



**BENTON COUNTY TRANSPORTATION SYSTEM PLAN UPDATE
JOINT TECHNICAL AND STAKEHOLDER ADVISORY COMMITTEES MEETING #2**

Summary

Thursday, December 7, 2017, 1:00 – 3:00 pm

Sunset Meeting Room, 4077 SW Research Way, Corvallis, OR 97333

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	Transit	✓
Tarah Campi	Albany Area Metropolitan Planning Organization	✓
Ali Bonakdar	Corvallis Area Metropolitan Planning Organization	✓
David Helton	Oregon Department of Transportation	✓
Lee Lazaro	Benton County Special Transportation	x
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.

Meeting #1 Recap

Jim Owens reviewed the TAC/SAC Meeting #1 Summary that included the public involvement strategy, the project scope and schedule and a preliminary discussion of the project goals.

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 “understand” phase and is transitioning into the “solutions” phase.
- The next TAC/SAC meeting is slated for January 2018.
- The first open house series will occur after TAC/SAC Meeting #3. We anticipate holding one meeting each in Monroe, Philomath, and Adair Village.

Review of Technical Memorandum #4: Existing Transportation System Conditions and Deficiencies

John Bosket, Consultant Team Project Manager, reviewed the content of Technical Memorandum #4, Existing Transportation System Conditions and Deficiencies, and solicited comments from the committee members. It was emphasized that the analysis is based on available data, the results of which do not always match the lived experience. TAC/SAC member input will help ensure that existing conditions reflect reality.

Transportation and Land Use Context

This subsection covers the demographic makeup of Benton County and the relationship with the transportation system.

- Members noted that while Corvallis will absorb much of Benton County’s total population growth, North Albany has recently been experiencing a higher rate of growth.

Driving Conditions

This subsection addresses the existing roadway system in Benton County.

- Committee members provided input on routes that carry high freight traffic. These are:
 - Bellfountain Rd from US 20 to Greenberry Rd
 - Independence Highway and Springhill Drive due to the signal at US 20 and Springhill – there was a general feeling of high freight traffic on Springhill Dr

- OR 223/Kings Valley Highway experiences high, seasonal freight traffic
- The results of the traffic volume-capacity analysis were discussed and committee members provided the following input regarding other areas with heavy traffic.
 - The Van Buren bridge is a major bottleneck – this location is being addressed in the Corvallis TSP update.
 - US 20 & North Albany and US 20 & Springhill were noted as additional intersections with congestion issues.
- The Corridor Health Tool was discussed with regard to Mobility and Resiliency categories.
 - There was a question about whether flood potential was factored into the Resiliency score. Response: Flooding and other hazards (i.e., landslides, wildfires, etc.) were considered, but nearly all locations in the County were equally impacted so it was not included in the final assessment.
 - It was noted that Hubbard Bridge off of OR 99W is closed. It is shown as Fair on the Corridor Health map but should be Poor.
- Other comments
 - South Fork Road is not shown as a connector in southern Benton County. Response: The maps aren't showing BLM roads, even though some are the primary source of connectivity in some areas.
 - There will be an impact on Albany from Benton County improvements, there should be coordination with the Linn County TSP update and the AAMPO Regional Transportation Plan (RTP). The RTP should be adopted in March 2018.
 - The effectiveness of capacity improvements to US 20 in Benton County could be limited by the constrained roadway system in downtown Albany area.
 - The congestion at OR 99W & Lewisburg/Granger is related to its use as a bypass route.
 - North Albany, Gibson Hill, Oak Grove, Metge, and other County roads are also used to bypass US 20 congestion.

Public Transportation

This subsection covers existing public transit services in Benton County.

- It was noted that there were many transit plans in Benton County that contributed to this information, especially the recently adopted Coordinated Human Services-Public Transportation Plan.
- The condition of the Dial-A-Bus system was discussed.
 - There was a question as to whether this service is county wide – it is – and additional information was requested for the city of Monroe.

- The committee noted that Dial-a-Bus service is currently operating at capacity. At the same time, the current Ride Line ridership serving eligible Medicaid and Oregon Health Plan clients, is only 3% of eligible clients in the County. Lack of information about this service was cited as a potential factor in the low ridership.
- In the future, demand is expected to increase and the existing system will be unable to meet it.
- 99W Express bus – a route that currently operates on OR 99W between Corvallis and Adair Village.
 - Service was previously offered along OR 99W to Monroe but was cancelled due to lack of demand.
 - 99W corridor service from Corvallis to Eugene may be viable if coordinated with Lane County.

Active Transportation

This subsection covers the Active Transportation system in Benton County and the metrics used to evaluate it.

- General Comments
 - It was noted that as congestion on the roadways increases there will be more competition between active transportation users and motor vehicles.
 - There is currently some intramodal competition for facilities between traditional cyclists and elderly users with mobility assisted devices.
 - There is a need for increased education about route and network options to increase use of active transportation.
- The following comments were made regarding facility needs in Benton County.
 - Improvements should be geared toward key active transportation destinations.
 - Commuter cyclists and recreational cyclists have differing goals for facility improvements. This difference should be remembered when proposing improvements.
 - One option is a “loop” route connecting Corvallis to Albany through Adair Village.
 - The South Benton Connectivity plan proposes active transportation improvements in the Monroe area.
 - Bellfountain Rd, noted for having freight traffic in the motor vehicle subsection, also has a lot of cyclists. There is conflict between these modes.
 - Recreational cyclists look for loops – Bob Durst can provide more information about such options.

Safety

This subsection covers the existing safety concerns in Benton County.

- From the general Safety summary:
 - Does the crash data indicate when an accident resulted from someone on a bike or walking failing to yield right-of-way? Response: That wasn't part of the evaluation, but the data should include that.
 - There was a question about whether OR 99W should be included in the high crash rate list. Response: There are a number of crashes and fatal crashes on this road but it also has some of the highest traffic volumes in the county which will bring down the crash rate.
- Notes on high crash rate intersections:
 - Country Club & 53rd – likely conflict arising from mixing automotive with bikes and pedestrians from the adjacent multiuse path.
 - Airport & Bellfountain – high speeds are prevalent along this corridor.
- Other safety concerns:
 - US 20 and Merloy Avenue
 - Curves on Springhill Dr – there is a planned safety project, funded through the state, to add centerline rumble strips from Albany to Independence to help reduce roadway departure crashes.

Review of Goals & Objectives from Technical Memorandum #2

This discussion covered the revised goals and objectives in Technical Memorandum #2. Based on previous comments from the committee members, the content of the goals and objectives remained relatively unchanged but restructured.

- General comments:
 - Electric Vehicle Charging stations are not mentioned. As this type of vehicle becomes more prevalent in future years the County should be prepared.
 - Comment that Goal #4 Objective #2 is too narrow; perhaps more emphasis on County lifelines. "As survivable as can be reasonably made given current technology."
 - The suggestion was made that Goals & Objectives be updated as the plan develops to reflect the growing understanding of the needs and aspirations of the County.
 - Additional comments on the revised Goals & Objectives, along with any additional comments for Technical Memorandum #4, are requested by December 21, 2017.

Next Steps

- The next TAC/SAC meeting is slated for January 2018.

- The first open house series will occur after TAC/SAC Meeting #3. We anticipate holding one meeting each in Monroe, Philomath, and Adair Village.
- Comments on Technical Memorandum #4 and the project goals from Technical Memorandum #2 are requested by December 21st.