

Welcome!

Benton County

Transportation System Plan

Open House



What is the Transportation System Plan?

The Transportation System Plan (TSP) is a long-range document that guides the expansion and operation of our transportation network for all modes of travel over the next 20 years. The County's current TSP was adopted in 2001 and is currently being updated to reflect the latest community vision, infrastructure systems, and growth projections. This process creates an opportunity to work with residents and businesses to shape the future of the ways people get around in Benton County – including bicycles, sidewalks and trails, vehicles, transit, and freight. An updated TSP will enable the City to more effectively compete for limited federal and state funds by establishing clear support for specific transportation priorities.

Where we are in the process

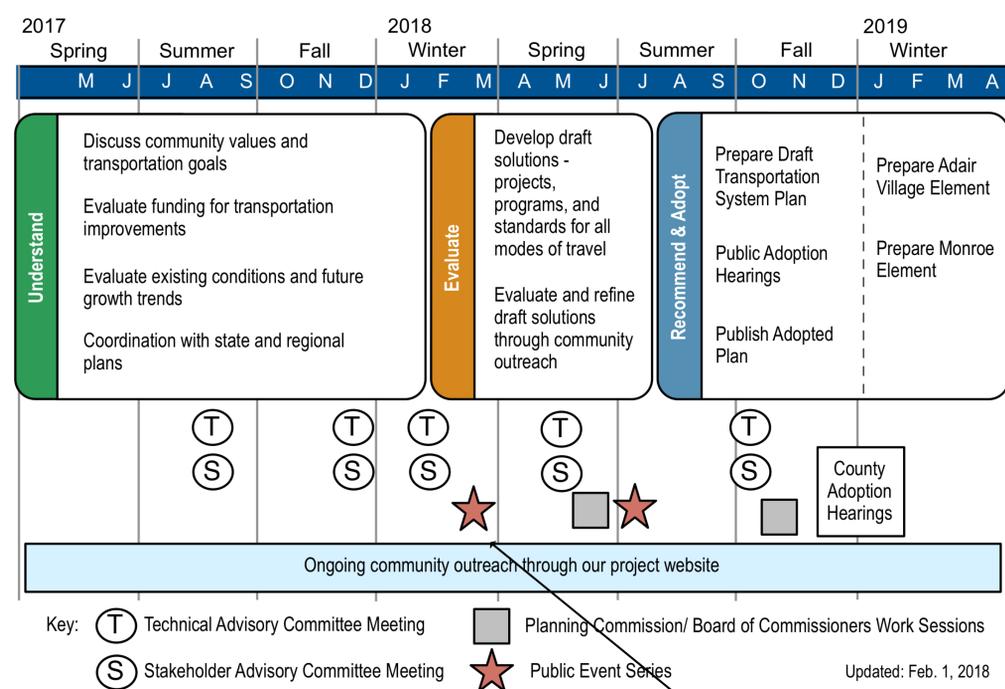
The project team is just completing the “Understand” phase of the TSP update (see project schedule to the right). This included the development of project Goals and Objectives with the Stakeholder Advisory Committee, an evaluation of the current transportation system, and an assessment of how projected growth through the year 2040 might change travel conditions.

Following this Open House, we'll begin the development of recommended solutions for addressing Benton County's transportation needs for the next 20 years. The draft recommendations will be shared at a second Open House this summer.

Why are we updating the TSP?

Since the last TSP was adopted numerous other local transportation plans have been adopted or are currently being updated. By updating the County's TSP we can reflect new projects from these plans. Some of these plans are:

- 2040 Thriving Communities Initiative
- Philomath TSP
- Corvallis TSP
- Albany TSP
- Corvallis Area MPO RTP
- Albany Area MPO RTP
- Connectivity Plan for the City of Monroe and South Benton County



We are here!

How to stay involved!

- Fill out a questionnaire
- Visit www.co.Benton.or.us/tsp to join the mailing list
- Contact Laurel Byer at laurel.byer@co.Benton.or.us

¿Necesita traducción al español?

Para solicitar información del proyecto en español, utilice el formulario para contactar al equipo en www.co.Benton.or.us/tsp o póngase en contacto con Laurel Byer, laurel.byer@co.Benton.or.us

Benton County TSP Goals

The Stakeholder Advisory Committee reviewed the 2001 TSP goals and compared them to the goals from more recent TSPs from neighboring jurisdictions and the 2040 Thriving Communities Initiative. This discussion led to a revised set of goals for this TSP update to reflect changes in transportation and community values. These goals are:

- **Safety:** A safe transportation system minimizes risks and conflict.
- **Equity:** Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes.
- **Health:** The transportation system should encourage healthy lifestyles.
- **Environment:** The transportation system should allow a community to live harmoniously with the environment.
- **Mobility and Circulation:** The transportation system should efficiently connect people with where they want to go.
- **Economic Development:** Transportation should support a thriving economy.
- **Financial Stewardship:** Investments in transportation should manage assets efficiently and responsibly.

Benton County Growth & Demographics

Benton County Population Growth

| | 2017 | 2040 | % Increase |
|----------------------------|--------|---------|------------|
| Benton County Total | 92,287 | 113,169 | 1.0% |
| Adair Village | 928 | 2,075 | 5.4% |
| North Albany | 7,586 | 10,850 | 1.9% |
| Corvallis | 61,449 | 75,227 | 1.0% |
| Monroe | 637 | 675 | 0.3% |
| Philomath | 5,169 | 7,493 | 2.0% |
| Unincorporated | 16,517 | 16,849 | 0.1% |

Data from PSU Population Research Center. 2000-2010 Census Counts (incorporated areas) and population forecasts (Urban Growth Boundaries). This data may not completely reflect planned residential development in Adair Village or Monroe.

- 18% increase in population since the year 2000 (approximately 1.1% annual increase)
- forecast of over 110,000 total residents by 2040

Aging Population

The proportion of Benton County residents over the age of 65 is predicted to grow from 12% in 2010 to 17% in 2040. The increase in the elderly population has a measurable impact on the transportation system. As elderly residents become unable to drive, they will become increasingly dependent on other modes of transportation and will require accessible facilities to lead full and healthy lives.

Persons with Disabilities

According to the Oregon Office on Disability and Health's "2013 Annual Report on the Health of Oregonians with Disabilities," 22.4% of Benton County residents have some form of disability. The number of persons with disabilities in Benton County is greater than both statewide and national averages. The collective belief of the health, social service, and transportation professional community in Benton County is that the population of persons with disabilities increased between 2000 and 2016 and will continue to increase in the future, most likely on a level commensurate with the increase in the County's overall older adult population.

Growth in Adair Village and Monroe

Adair Village is expected to experience significant growth by 2040, with proposed and expected residential development resulting in approximately 600 new homes. The City of Monroe is expecting a new 55-unit subdivision, Red Hills Estates, in the lot south of Orchard Street and between 9th Street and 10th Street. This would account for more growth than previously anticipated.

Low-Income Persons

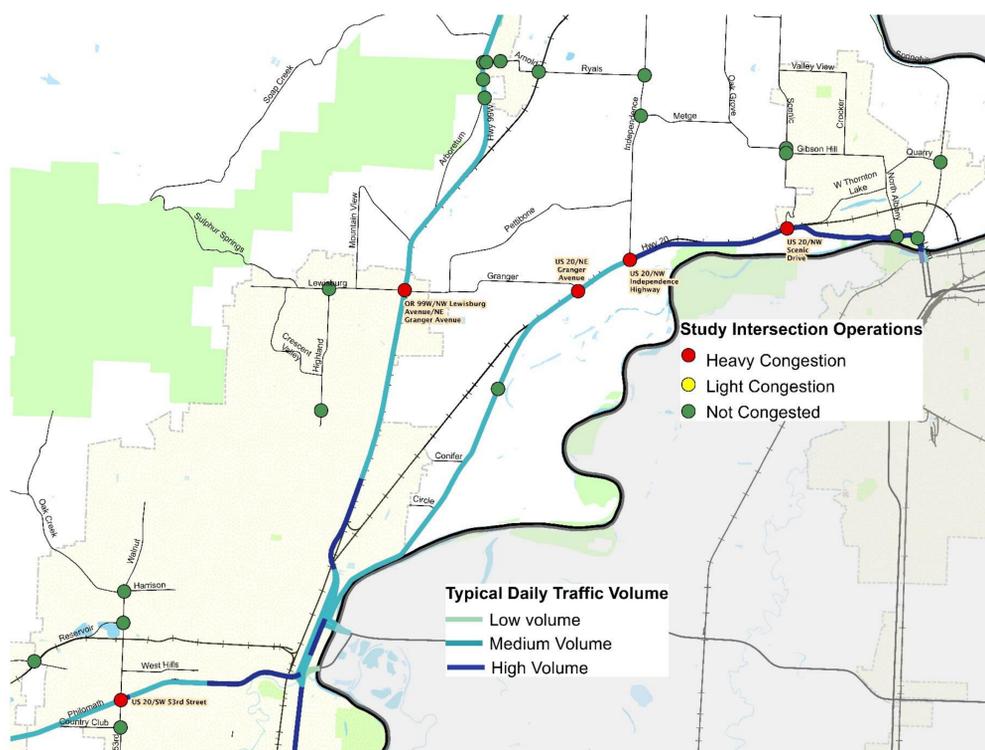
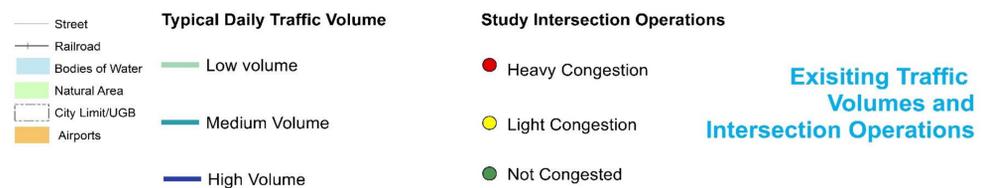
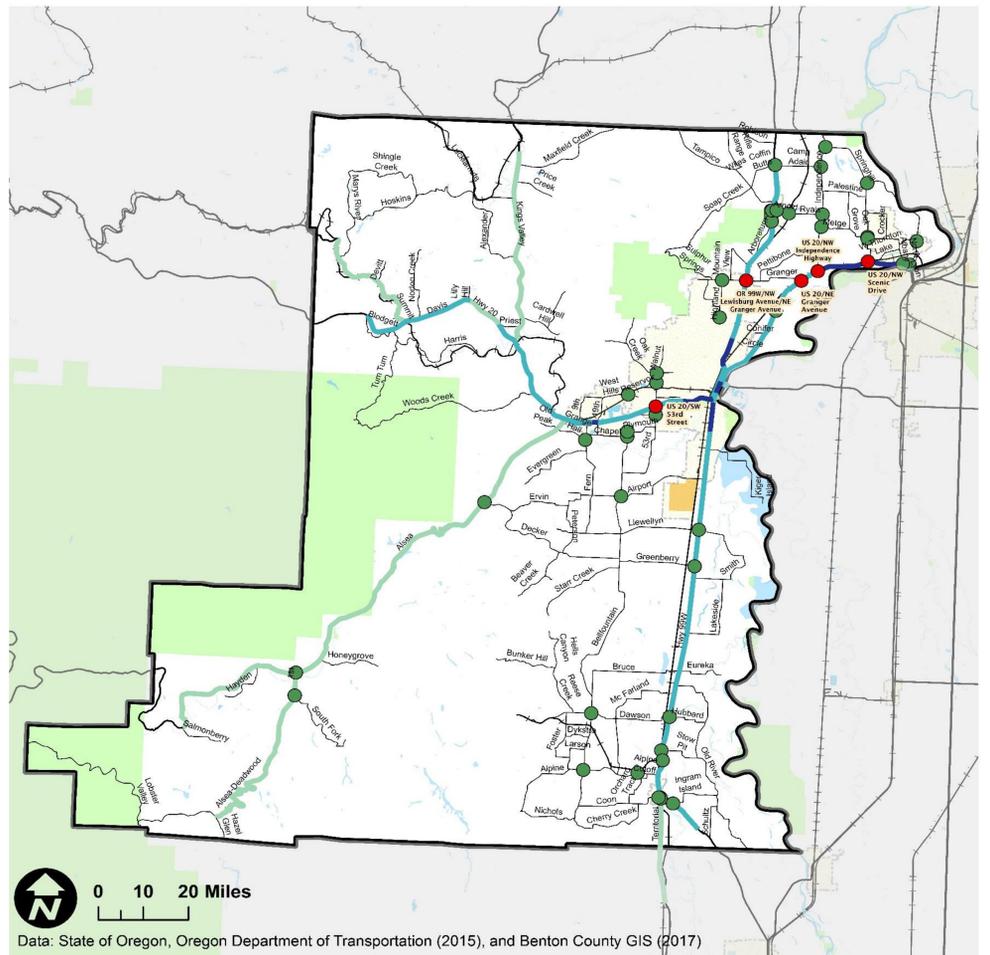
Approximately 30% of County residents are identified as low-income. In 2007-2009, the County had a higher percentage of individuals below the poverty level than in the state and nationally. The highest percentage below the poverty level were female, single parent families. Monroe had the highest percentage increase in low-income residents. Low-income residents living in Benton County may need more affordable transportation services.

Benton County Congestion

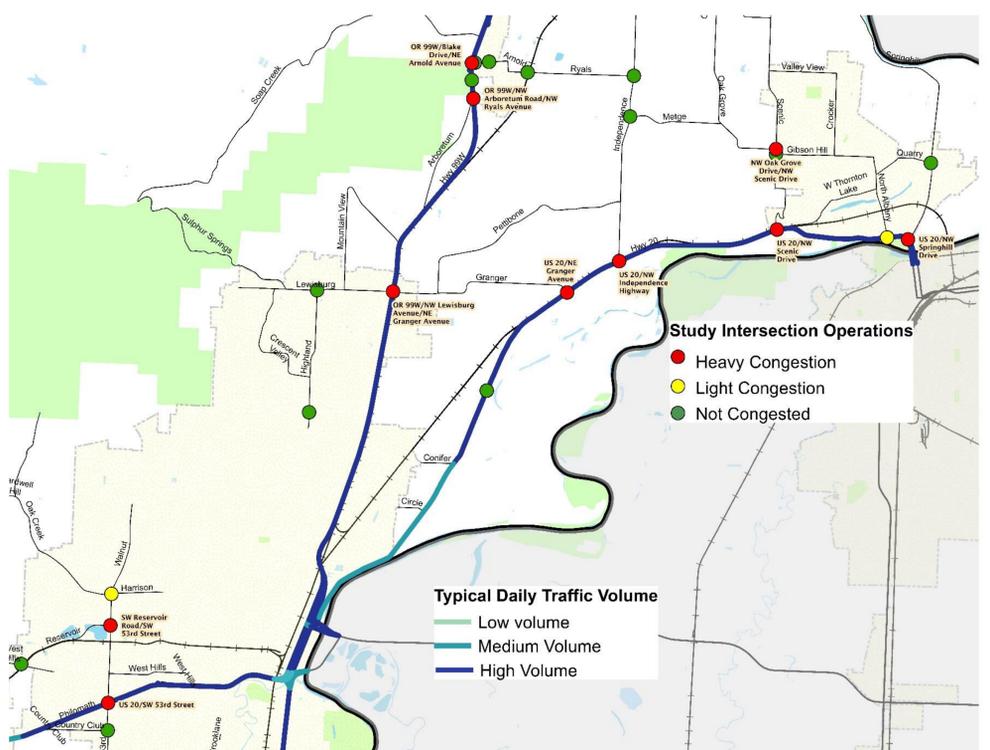
An increase in motor vehicle travel with no further improvements to increase the capacity of the roadway network leads to an increase in congestion. The duration of congestion experienced on the most congested corridors, such as US 20 and OR 99W, will likely expand. Travel activity is expected to increase significantly through 2040. The already heavily-traveled US 20 corridor between North Albany and Corvallis is projected to see the greatest increase in traffic of approximately 30%.

The maps shown here illustrate intersections that were studied in this TSP update and show heavy congestion in red. The following intersections are expected to be heavily congested in 2040:

- OR 99W & Lewisburg Ave./Granger Ave.
- US 20 & Springhill Dr.
- US 20/OR 34 & 53rd St.
- 53rd St. & Reservoir Ave.
- OR 99W & Arnold Ave.
- OR 99W & Ryals Ave.
- US 20 & Scenic Dr.
- US 20 & Independence Hwy
- US 20 & Granger Ave.
- Scenic Dr. & Oak Grove Dr.



Existing Conditions (2017 Weekday PM Peak)

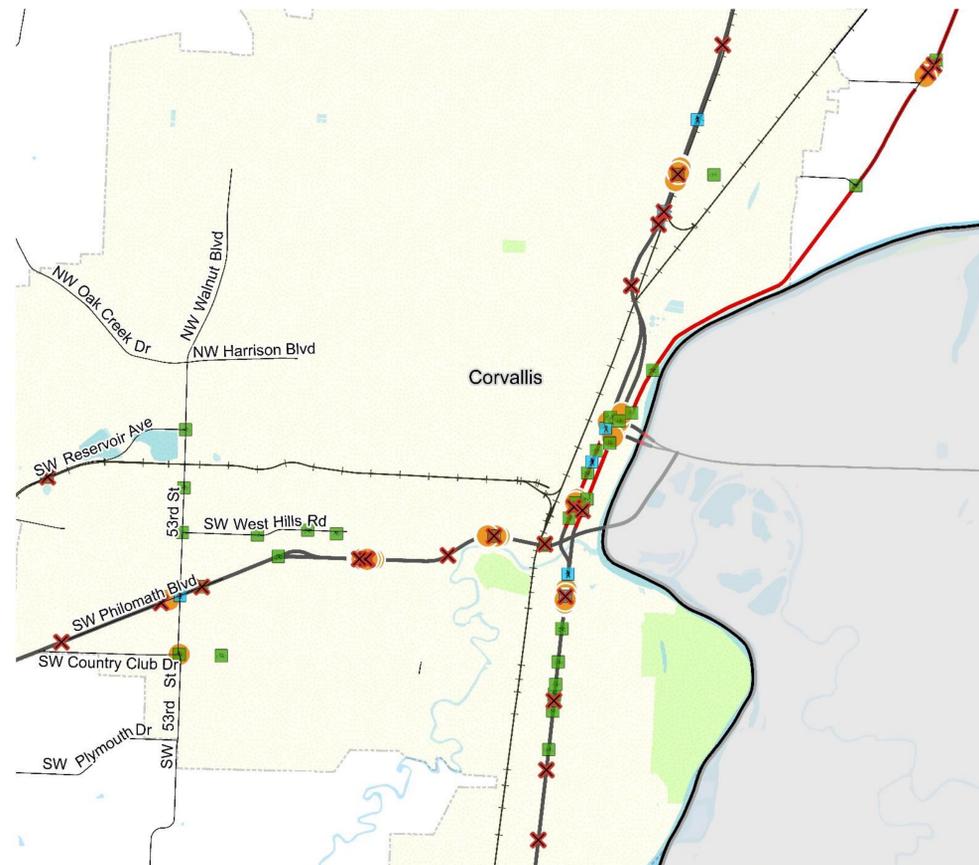


Future Conditions (2040 Weekday PM Peak)

Benton County Safety

Crash data from 2011-2015 was analyzed for this update. Several locations were identified as high crash locations. The maps shown here display high crash locations and places where crashes occurred that resulted in serious injuries or involved a person walking or biking. With growing traffic volumes, these problematic areas/trends will likely persist, and may even become progressively worse. The following intersections have high crash rates:

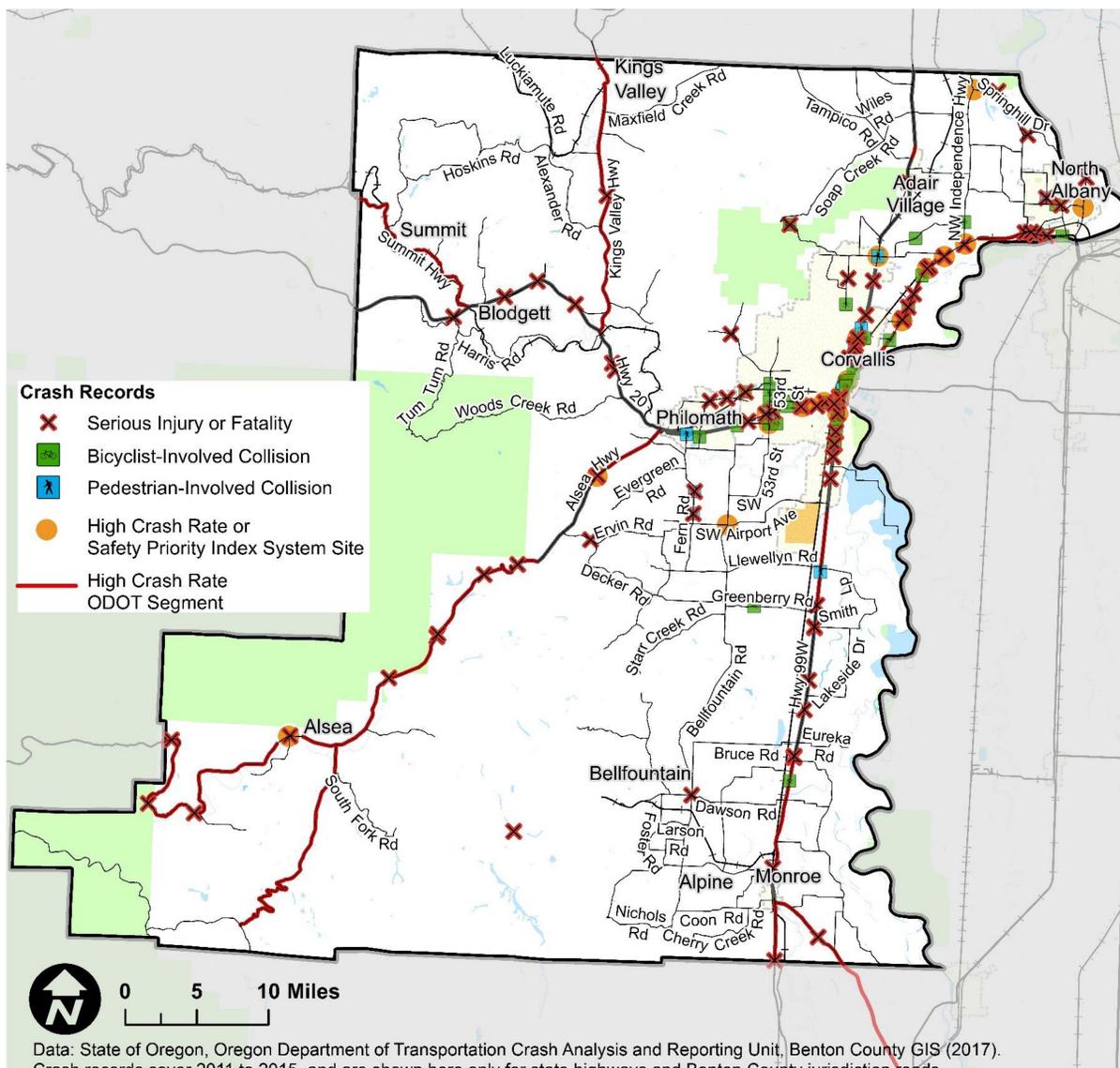
- OR 99W & NW Lewisburg Ave./NE Granger Ave.
- US 20 & NE Granger Ave.
- SW Country Club Dr. & SW 53rd St.
- NW Springhill Dr. & NW Independence Highway
- SW Airport Ave. & Bellfountain Rd.
- NW Quarry Rd. & NE South Nebergall Lp./NW Springhill Dr.



The top eight County jurisdiction roads where the most crashes occur account for over 45% of all County jurisdiction crashes.

1. Springhill Dr.
2. NE Granger Ave.
3. 53rd St.
4. NW Independence Highway
5. Bellfountain Rd.
6. NW Gibson Hill Rd.
7. Alpine Rd.
8. SW West Hills Rd.

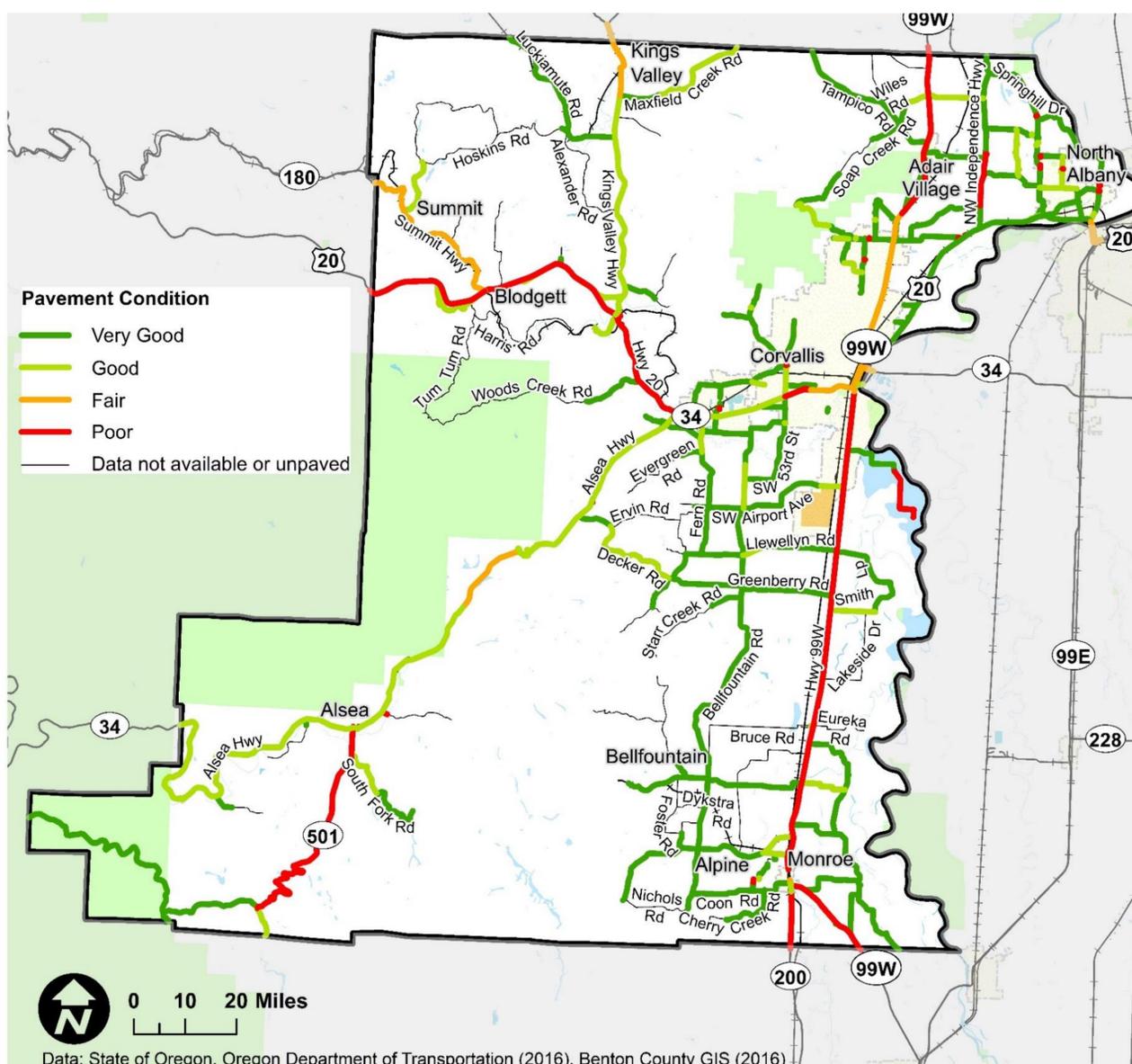
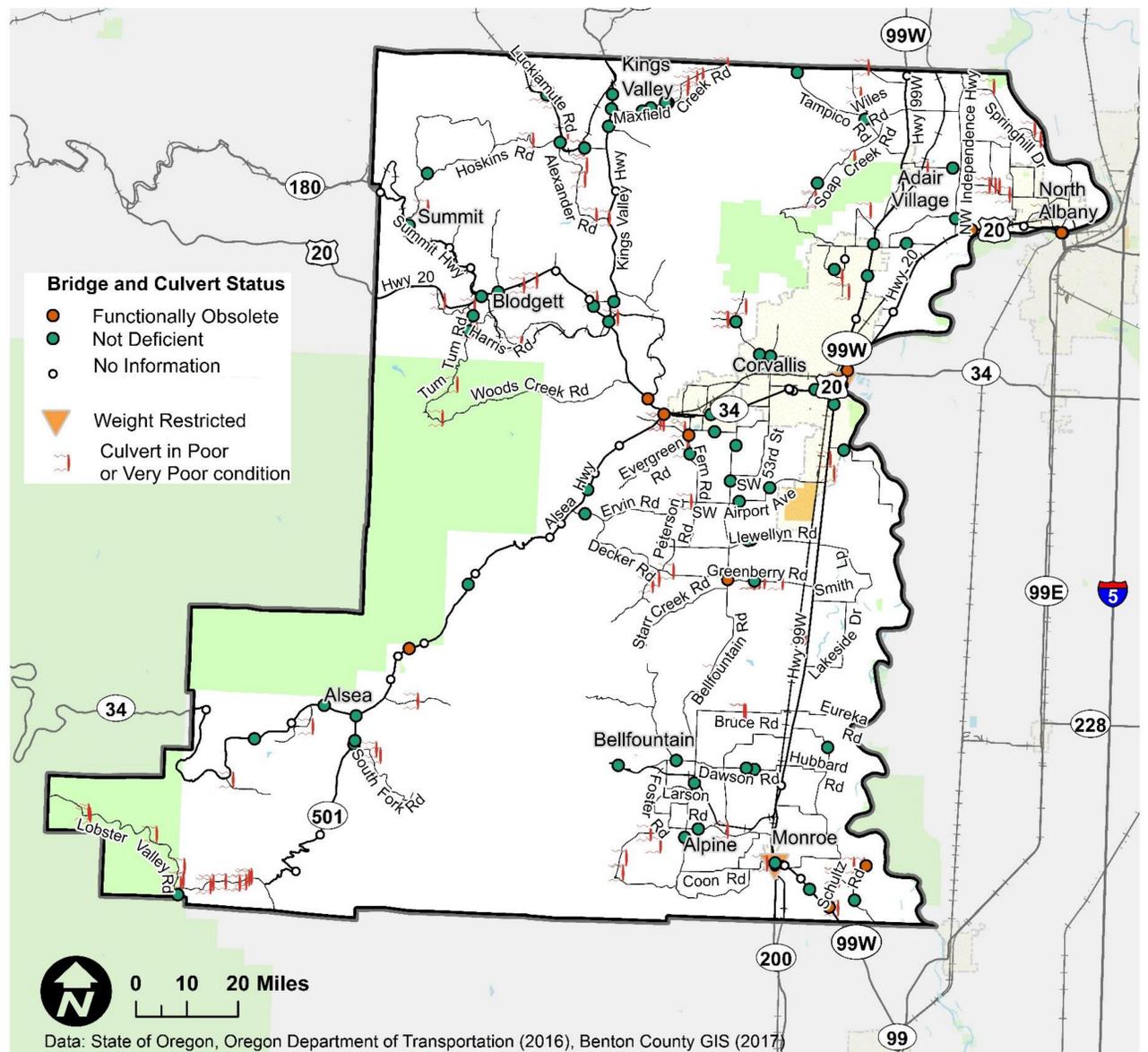
Funded safety projects (shown on the Benton County Committed Projects map) are expected to have a positive impact on County road safety. These projects should improve conditions along Springhill Drive, US 20, and OR 99W within Corvallis. Sections of OR 34 and OR 99W that were rated "poor" in the existing year analysis may continue to experience poor safety conditions in the future and should be targeted for improvements.



Data: State of Oregon, Oregon Department of Transportation Crash Analysis and Reporting Unit, Benton County GIS (2017). Crash records cover 2011 to 2015, and are shown here only for state highways and Benton County jurisdiction roads.

Benton County Resilience

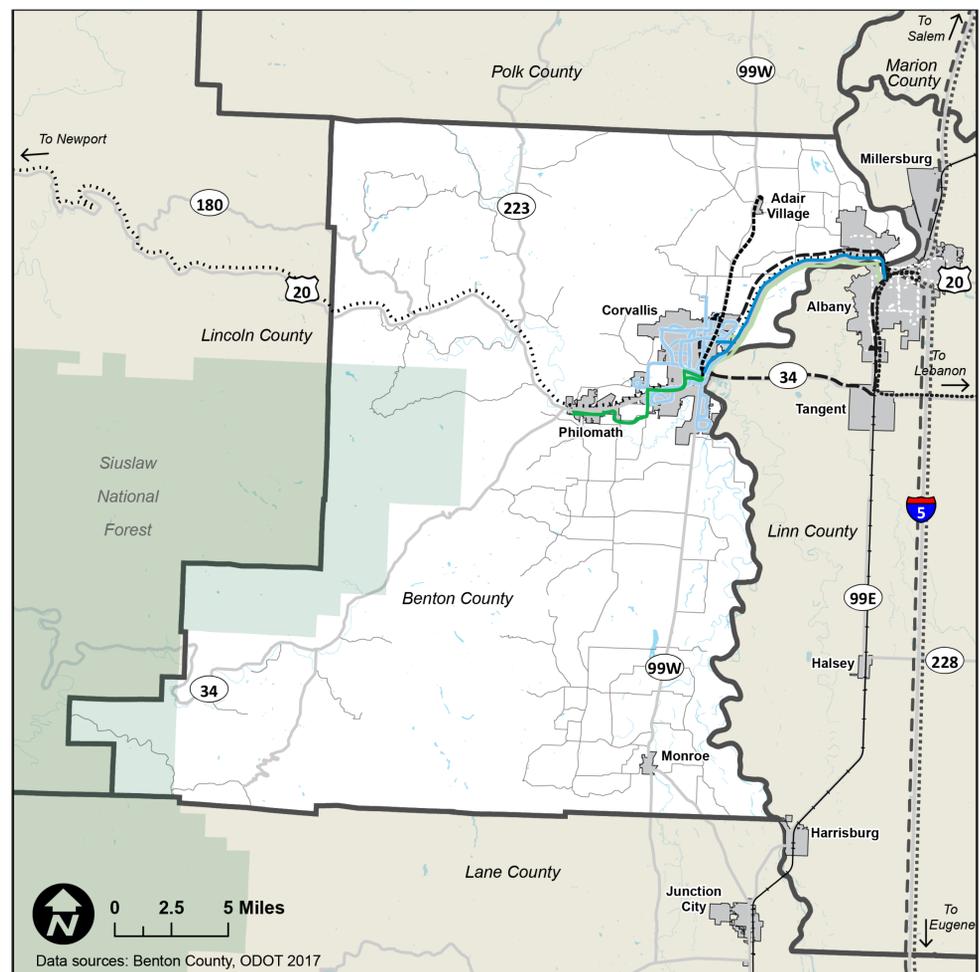
The figure to the right shows the status of bridges and culverts in Benton County. Funded bridge improvements like those on Hubbard Road and US 20 will improve County Resilience on connected roads but aging infrastructure throughout the county means that more bridges will have weight restrictions in future years. Preserving dedicated funding for bridge maintenance will be important to maintain reliable connectivity in Benton County.



Pavement conditions in Benton County as of 2016 are summarized the figure to the left. The Pavement Condition Index (PCI) is a numerical rating system for evaluating and recording the condition of road segments. The PCI is determined by performing a systematic survey of sections of each road segment. The survey evaluates the type, extent, and severity of different forms of pavement distress as a composite index. Overall, the condition of the pavement on Benton County roadways is good.

Benton County Transit

Transit provides mobility to Benton County residents without access to a car or who do not drive. For other residents, transit provides an option to avoid some of nuisances of driving such as congestion and parking. It can play a role in reducing the volume of traffic on the road and improving environmental quality. Fixed-route transit service is provided to residents of Adair Village, Corvallis, Philomath and North Albany. The map to the right displays Fixed Route services in Benton County. Existing transit services provide mobility and economic opportunity for some of the county's most vulnerable residents but they do not provide a comprehensive and open network for all residents or visitors. Listed below are identified transit needs for Benton County.



- | | | |
|--|--|--|
| <p>Bus Service in Benton County</p> <ul style="list-style-type: none"> Coast to Valley Express 99 Express — Philomath Connection — Corvallis Transit System — Corvallis to Albany Connection — Corvallis-Amtrak Connector | <p>..... Linn Shuttle</p> <p>— Linn-Benton Loop</p> <p>..... Albany Transit System</p> | <p>■ Town or city</p> <p>■ National Forest</p> <p>— County boundary</p> <p>— Highway</p> <p>— Benton County major road</p> |
| <p>Inter-Regional Services</p> <ul style="list-style-type: none"> --- Bolt Bus / Greyhound Cascades POINT — Amtrak Cascades | | |

Benton County Area Fixed Route Services



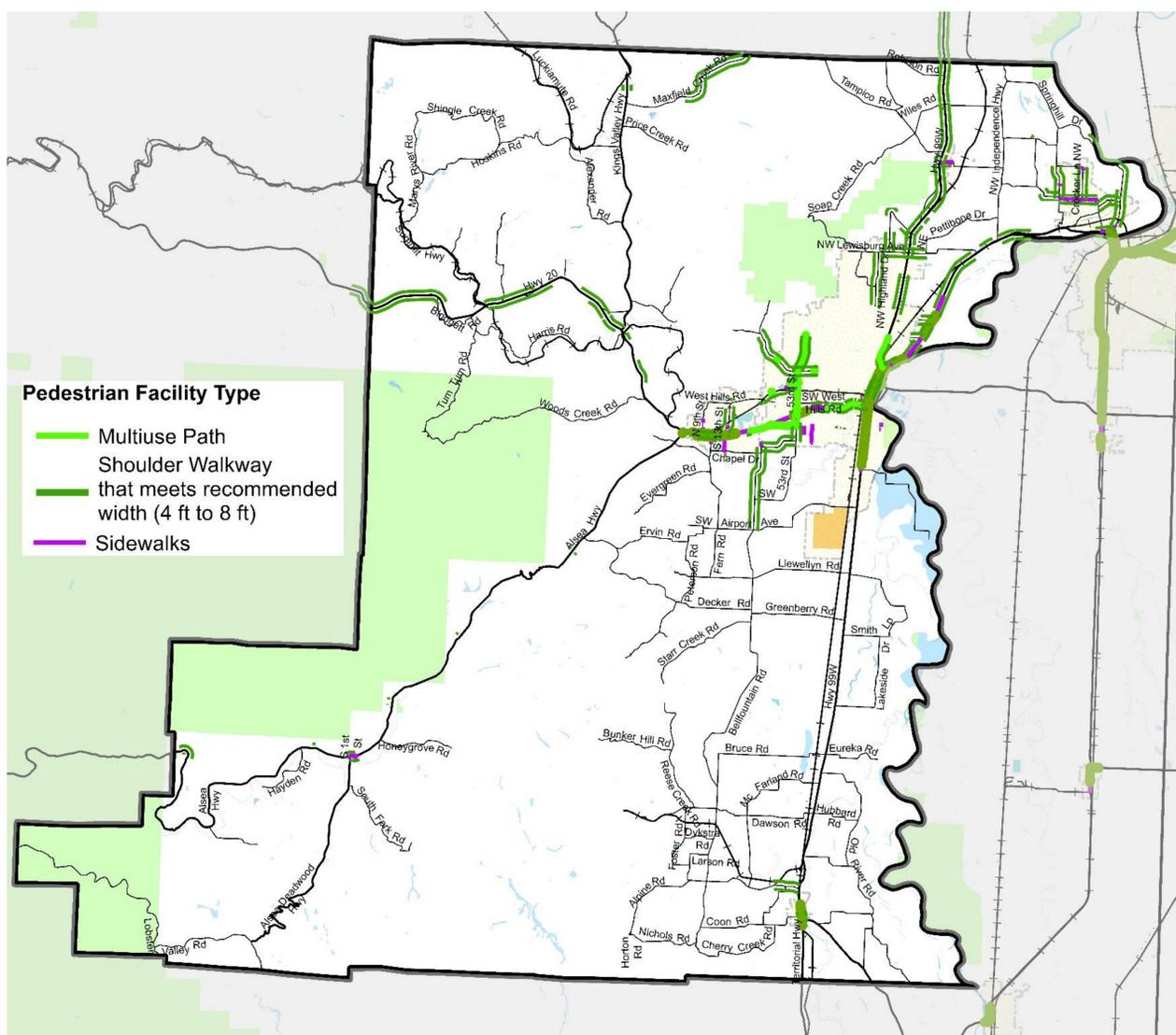
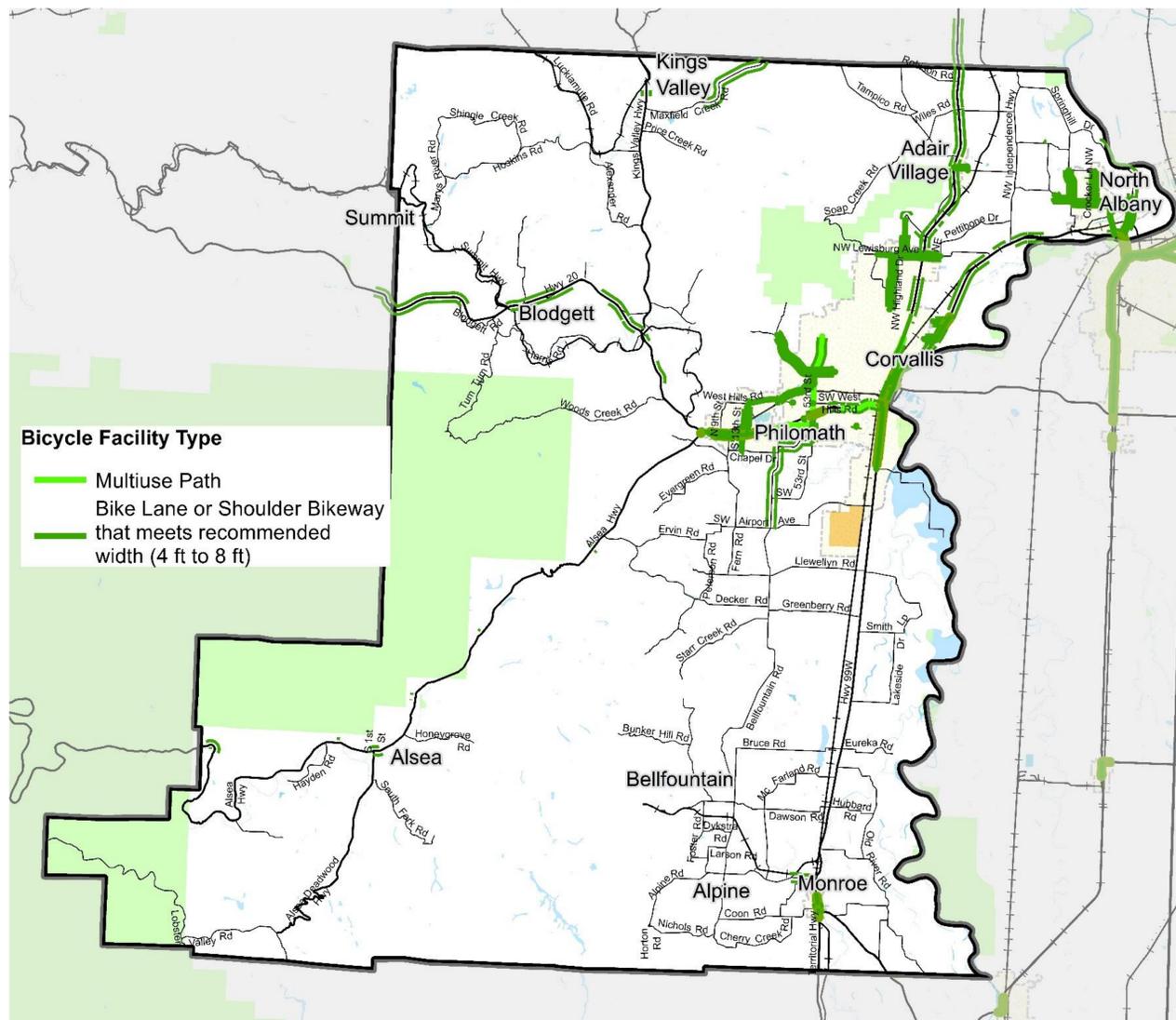
Specific transit needs include:

- **Service along OR 99W south and north of Corvallis:** The area of southeast Benton County surrounding the City of Monroe does not have any fixed-route transit available. Additionally, there is also no service along OR 99W north of Adair Village to Monmouth and other communities in Polk County.
- **Expansion of Regional Linn-Benton Loop Service:** The existing Loop route and schedule have remained unchanged for the past two decades, even while significant growth has changed the face of both counties.
- **Demand responsive transit capacity improvements:** Benton County Dial-a-Bus service is operating at capacity while the population continues to age and the participation percentage of eligible users is small. Demand responsive service can also be considered as an alternative to fixed route service in rural areas where demand is often low in under-served areas of the County.
- **Increased frequency of service and expanded evening/weekend service:** Requests for expanded weekend services are common themes from surveys and outreach events.
- **Expanded service to the North Albany area:** While this portion of Benton County is experiencing significant growth, current service is limited.
- **Improved coordination with health and human service providers:** Human and health service providers are said to be often unaware of the most cost-effective public transportation services, resulting in referring clients to costly, often inefficient services.
- **Expanded efforts to inform the public of available services:** Despite the best of efforts, lack of awareness about available public transportation services has been identified as the single greatest impediment to its use.

Benton County Active Transportation System

Within the rural areas of Benton County, facilities for people walking and bicycling are generally roadway shoulders or off-highway shared-use paths. Shoulder width evaluation was based on the *ODOT Bicycle and Pedestrian Design Guide*.

The bicycle system provides a non-motorized travel option for trips that are longer than a comfortable walking distance. A well-developed bicycle system promotes a healthy and active lifestyle for residents and visitors. Benton County's bicycling network consists of bike lanes, shared use paths, roadway shoulders, and shared roadways.

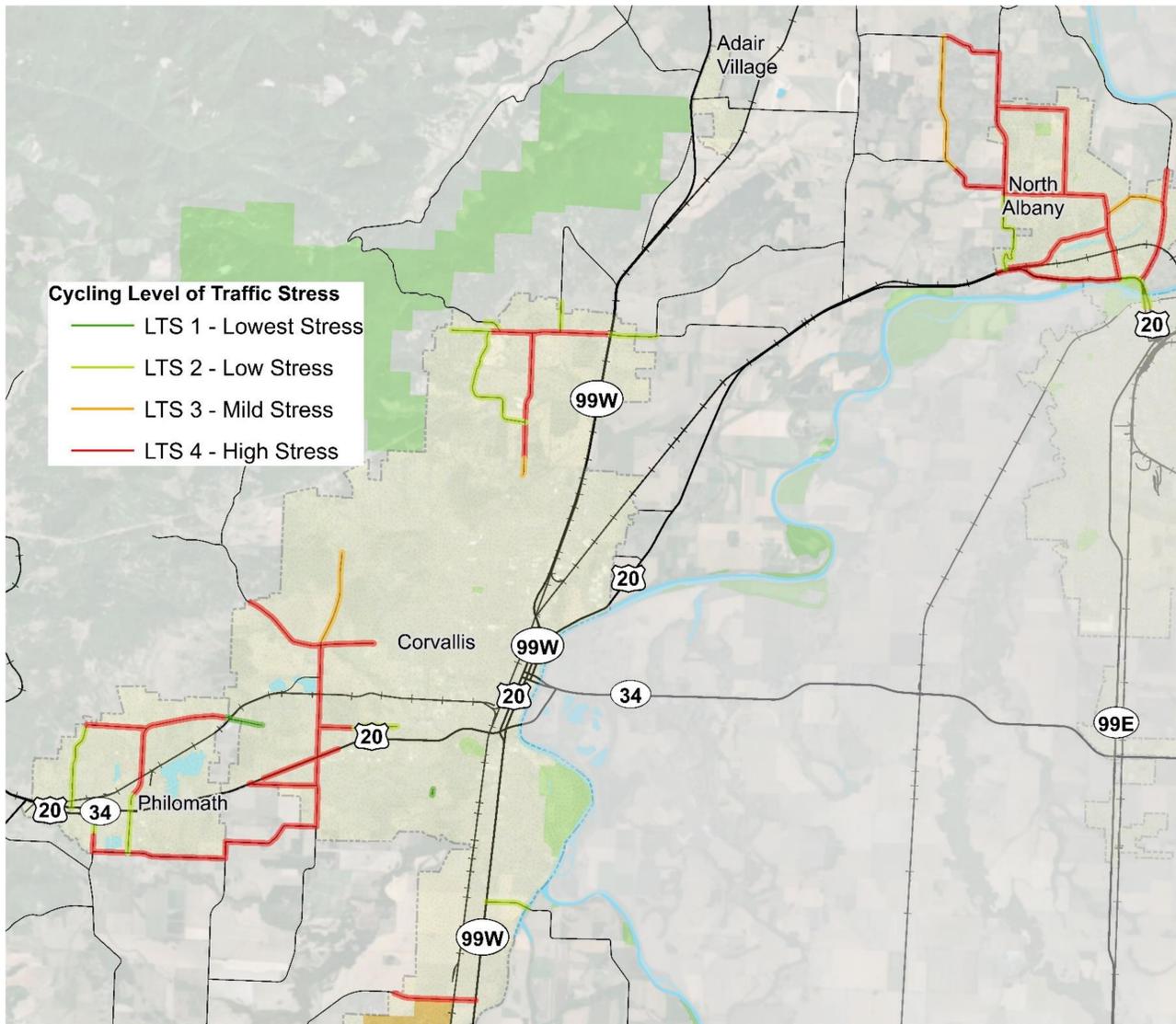


Identified deficiencies include:

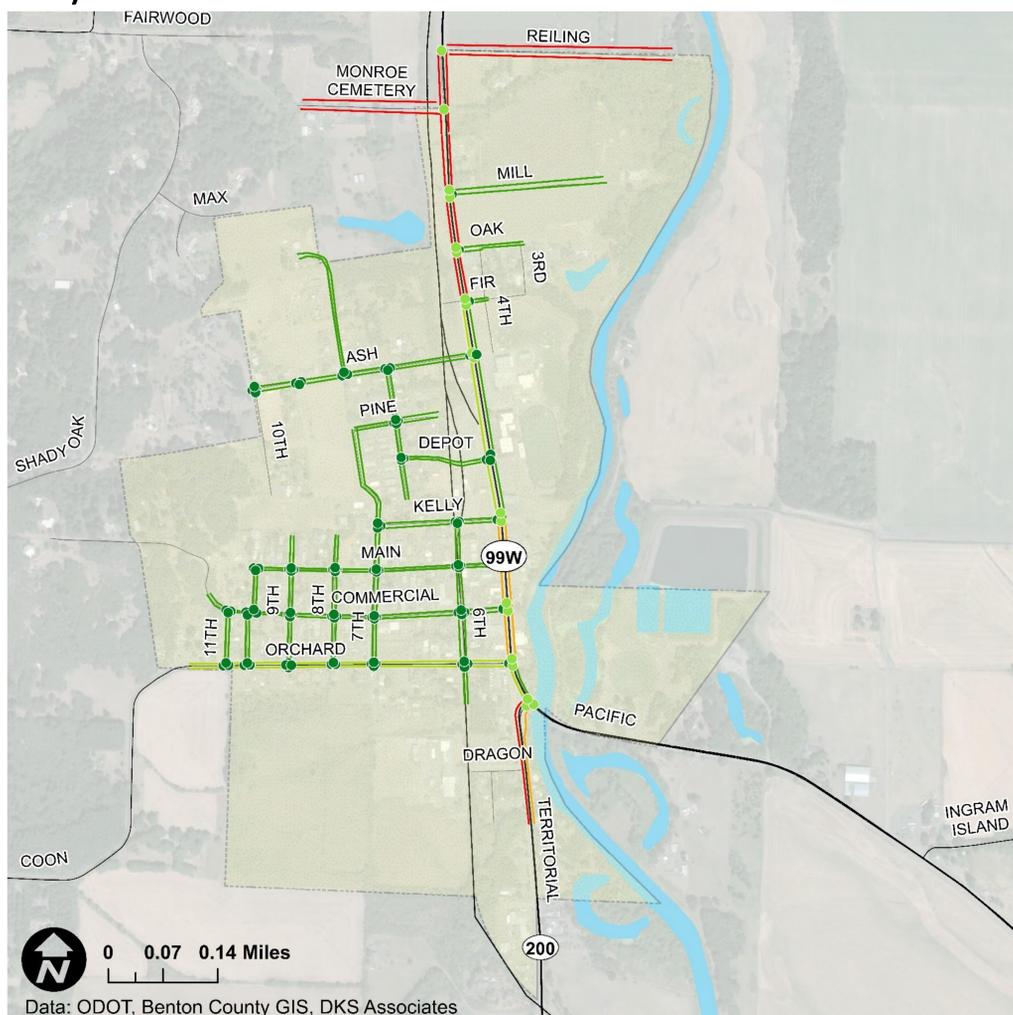
- **Rural Connectivity:** No adequate facilities connect Monroe with nearby Alpine and Belfountain. The communities of Wren, Greenberry, and Alesia also lack adequate and safe shoulder facilities to access destinations by walking or biking. The lack of facilities also creates limited to no safe routes to school for the children in these communities.
- **Alternative Routes:** Areas of Benton County, such as Monroe, Wren-Blodgett-Summit, Kings Valley, and Alesia, also have limited choices for active transportation corridors. Preferred routes should be identified and improvements focused on those corridors.
- **Major Highway Corridors:** US 20 and OR 99W
- **Maintenance of Existing and Future Facilities**

Benton County Cycling Level of Traffic Stress

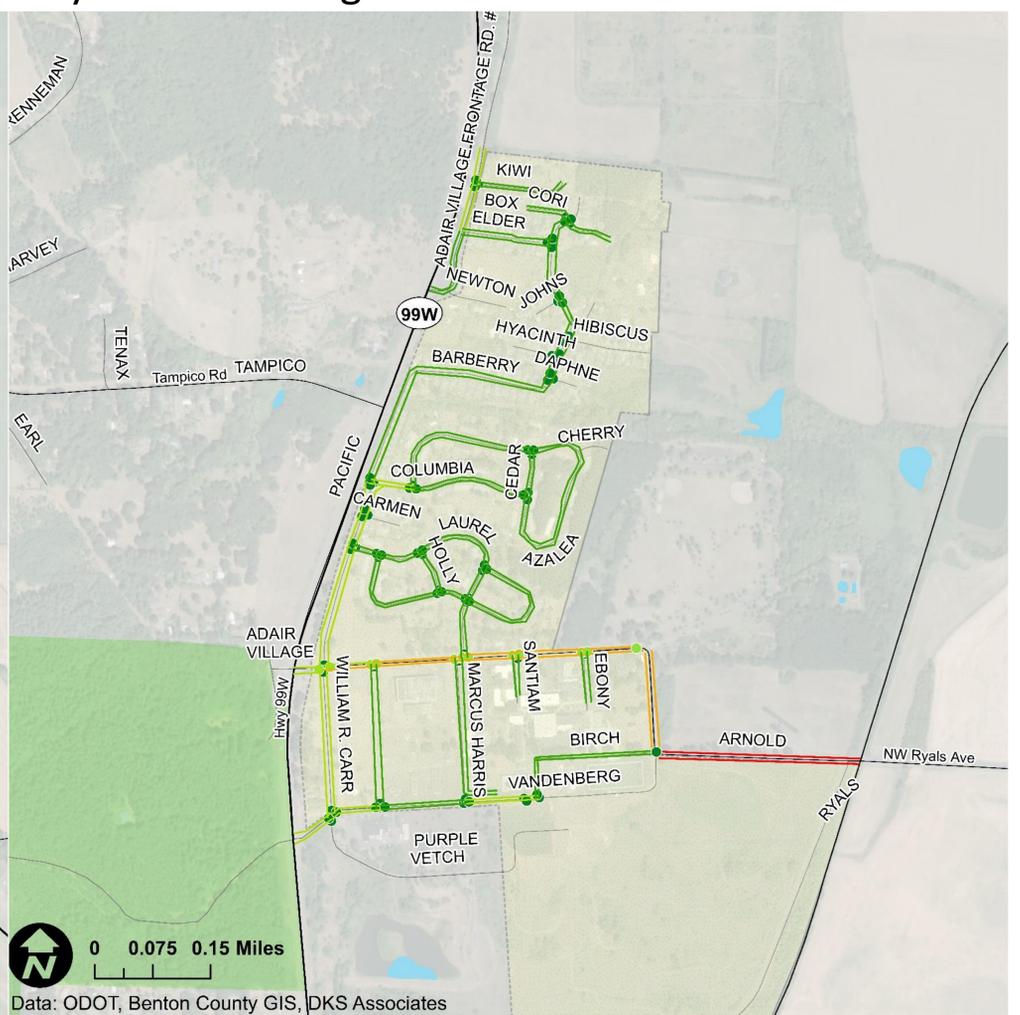
The urban bicycle system was evaluated using the bicycle Level of Traffic Street (LTS) methodology, resulting in ratings from 1 to 4, with 1 representing low stress and 4 representing high stress. This TSP update focused on Monroe and Adair Village because the LTS for roads in North Albany, Corvallis and Philomath was evaluated in their TSP process. The results from those TSPs are reproduced on the right. Maps for Adair Village and Monroe are below. LTS quantifies the rider's perception of conditions that exist on facilities based on attributes such as bike lanes, parking and speed of traffic. There is some subjectivity in this evaluation so please share any comments you might have!



City of Monroe



City of Adair Village

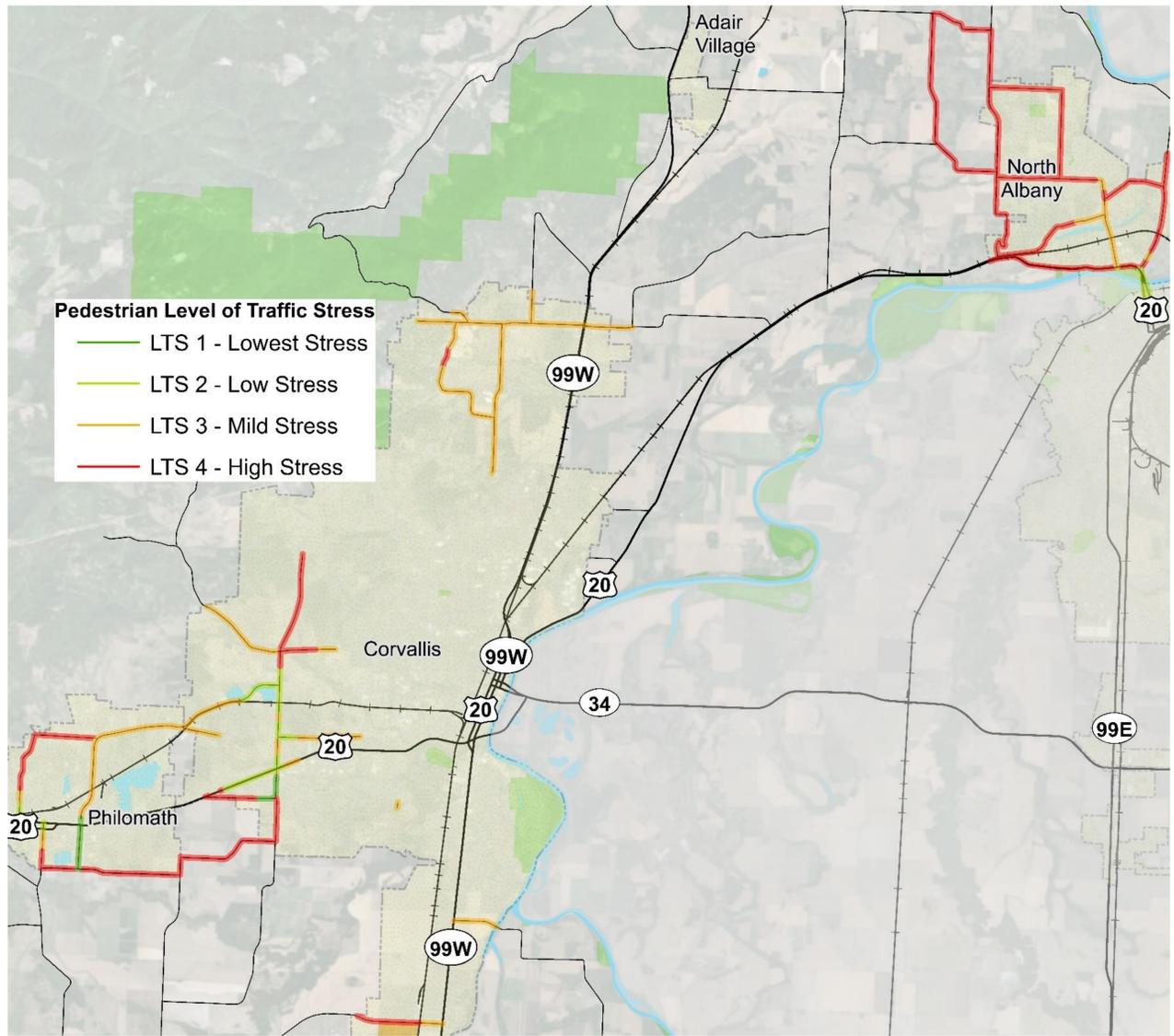


Data: ODOT, Benton County GIS, DKS Associates

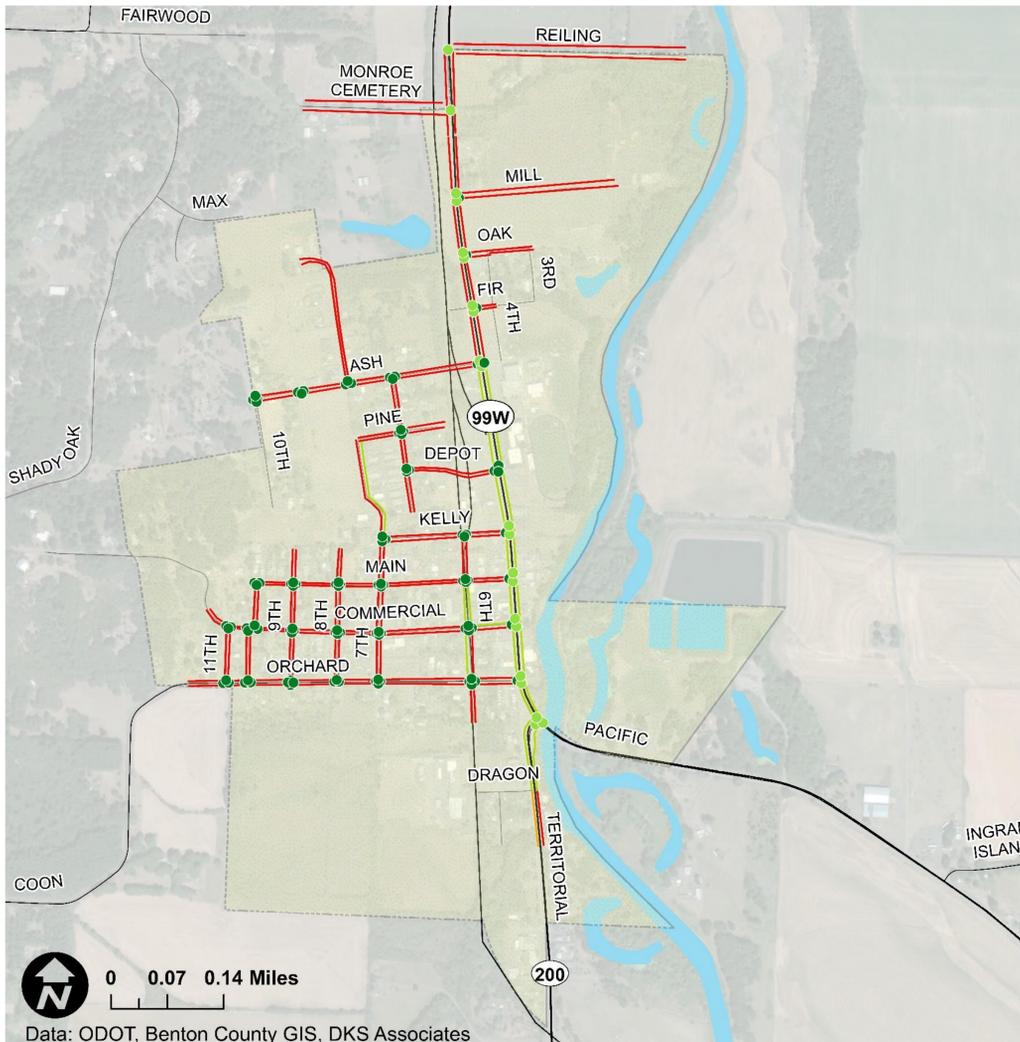
Data: ODOT, Benton County GIS, DKS Associates

Benton County Pedestrian Level of Traffic Stress

The urban pedestrian system was evaluated using the pedestrian Level of Traffic Street (LTS) methodology, resulting in ratings from 1 to 4, with 1 representing low stress and 4 representing high stress. This TSP update focused on Monroe and Adair Village because the LTS for roads in North Albany, Corvallis and Philomath was evaluated in their TSP process. The results from those TSPs are reproduced on the right. Maps for Adair Village and Monroe are below. LTS quantifies a pedestrians perception of conditions that exist on facilities based on attributes such as sidewalks, sidewalk pavement condition, and presence of a buffer between traffic. There is some subjectivity in this evaluation so please share any comments you might have!



City of Monroe



City of Adair Village



Benton County Committed Projects

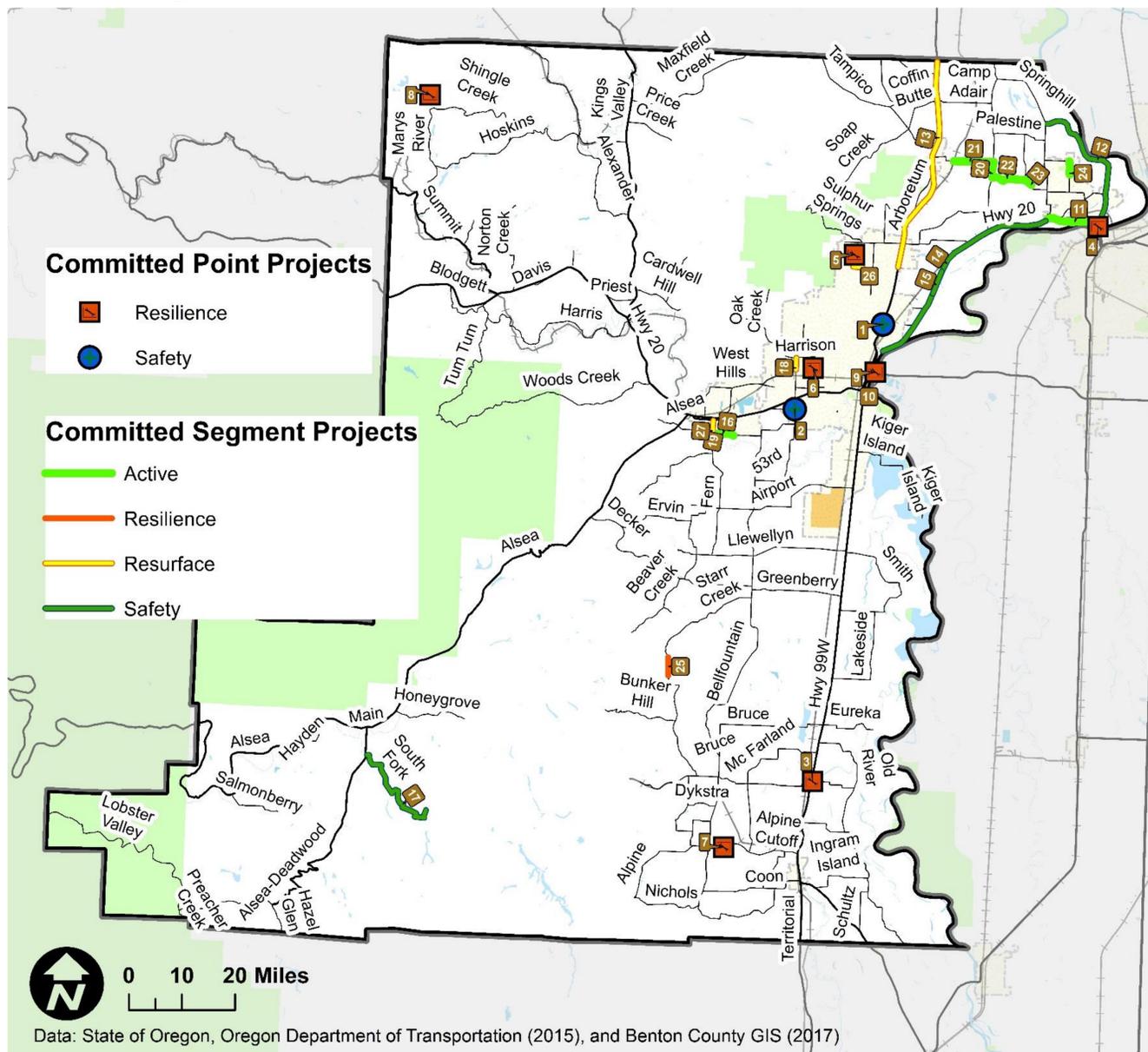
Projects included in the 2018-2021 Statewide Transportation Improvement Plan (STIP) and the Benton County 2017-2019 Adopted Biennium Budget are shown in the map. These projects are expected to be complete by 2040. They include:

Active Transportation

- 10. Marys River – Crystal Lake Multiuse Path
- 11. Corvallis to Albany Trail: Scenic Drive – Springhill Drive
- 16. Chapel Drive Bikeway Improvement
- 20. Independence Highway Widening
- 21. Ryals Avenue Widening
- 22. Metge Avenue Widening
- 23. Oak Grove Drive Bike Lanes
- 24. Crocker Lane Urbanization: This project adds pedestrian and bicyclist amenities.

Safety

- 12. Region 2 (Central) Local Road Roadway Departure Improvements to reduce roadway departure crashes
- 1. City of Corvallis Signal Enhancements:
- 15. US 20: Children’s Farm Home to Merloy Avenue Two-Way Left Turn
- 17. South Fork Road Comprehensive Corridor Plan
- 2. 53rd Street & Country Club Intersection: Includes analysis and potential construction of a roundabout as an intersection improvement.
- 14. US 20 Safety Upgrades from Albany to Corvallis



Resilience

- 3. Hubbard Road: Long Tom River Bridge
- 4. US 20: Willamette River (Ellsworth Street) Bridge
- 5. NW Crescent Valley Drive Bridge
- 6. OSU Campus Way Covered Bridge
- 7. Alpine Road Bridge
- 8. Marys River Road Bridge
- 25. Starr Creek Road Extension: This project connects Starr Creek Road to Hells Canyon Road.
- 9. OR 34: Van Buren Bridge: This project replaces the westbound span of the OR 34 Willamette river crossing.

Other Projects

- 13. OR 99W: Monmouth – NE Elliot Circle Road Resurfacing
- 19. Fern Road: Chapel Drive to Grange Hall Road Resurfacing
- 26. Crescent Valley Drive Highland/Jackson Overlay
- 27. 13th Street Grind & Overlay
- 18. 53rd Street: Reservoir Road – Harrison Boulevard Resurfacing