**OTP Goal 6, Funding the Transportation System,** seeks to create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

**OTP Goal 7, Coordination, Communication and Cooperation,** ensures coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

### **Capital Improvement Goals**

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

### **Community Goals**

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

### **Economic Development Goals**

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

## **Oregon Public Transportation Plan (1997)**

While ODOT is currently undertaking an update to the plan, the goals and policies found in the plan will continue to guide Corvallis in their transit planning. The vision adopted by the Oregon Public Transportation Plan Advisory Committee, and which guides the plan includes:

- A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable and safe manner that encourages people to ride.
- A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs.



- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians.

City Council Worksession  
June 4, 2015

#### Transportation System Plan Goal Examples

##### Oregon City TSP Goals

- Health and Safety of Residents
- Effective and Efficient Management of the System
- Environmentally and Fiscally Sustainable System
- Equitable, Balanced and Connected Multimodal System
- Fundable
- Convenient and Available Multimodal System
- Prosperous and Competitive Economy
- Compliant with State and Regional Transportation Plans

##### Wilsonville TSP Goals

- Safe
- Connected and Accessible
- Functional and Reliable
- Cost Effective
- Compatible with Comprehensive Plan
- Robust Variety of Transportation Choices
- Promotes Livability