



**BENTON COUNTY TRANSPORTATION SYSTEM PLAN UPDATE
JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES MEETING #4**

Summary

Tuesday June 12th, 2018, 9:00 am – 12:00 pm

Benton County Library, 645 NW Monroe Ave, Corvallis, OR 97330

Name	Organization	Present
Technical Advisory Committee (TAC) Members		
Adam Steele	City of Corvallis	✓
Ron Irish	City of Albany	✓
Pat Hare	City of Adair Village	✓
Chris Workman	City of Philomath	
Rick Hohnbaum	City of Monroe	✓
Greg Ridler	Emergency Management	
Lee Lazaro	Benton County Special Transportation	✓
Tarah Campi	Albany Area Metropolitan Planning Organization	
Ali Bonakdar	Corvallis Area Metropolitan Planning Organization	✓
David Helton	Oregon Department of Transportation	✓
James Feldmann	Oregon Department of Transportation	✓
Stakeholder Advisory Committee (SAC) Members		
Jennifer Beathe	Starker Forests	✓
Chuck Kratch	Benton County Roads Advisory Committee	✓
Bob Durst	Benton County Bicycle Advisory Committee	✓
Mac Gillespie	Benton County Health Department	✓
Bret Davis	Republic Services	
Mary Marsh-King	Special Transportation Advisory Committee	✓
Kim Patten	Corvallis School District	
Jim Swinyard	2040 Group Member	✓
Floyd Collins	North Albany	
Kelly Weist	Alsea	
Joe Whinnery	Wren/Blodgett/Hoskins/Summit	✓
John Greydanus	South Benton County	✓
Rebecca Houghtaling	Oregon State University	✓
Benton County and Consultant Staff Support		
Laurel Byer	Benton County (staff)	✓
Kristin Anderson	Benton County (staff)	✓
John Bosket	DKS	✓
Dock Rosenthal	DKS	✓
Jim Owens	Consultant Team	✓
Jamey Dempster	Nelson/Nygaard	✓

Introductions

Jim Owens, Facilitator, welcomed the group and TAC, SAC and Project Team introduced themselves.

Updates and Information

Committee members shared updates of projects or general announcements. These included:

- The City of Monroe is participating in a pilot project with Oregon, By Design to reorient the city's focus from the highway to the river.
- Benton County is assembling an advisory committee for allocation of the STIF (Statewide Transportation Improvement Fund) public transit funds incoming from HB 2017.
 - In the following discussion it was clarified to the committee members that new funding will come through the County and the County will decide how the funding is allocated. To participate in those discussions members should contact Lee Lazaro.
- The City of Corvallis Transportation System Plan is expected to be completed in late Summer while the Transit Development Plan is being drafted now.
- General comment about the prevalence of skid marks on eastbound US 20 headed into Corvallis, approaching 53rd Street, possibly indicating that drivers are not prepared for traffic they experience.

Meeting #3 Recap

Jim Owens reviewed the TAC/SAC Meeting #3 Summary that included the Future Conditions memo (Memorandum #5) and preparation for the first series of open house events.

- General comment regarding the advertising of the first open house series and that most public participants heard about the events by word of mouth. There was a question if advertising for the second open house series would be approached differently.
 - The County is open to other ideas about advertising the open house events but previously posted on the County website and Facebook page along with flyers in the mail.
- Any other comments from this meeting should be submitted by June 26th.

Project Status and Schedule

John Bosket updated the TAC/SAC members on the status of the project and the schedule.

- The project is currently in the "solutions" phase.
- The second open house series will occur in mid-July. The locations are Monroe, Adair Village & Philomath.

Review of Comments from the First Open House Series and Survey

Jim Owens reviewed a summary of the responses that were received from the survey and comments from the first open houses. A summary of key findings can be found in the PowerPoint presentation. Discussion points were:

- Why do people think that public transit is not working well?
 - Comment responses were open ended and did not clarify
- There was discussion at the Monroe open house of the interconnectedness of Monroe, Halsey and Junction City. A “shopper shuttle” between the cities could be sustainable given this relationship.

Review of Memorandum #6 Transportation Standards

Dock Rosenthal reviewed the County’s existing transportation standards and proposed changes from this Transportation System Plan update.

Functional Classification

The proposed functional classification changes were presented in a County Functional Classification map. They are also listed in the memo. A road’s functional classification describes the general activity level it is expected to serve. Discussion points were:

- Why is the functional classification of Alpine Road being lowered? The traffic volumes have been increasing on this road.
 - The most recent traffic count could be dated. The project team will follow up.
- Why is the functional classification of Airport Ave being lowered?
 - Proposed freight route recommends a shift in freight traffic off Airport Road. This change is consistent with that recommendation.
- Using consistent coloring between the Corvallis, Philomath and Benton County TSP updates would help readers referencing all three plans.
- Kiger Island Rd and Lewisburg Ave have different functional classifications in the City of Corvallis classification system.
 - Likely due to a discrepancy between the functional classification systems of the County and the City. Unless the classification system is updated this discrepancy will continue.

Freight Routes

The proposed freight route system was presented. The County does not currently have a freight route system and adopting this recommended freight route system will not provide any

immediate impact on these routes but will guide future investment decisions and priorities.

Discussion points were:

- The County Bicycle Advisory Committee is interested in making Fern Road a bicycle route. The proposed freight route along this road creates a conflict between the two user groups. Trucks should stay on Bellfountain, which is better constructed for these vehicles.
 - The project team will follow up on this comment to reconcile these conflicts.

Street Connectivity in Adair Village and Monroe

Updates to the street connectivity requirements were presented for Adair Village and Monroe.

- Rick Hohnbaum will provide comments regarding the updates for the City of Monroe.
- Pat Hare informed the project team that the Adair Village City Council had recently requested more cul-de-sacs on the street network.
 - The project team will follow up and ensure the recommendation is consistent with the city's preference.

Street Cross-Section Standards

Existing standard cross-sections were presented for the main road classifications in the county. No changes to the standards are currently proposed but there was discussion about the minor collector standard and whether there should be an increase in the standard shoulder width from 2' to 4' (or more) to improve the active transportation infrastructure along these roads. As a reminder these standards only apply to County roads outside of urban growth boundaries. Inside urban growth boundaries, City standards are applied to County roads. Key discussion points included:

- The shoulders seem particularly small for a minor collector given that the lane width is only 10'.
- Even 4' shoulders would not serve as an adequate bicycle route so increasing the standard is fine but it should not be confused with providing an active transportation facility. Any designated bike route should include more separation from cars.
- The County requires the dedication of future right-of-way with development. It would be helpful to make those requirements as clear as possible ahead of time to protect land for future needs.
- Wider shoulders would also provide a safety improvement for motorists and provide additional space for farm equipment.
- Specific dimensions of roadway elements should be included in the development code only. The TSP should be more general and only identify right-of-way widths.
- The TSP provides guidance for the planning commission and including details is helpful.

- In general, the discussion seemed to favor increasing the shoulder width standard for Minor Collectors but it was unclear how much. The project team will follow up to ensure the correct adjustment is made.

Shared-Use Path Cross-Section

The proposed cross-section for a shared-use path was presented. The County does not have an existing standard cross-section. Discussion points included:

- Include a definition or threshold for what exactly the “higher volume” is that triggers an increase to 12’.
- It was also pointed out that wider facilities cost more to build and maintain.

Mobility Standards

Proposed mobility standards were presented. These standards or targets guide what an acceptable level of congestion is at County intersections. Future operations with these mobility targets applied were evaluated as part of Memorandum #7 (Transportation Solutions).

Discussion points included:

- Ensure that ODOT’s requirements are referred to as targets.
- Be mindful of the complexity of these topics when presenting to the public at the next series of open houses.

Traffic Impact Analysis Guidelines

Proposed thresholds that would trigger a developer to submit a traffic impact analysis (TIA) were presented. The current TIA triggers are included in the Benton County Comprehensive Plan and including them in the TSP provides better guidance and clarity. These thresholds provide some protection for the County from unexpected congestion and/or volume increases on its roads (some triggers are not related to the amount of volume but the type of use).

Discussion points included:

- Include a daily trip threshold to capture activities (such as wedding venues) that do not operate during the peak hour.
 - The project team will follow up on this suggestion.

Memorandum #3 Transportation Funding

Dock Rosenthal discussed Memorandum #3 which presents the money available for investment in future projects. This projection is based on available information from previous funding and is subject to change. Discussion points included:

- It would be helpful to clarify the amount available for projects versus maintenance.
- ODOT recently updated the revenue projection for cities and counties.

- Funding for County projects within the Urban Growth Boundary: first, the County looks to CAMPO for funds (if within the CAMPO boundary) and then requests system development charge reimbursements from the appropriate city or cities.

Memorandum #7 Transportation Solutions

John Bosket, Dock Rosenthal and Jamey Dempster presented the Transportation Solutions memorandum. This section covered the evaluation criteria used to provide a preliminary ranking of projects and the preliminary project lists for each category: Connectivity & Congestion, Active Transportation, Safety and Transit.

Evaluation Criteria

The evaluation criteria was developed based off the Goals & Objectives from Memorandum 2. Discussion revolved around whether the evaluation goals should be evenly weighted or if certain goals should be weighted higher. It was noted that these rankings are preliminary and the committee and/or public could adjust the prioritized projects at any point. The outcome of this discussion was agreement to stick with the even weighting and to communicate the same information to the public for validation.

Project Lists

The highest-ranking projects were presented for Connectivity & Congestion, Active Transportation and Safety. Transit projects were presented according to the general need driving the project. These high priority projects can be changed based on input from the committee and the public. General discussion points included:

- Some projects included in the project list are already funded.
 - The project team communicated that it is generally best practice to keep a project in the TSP until it is completed.
- The Crescent Valley area is growing and is likely the next portion of the UGB to be annexed into the city. Paved shoulders on Highland Drive would provide needed active transportation infrastructure for people walking or biking. Street lighting in some areas is also needed.
- The City of Corvallis would like to see the west portion of the Kiger Island Drive extension added back into the project list.
- Projects CC-216 & S-98 are most likely the same project.
- A Corvallis-Albany connectivity plan is needed to explore options for new bridges, enhanced routes, or new travel options.
- Shoulder widening projects should not be listed as Active Transportation improvements. Shoulders become littered with road debris and can become un-ridable even with

increased width. Particularly improvement on Fern Road should not be wider shoulders if the road is part of a freight route.

- A safety improvement is needed at the intersection of Airport and Bellfountain.
 - There is a project at that intersection.
- It would be helpful to break out the priority list by ODOT funded projects and County funded projects.
- Shared-use paths are needed to connect communities, shoulder widening will not be adequate.
- The Bailey Branch Corridor should be a high priority for Active Transportation rather than the current project widening OR 99W to Corvallis.
- The trails plan should be checked to make sure projects are not missed or unnecessary overlap is avoided.
- Park & Ride locations are not identified in any project lists, should they be?
 - The Council of Governments is working on a park & ride study but it is still in the early stages.
- Vanpools are not currently picking up or dropping off in Junction City or Monroe.
- Marketing for public transit is important. If potential riders do not know of a service they cannot use it. Outreach and advertising through employers is important.
- The expansion of the Linn-Benton Loop service is to be funded through HB 2017 to serve the working population as well as students. Funding will come equally from Linn and Benton Counties.

Reminders

- Additional comments are due by Tuesday, June 26th.
- Open House #2 Schedule is:
 - Thursday, July 19th – Monroe
 - Tuesday, July 24th – Philomath
 - Wednesday, July 25th – Adair Village