

GOAL 12

TRANSPORTATION

The residents of Benton County recognize the importance of nurturing and sustaining public infrastructure and human systems that address adequate and affordable food, shelter, transportation, education, health care, public safety, and other vital services.

Benton County Comprehensive Plan Value Statement

GOAL 12

TRANSPORTATION

Overview

The Benton County Transportation System Plan (TSP) adopted by the Board of Commissioners effective August 9, 2001, is an element of this Comprehensive Plan. The policies for Goal 12 are extracted from that TSP. The adopted TSP itself is located in a separate binder in the Community Development Department library.

In the fall of 1995, Benton County initiated a study of its transportation system to comply with the State's Transportation Planning Rule (Oregon Administrative Rule 660-12-015). This process was completed in 2001 by adoption of a Transportation System Plan and revisions to the Transportation element of the Comprehensive Plan.

This Plan element is intended to provide the framework for an efficient and effective transportation system in Benton County. Transportation policies are implemented through the County's Transportation System Plan (TSP) and the Benton County Development Code.

The Transportation System Plan and the following policies address various forms of transportation, including pedestrian, bikeways, motorized vehicles, public transportation, air and water transportation, and railroads. The objective is to achieve a balanced system that develops and utilizes each of these types of transportation.

Through implementation of these policies, the County seeks to:

- Provide choices of alternative travel modes;
- Maximize the efficiency of existing facilities;
- Intertwine quality of life, land use and transportation decision-making; and
- Provide equitably funded, safe, efficient, cost-effective mobility and accessibility to all County residents, businesses, and emergency services within and across County boundaries.

The following policies are based on information included in the Transportation System Plan, which was previously adopted as part of the Comprehensive Plan. The complete TSP exists in a separate document available at the Community Development Department.

County Boards & Committees:

- Bicycle Advisory Committee
- Roads Advisory Committee
- Special Transportation Advisory Committee
- 12 Road Districts

Multi-Jurisdictional Boards

- Linn-Benton Loop Transit Commission
- Area Commission on Transportation
- Corvallis Area Metropolitan Planning Organization (CAMPO)

Cross-References

Additional related policies :
Goal 2 Land Use Planning
Goal 5 Natural Resources
Goal 9 Economic Development
Goal 11 Public Facilities & Services
Goal 13 Energy Conservation
Goal 14 Urbanization

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Statewide Planning Goal 12

To provide and encourage a safe, convenient and economic transportation system.

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

Excerpt from
OAR 660-015-0000(12)

Benton County Goal

Transportation

The County seeks to preserve, protect, and promote the county’s livability, sustainability, and vitality by:

- Providing choices of alternative travel modes,
- Maximizing the efficiency of existing facilities,
- Intertwining quality of life, land use, and transportation decision-making, and
- Providing equitably funded, safe, efficient, cost-effective mobility and accessibility to all county residents, businesses, and emergency services within and across county boundaries.

Policy Sections

- 12.1 Mobility, Circulation & Safety
- 12.2 Capital Improvement
- 12.3 Community
- 12.4 Economic Development



Monroe

Policies

- 12.1.1** Benton County shall develop a transportation system to facilitate appropriate travel modes including:
 - a. Providing safe interactive multi-modal facilities.
 - b. Ensuring mobility to the transportation disadvantaged.
 - c. Coordinating with local agencies and providers to expand transit services.
 - d. Seeking ways to provide public transportation choices within the commuter corridors within the county.
- 12.1.2** In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should:
 - a. Minimize rail crossings of the automobile roadway system;
 - b. Maintain safe operations at rail crossings for all modes;
 - c. Minimize delays to rail operations due to conflicts with the automobile roadway system;
 - d. Discourage residential development near rail lines; and
 - e. Actively plan for and promote the idea of commuter rail service between Albany and Philomath at the earliest possible time.
- 12.1.3** Benton County shall develop plans and projects in accordance with roadway classification and functions.
- 12.1.4** Benton County shall support Oregon Department of Transportation's (ODOT) efforts to maintain highway mobility and implement access management standards.
- 12.1.5** Benton County shall ensure an adequate truck route network for hauling local farm and forest products.
- 12.1.6** Benton County shall not encourage diversion of through truck traffic from State highways onto the County system
- 12.1.7** Benton County shall ensure that major new developments provide both primary and secondary access for emergency services.
- 12.1.8** County bicycle facilities shall be developed with ongoing citizen and community involvement.
- 12.1.9** In bicycle facility planning, high priority will go to projects that complete needed links or otherwise eliminate obstacles to full use of existing facilities. Priority shall be given to completing commuter routes.
- 12.1.10** Land division rules and road standards shall address the need for bike and pedestrian accessways that ensure connections between activity centers through the use of easements or right-of-way dedication. The Oregon Bicycle and Pedestrian Plan (1995) may be used for reference in creating appropriate standards.

12.1 Mobility, Circulation and Safety

The viability of the railroad in Benton County is interdependent with the whole WPRR system. If rail service were terminated, truck traffic could increase throughout the county, depending on the reason service was terminated (obviously, closure of a mill would cease all freight movement from that location, whether by rail or by truck). This truck traffic would use the road corridors that already carry the most traffic and experience the greatest congestion. Therefore, it is in the County's interest to encourage continued rail freight service, whether or not the county ever develops as a more significant freight generator. Passenger rail service from Corvallis east to Albany or north to McMinnville and Portland is not economically viable at this point; however, the County should encourage more frequent and convenient public transit connections to existing passenger rail service, particularly when high speed rail service begins operating in the Willamette Valley.

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12.1 Mobility, Circulation and Safety



Policies

- 12.1.11** Where possible, community activity centers such as schools, parks, employment centers, shopping areas and major transit stops shall provide bicycle and pedestrian facilities in their site design.
- 12.1.12** Traffic impacts of development will be mitigated by requiring:
- a. A traffic analysis that identifies adverse impacts to transportation flow caused by development and demonstrates how adverse impacts will be mitigated.
 - b. Rights-of-way dedication of land where existing rights-of-way are inadequate or are needed for future roadways as development occurs.
 - c. Developers to make roadway improvements for their portion of the roadway based on: 1) existing conditions, 2) rough proportionality to the impacts of the development and 3) the functional classification of the road.
 - d. Bonding or agreement to participate in future improvements when the development has a significant impact that is identified through a traffic analysis and which impact cannot be mitigated in conjunction with or through design of the particular development.
- 12.1.13** Benton County shall seek ways to provide public transportation choices within the commuter corridors in the county.
- 12.1.14** The formation of a Transit District is the preferred means of providing intercity and rural transportation services within the region
- 12.1.15** Land use actions affecting state highways shall be consistent with the Oregon Highway Plan.
- 12.1.16** Benton County shall use volume/capacity ratios and spacing standards from the Oregon Highway Plan (OHP) for projects and development proposals affecting state highway facilities. Decisions on alternatives shall be evaluated in accordance with the OHP.
- 12.1.17** Benton County commits to making necessary transportation policy changes to the Transportation System Plan (TSP) in the next periodic review cycle as follows: existing and projected traffic volumes will be updated, and traffic capacity analysis will be changed from level of service (LOS) to volume/capacity (V/C) ratios.

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- 12.2.1** Benton County shall maximize the useful life of existing facilities by implementing a pavement management system and evaluating how proposed uses will impact traffic circulation.
- 12.2.2** Benton County shall work towards achieving adequate and equitable long-term funding mechanisms.
- 12.2.3** Benton County shall maintain a Transportation Improvement Program.
- 12.2.4** Project scheduling shall be considered in a systematic manner, based on a priority rating process, ODOT's funding strategies, and available financial resources. Consideration shall include safety and economic factors.
- 12.2.5** Projects impacting state highway facilities are identified in the plan, but identified solutions are suggestions and will be evaluated and determined through ODOT's planning and project development process.

12.2 Capital Improvement



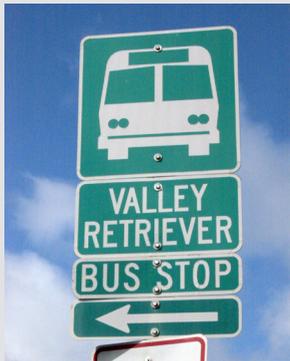
Alexander Bridge



Hayden Bridge

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12.3 Community



Policies

- 12.3.1** Benton County shall provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County to the extent possible.
- 12.3.2** The Transportation System Plan will be periodically evaluated and updated, to assure consistency with changing needs and philosophies.
- 12.3.3** When considering major transportation projects, Benton County will address the following concerns:
- the more energy efficient alternative shall be preferred whenever practical.
 - the economic analysis shall consider long-term user costs, travel time, construction costs and maintenance costs, and other economic factors.
 - minimizing adverse social, economic and environmental impacts shall be considered including alternative mode considerations.
 - transportation needs of persons with disabilities shall be considered in design of facilities.
 - coordination shall be pursued with adjacent governmental jurisdictions.
- 12.3.4** Benton County shall coordinate development of its transportation planning and project development with all affected jurisdictions, including federal, state, regional, county, and cities. One part of the ongoing coordination will be to notify public agency transportation providers (metropolitan planning organization, public transit operators, municipal airport, and ODOT) of the following land use actions:
- land use applications that require a public hearing;
 - subdivision and partition applications;
 - other applications which affect private access to roads; and
 - other applications within airport noise corridors and imaginary surfaces, which affect airport operations.
- 12.3.5** Comprehensive Plan amendments affecting land use designations, densities and design standards shall be consistent with capacities and levels of service of facilities identified in the Benton County TSP.

Policies

- 12.4.1 Benton County shall preserve and protect transportation corridors essential to the economic vitality of the county.
- 12.4.2 Benton County shall promote the use of freight rail and air service to reduce trucking activity on County roads.
- 12.4.3 In order to promote the viability of rail transportation, and to facilitate its operation, Benton County should:
 - a. Minimize rail crossings of the automobile roadway system;
 - b. Maintain safe operations at rail crossings for all modes;
 - c. Minimize delays to rail operations due to conflicts with the automobile roadway system; and
 - d. Discourage residential development near rail lines.
- 12.4.4 Benton County shall promote efficient and affordable transportation to existing regional airports (Portland and Eugene).
- 12.4.5 Major transportation facilities shall be located so as to avoid dividing existing economic farm units and urban social units, unless no feasible alternative exists.
- 12.4.6 Benton County shall cooperate with the Oregon Department of Transportation in the programming, environmental review, design, and where appropriate, construction of state highway improvement projects within the county. [Ord 91-0080]
- 12.4.7 Any proposal to designate an area for residential development within the Airport Overlay Zone's Approach Safety Zone shall be subject to an assessment of the impact of the proposed development on airport operations and expansion in accordance with the Corvallis Airport Master Plan.
- 12.4.8 Benton County shall provide for the protection of the Corvallis Airport by ensuring that lands within the surrounding area will not develop so as to conflict with airport operations or programmed expansion. [Ord 91-0080]

12.4 Economic Development



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Findings and References

12.1.a The Transportation Planning Rule requires the Transportation System Plan (TSP) address the following elements:

- a. A bicycle/pedestrian plan
- b. An air, rail, and pipeline plan.
- c. A transportation finance plan
- d. Policies and ordinances for implementation.

12.1.b The majority of roadway congestion will occur on the state highway system.

12.1.c Limited new road construction to improve connectivity could allow the County road system to relieve some congestion.

12.1.d Even with improved connectivity and aggressive efforts to decrease dependence on the automobile, U.S. 20 between Albany and Corvallis and U.S. 20/Highway 34 between Corvallis and Philomath will need to be widened to provide operational capacity that complies with state capacity standards for the next 20 years.

12.1.e Financial constraints will require the lowest-cost alternatives suitable for meeting the needs of the next 20 years and may require a compromise of the vision and/or goals.

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Findings and References

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