



# Welcome!

## Benton County

# Transportation System Plan

# Community Workshops Round 2

### 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 County to more effectively compete for limited federal and state funds by establishing clear support for specific transportation priorities.

### 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 Metropolitan Planning (MPO) Area Regional Transportation Plan (RTP)
- Albany Area MPO RTP
- Connectivity Plan for the City of Monroe and South Benton County
- Public Transportation – Human Services Cord. Plan

### How to stay involved!

- Fill out a questionnaire
- Visit [www.co.Benton.or.us/tsp](http://www.co.Benton.or.us/tsp) to join the mailing list
- Contact Laurel Byer at [laurel.byer@co.Benton.or.us](mailto: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](http://www.co.Benton.or.us/tsp) o póngase en contacto con Laurel Byer, [laurel.byer@co.Benton.or.us](mailto:laurel.byer@co.Benton.or.us)



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## Benton County

### Transportation System Plan

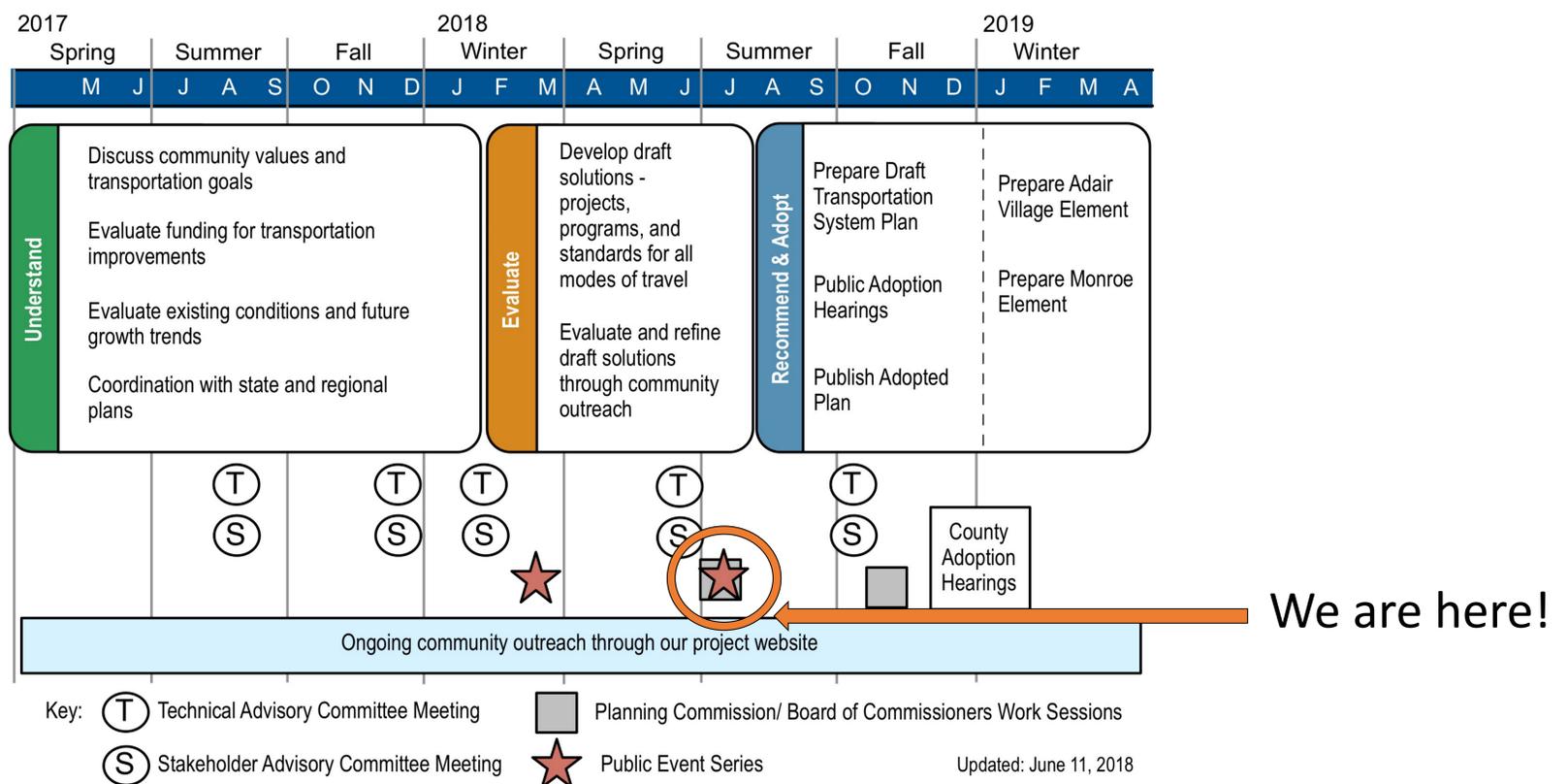
### Community Workshops Round 2

#### Where we are in the process

The project team is just completing the “Solutions” phase of the TSP update (see project schedule below). This included the development of revised transportation standards, an evaluation of future County funding for projects, and a preliminary project list.

This was preceded by the “Understand” phase of the TSP update which included the development of project Goals and Objectives with the Stakeholder Advisory Committee and an evaluation of the current transportation system.

**Following this Workshop Series**, we’ll begin the development of a draft Transportation System Plan and begin the adoption process.



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# Community Workshops Round 1

## Summary of Findings



### Population

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

### Future Congested Intersections

- OR 99W & Lewisburg Ave./Granger Ave.
- US 20 & Springhill Dr.
- US 20/OR 34 & 53<sup>rd</sup> St.
- 53<sup>rd</sup> 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.

### Safety Concerns – Intersections

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

### Active Transportation Needs

- Better connections between rural communities
- Provide multiple options between destinations
- Improve facilities along major highway corridors

### Transit Needs

- Service along OR 99W south and north of Corvallis
- Expansion of Regional Linn-Benton Loop Service
- Demand response transit capacity improvements
- Increased frequency of service and expanded evening/weekend service
- Expanded service to the North Albany area
- Improved coordination with health and human service providers
- Expanded efforts to inform the public of available services

### Safety Concerns – Roadways

- Springhill Dr.
- NE Granger Ave.
- 53<sup>rd</sup> St.
- NW Independence Highway
- Bellfountain Rd.
- NW Gibson Hill Rd.
- Alpine Rd.
- SW West Hills Rd.

# Transportation Funding and Project Evaluation

## Transportation Funding

Future funding available for transportation was estimated based on the average annual revenues and expenses for the previous ten years and projected to 2040. Having an understanding of the amount of available funding will inform the selection of the highest priority projects over the next 20 years.

Estimated amount of transportation funding available through 2040:	<b>\$23.4 million</b>
Total cost of the proposed priority projects:	<b>\$274.7 million</b>
Total cost of all projects:	<b>\$1.2 billion</b>

Available funding for transportation projects through 2040 is expected to be far less than needed to build all of the community's priority projects. Therefore, identifying the highest priority projects, developing fundable phasing strategies, and seeking partnerships with other regional agencies to leverage resources will be important.

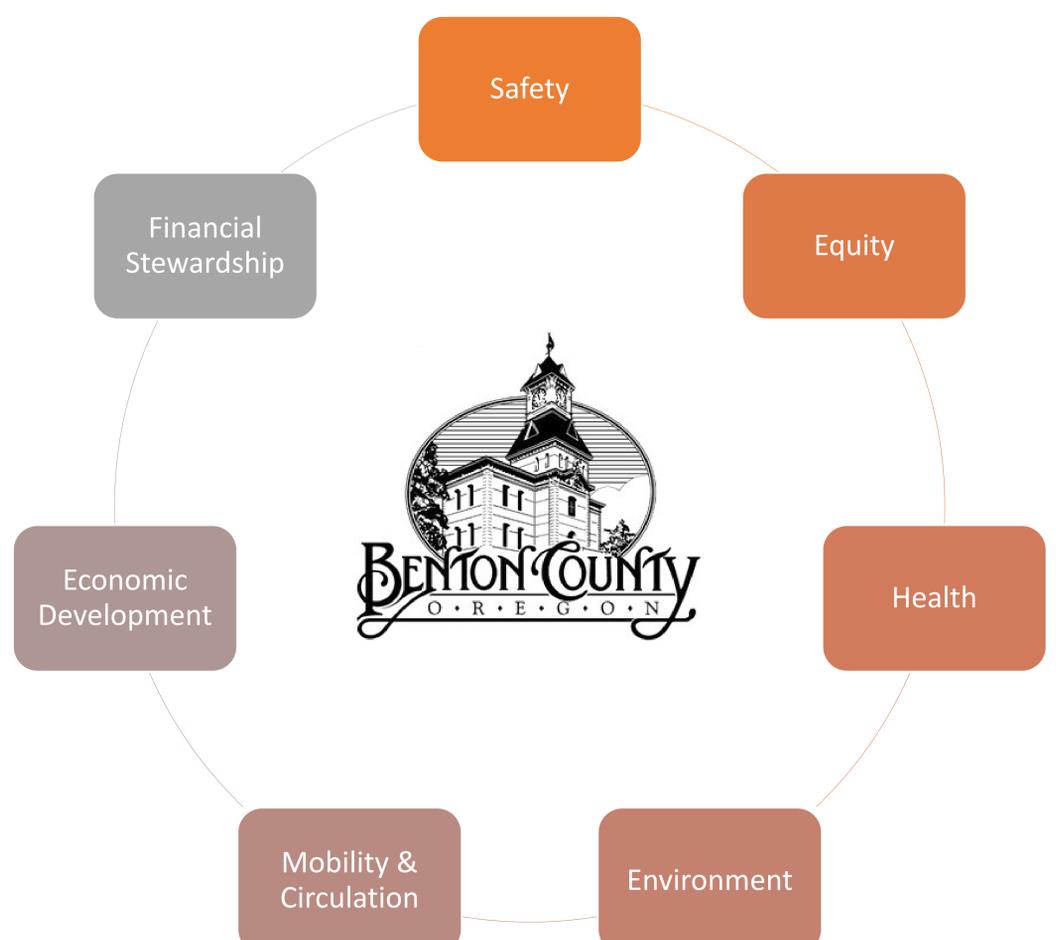
Note: Additional funding available through HB 2017 could change this outlook but the impact is unknown at this time.

## Project Evaluation

Evaluation criteria was developed to reflect how well the projects achieve the Goals & Objectives established by the Stakeholder Advisory Committee and displayed to the right. The scoring process resulted in High, Medium and Low rankings of the project list. A "High" scoring project would achieve the broadest range of goals. These are shown in the handout as Proposed Priority Projects.

The application of evaluation criteria is just one way of prioritizing the projects. Please provide feedback on what projects are more (or less) important to you!

## Benton County TSP Goal Areas



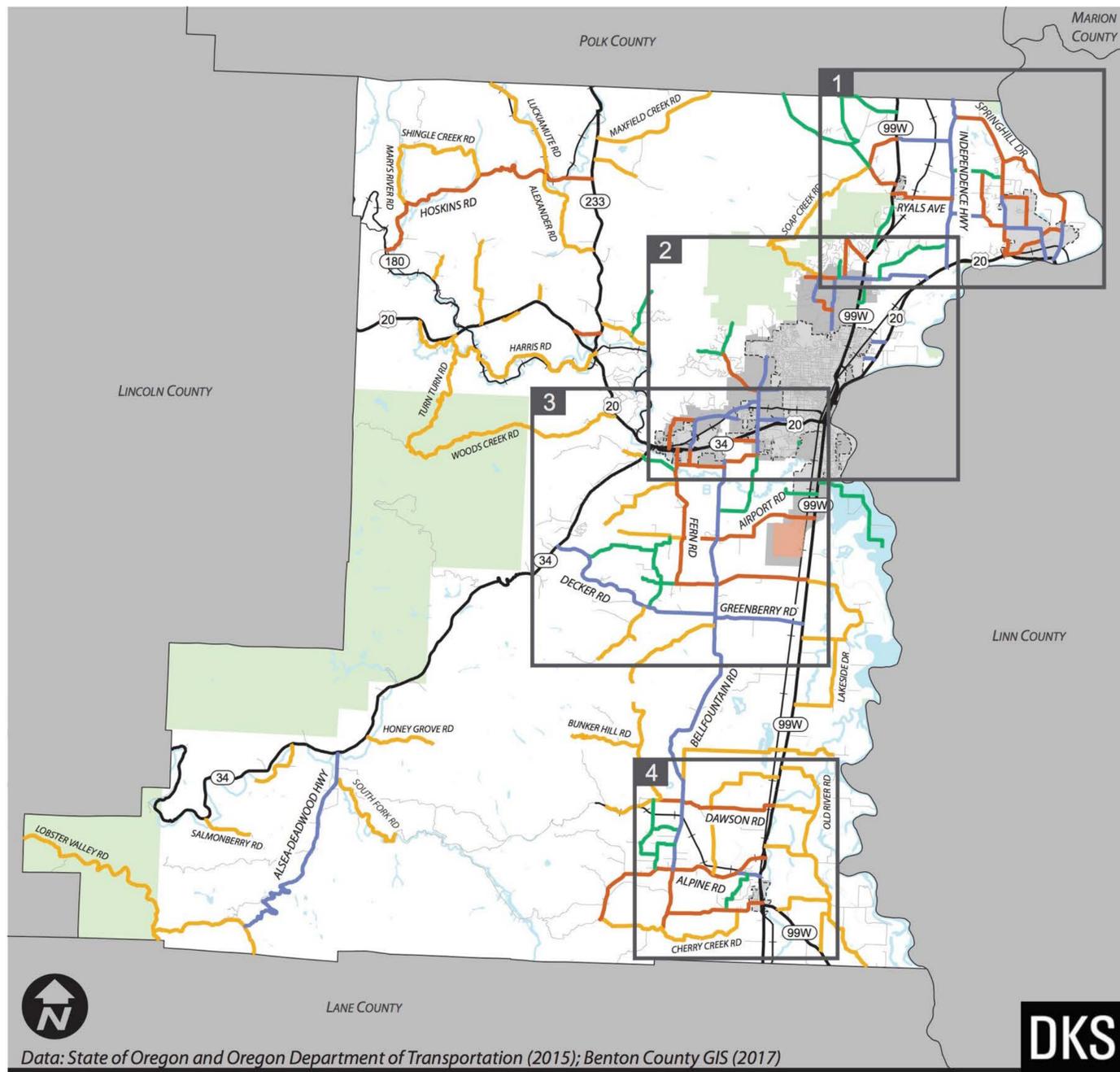
# Transportation Standards

## Summary

Transportation standards describe the form and management of the transportation network and include functional classification, typical roadway cross-section designs, freight route designations and mobility targets. As a part of this TSP update the project team and Stakeholder Advisory Committee are considering new or updated standards that are summarized below.

## Roadway Functional Classification

The roadway classification system helps define the intended use of County roads. Some County roads have an existing functional classification that is inconsistent with the current activity level. Typically there is more activity than the current classification would support but occasionally there is less. These changes would not result in any immediate reconstruction projects but provide a guide for future investment. If you have questions concerning any of the proposed changes please find a project team member. The proposed functional classification map is shown to the right.



Data: State of Oregon and Oregon Department of Transportation (2015); Benton County GIS (2017)

### PROPOSED ROADWAY FUNCTIONAL CLASSIFICATION

#### Legend

— - Principal Arterial	++ - Railroad
— - Minor Arterial	— - River
— - Major Collector	— - Park
— - Minor Collector	— - Airport
— - Resource Collector	— - Urban Growth Boundary
— - Local Roadway	— - City Limits

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## Mobility Targets

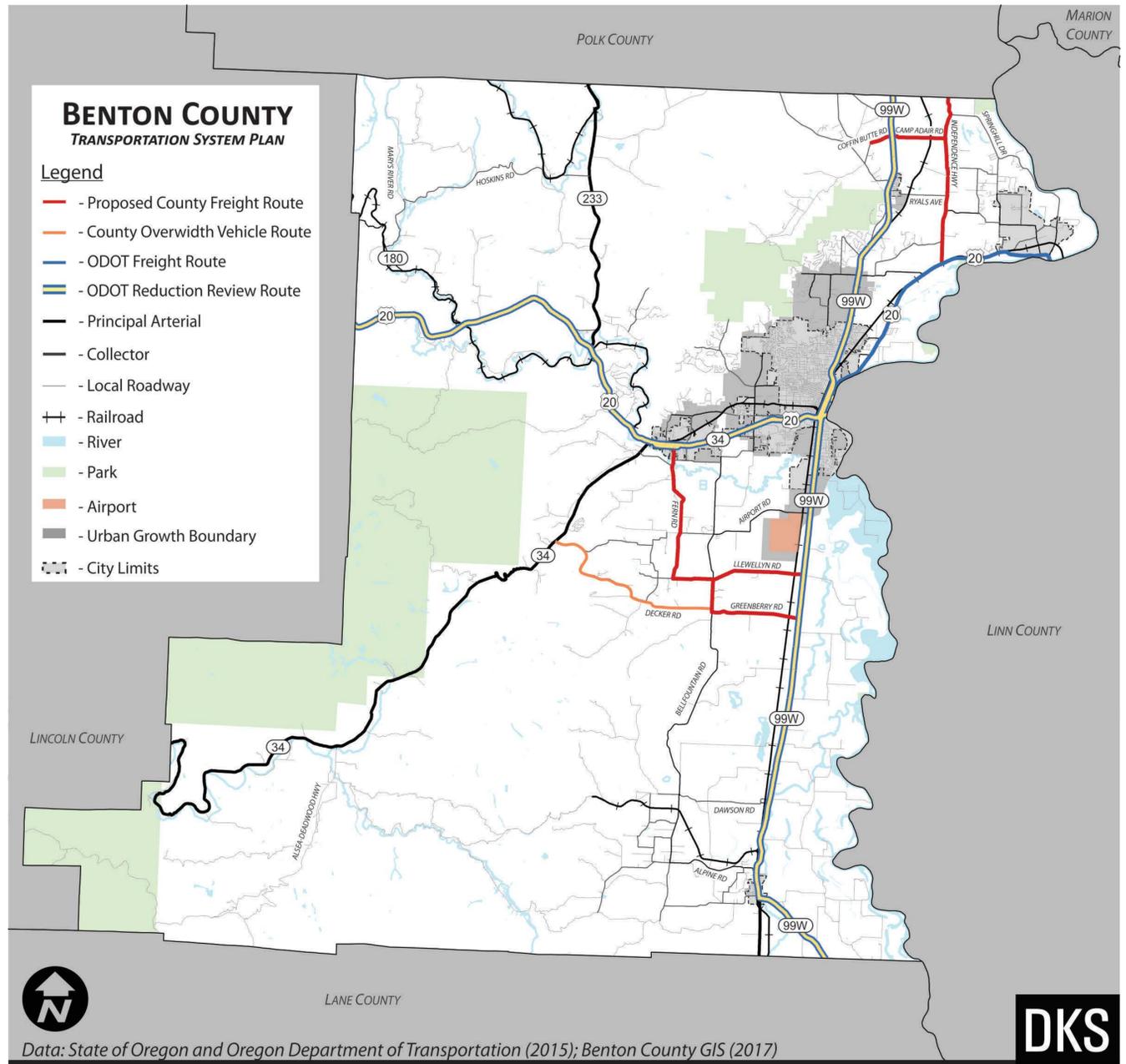
Mobility targets establish expectations for acceptable amounts of congestion. Benton County does not currently have mobility targets. The proposed targets are based on the ratio of traffic volume to intersection capacity (ODOT's targets range from 0.70 to 0.95). The proposed Benton County mobility targets are:

- Signalized, All-way Stop or Roundabout Intersections: volume to capacity ratio no greater than 0.85 (volumes at 85% of capacity)
- Two-way Stop and Yield Intersections: volume to capacity ratio no greater than 0.90 (volumes at 90% of capacity)

# Transportation Standards Continued

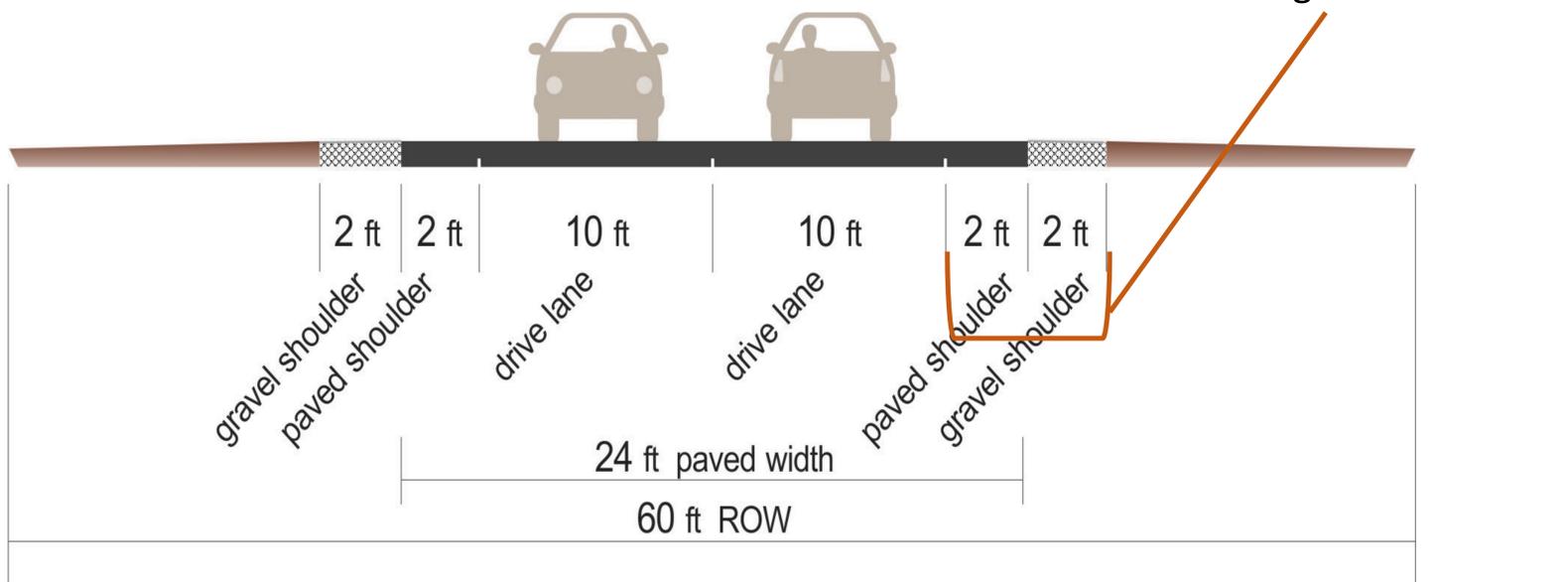
## Freight Routes

Benton County does not currently have any freight routes identified on their facilities (there are ODOT freight routes on US 20/OR 34 & OR 99W). Freight routes can provide a tool to help guide freight traffic down selected roads in the network and prioritize investment decisions. The proposed Benton County freight routes are shown to the right.



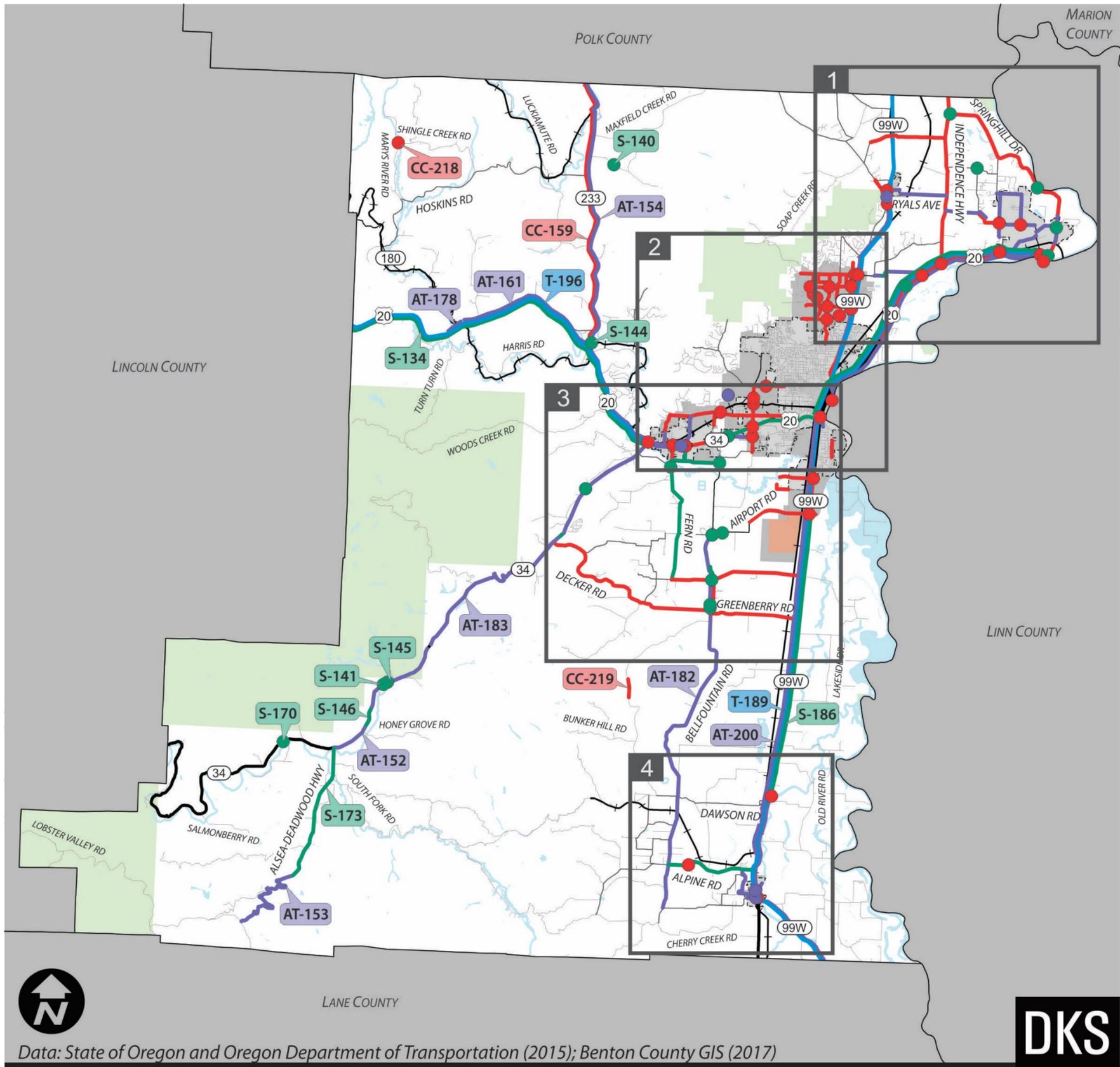
## Typical Roadway Cross-sections

The only recommended change to the County's typical roadway cross-section standards is increasing the shoulder width on Minor Collectors (shown below) from 2' to 4' to enhance safety and provide minimum active transportation infrastructure. This change will not result in any immediate reconstruction but provides a guide for future investment decisions.



# Benton County Projects County Wide

The projects shown on the following maps are divided into four categories: Connectivity & Congestion, Safety, Active Transportation, and Transit. Complete project descriptions are available in the handout.



Data: State of Oregon and Oregon Department of Transportation (2015); Benton County GIS (2017)

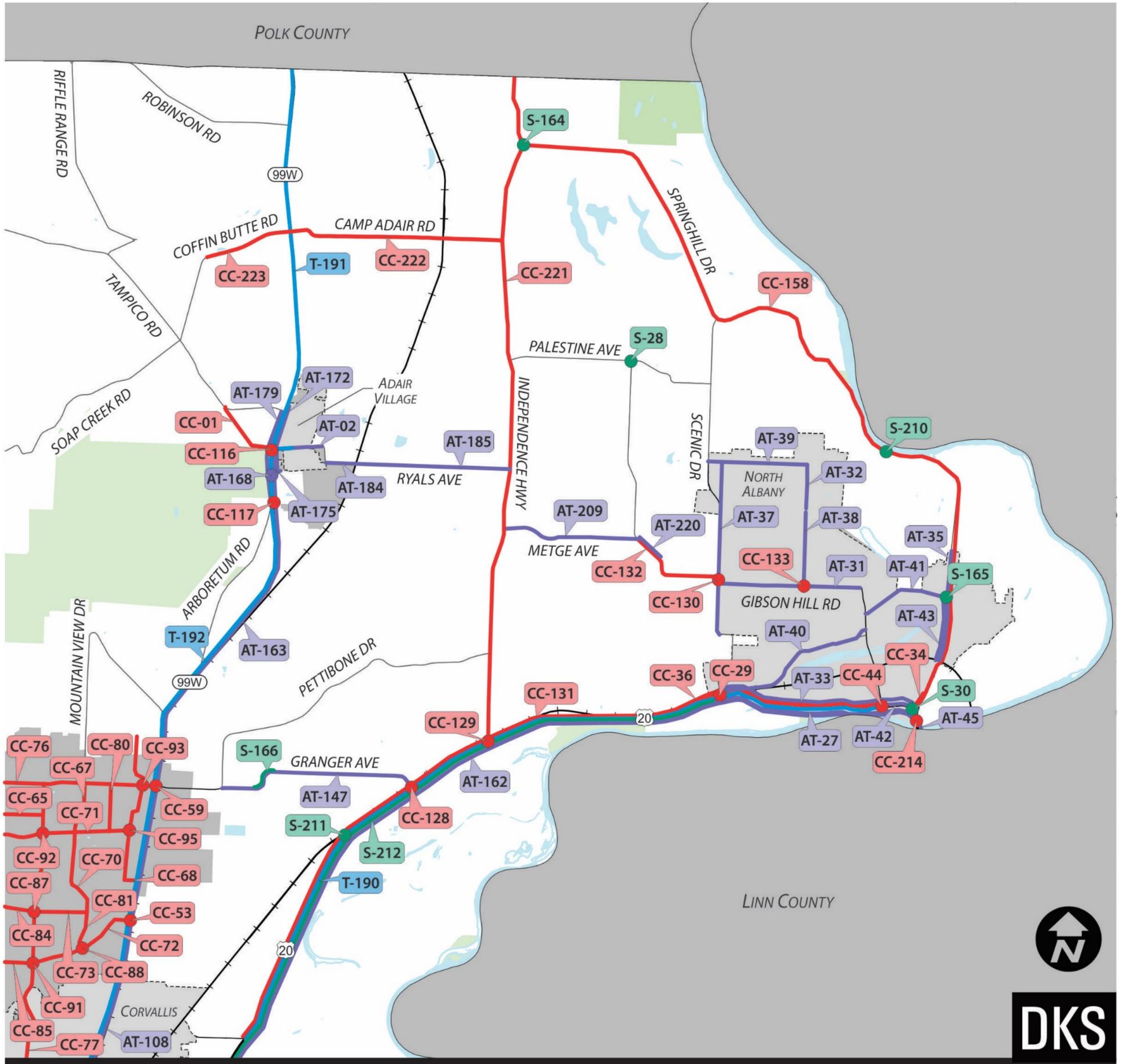
## BENTON COUNTY TSP PROJECTS

### Legend

- |   |              |                         |
|---|--------------|-------------------------|
| S-00 - Safety Project                   | - Highway    | - River                 |
| AT-00 - Active Transportation Project   | - Arterial   | - Park                  |
| CC-00 - Connectivity/Congestion Project | - Collector  | - Airport               |
| T-00 - Transit Project                  | - Local Road | - Urban Growth Boundary |
|   | - Railroad   | - City Limits           |

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# Benton County Projects Subarea 1



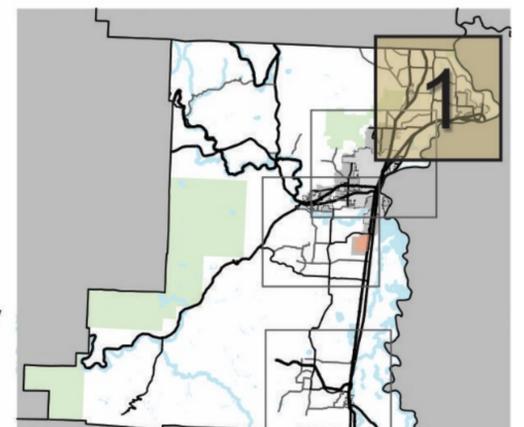
## BENTON COUNTY TSP SUB-AREA 1 PROJECTS

Data: State of Oregon and Oregon Department of Transportation (2015); Benton County GIS (2017)

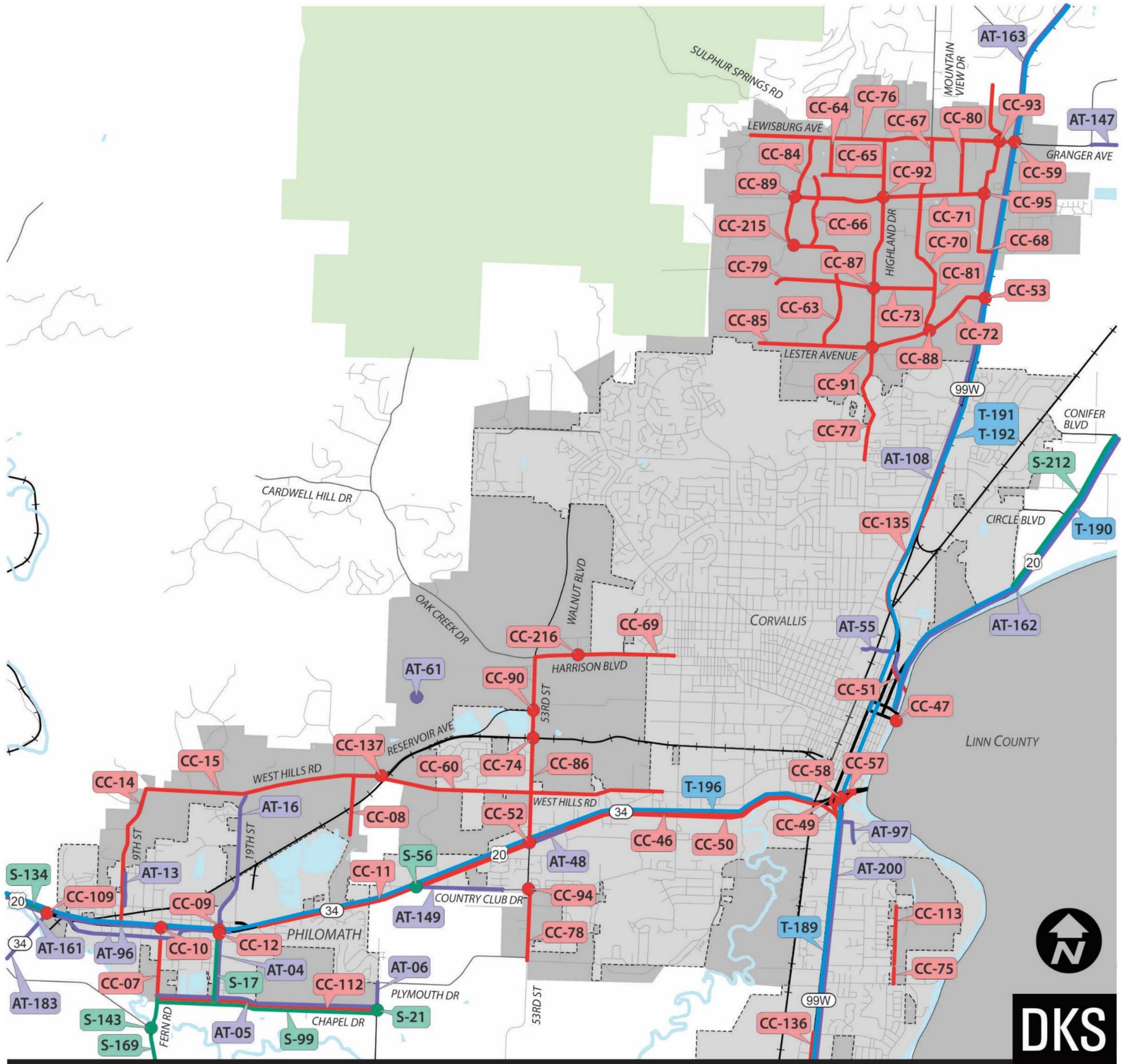
### Legend

- |   |              |                         |
|---|--------------|-------------------------|
| S-00 - Safety Project                   | - Highway    | - River                 |
| AT-00 - Active Transportation Project   | - Arterial   | - Park                  |
| CC-00 - Connectivity/Congestion Project | - Collector  | - Airport               |
| T-00 - Transit Project                  | - Local Road | - Urban Growth Boundary |
|   | - Railroad   | - City Limits           |

## BENTON COUNTY TRANSPORTATION SYSTEM PLAN



# Benton County Projects Subarea 2



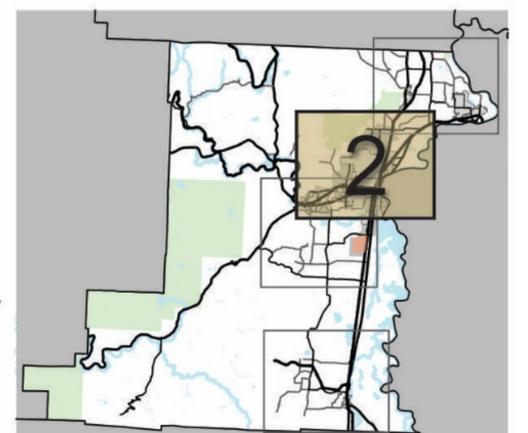
## BENTON COUNTY TSP SUB-AREA 2 PROJECTS

Data: State of Oregon and Oregon Department of Transportation (2015); Benton County GIS (2017)

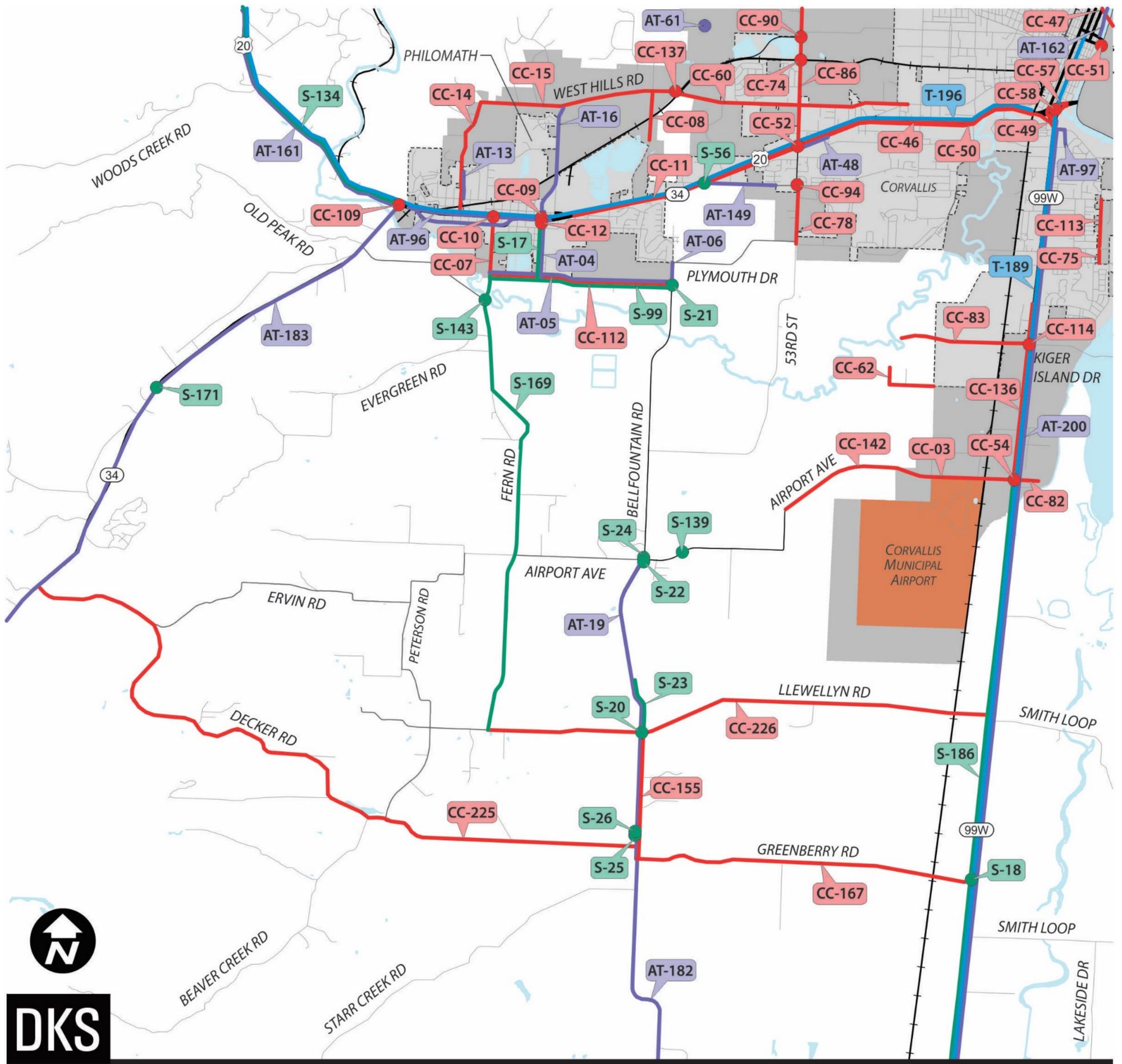
BENTON COUNTY  
TRANSPORTATION SYSTEM PLAN

### Legend

- |   |              |                         |
|---|--------------|-------------------------|
| S-00 - Safety Project                   | - Highway    | - River                 |
| AT-00 - Active Transportation Project   | - Arterial   | - Park                  |
| CC-00 - Connectivity/Congestion Project | - Collector  | - Airport               |
| T-00 - Transit Project                  | - Local Road | - Urban Growth Boundary |
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# Benton County Projects Subarea 3



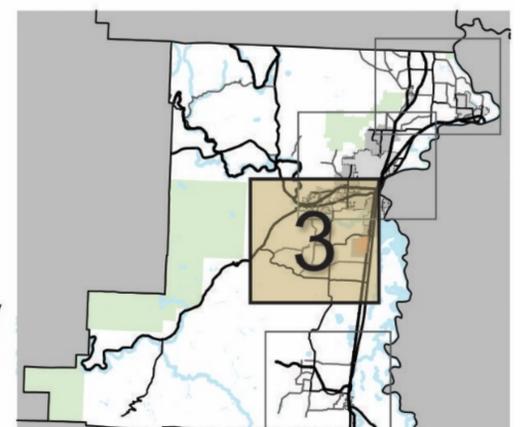
## BENTON COUNTY TSP SUB-AREA 3 PROJECTS

Data: State of Oregon and Oregon Department of Transportation (2015); Benton County GIS (2017)

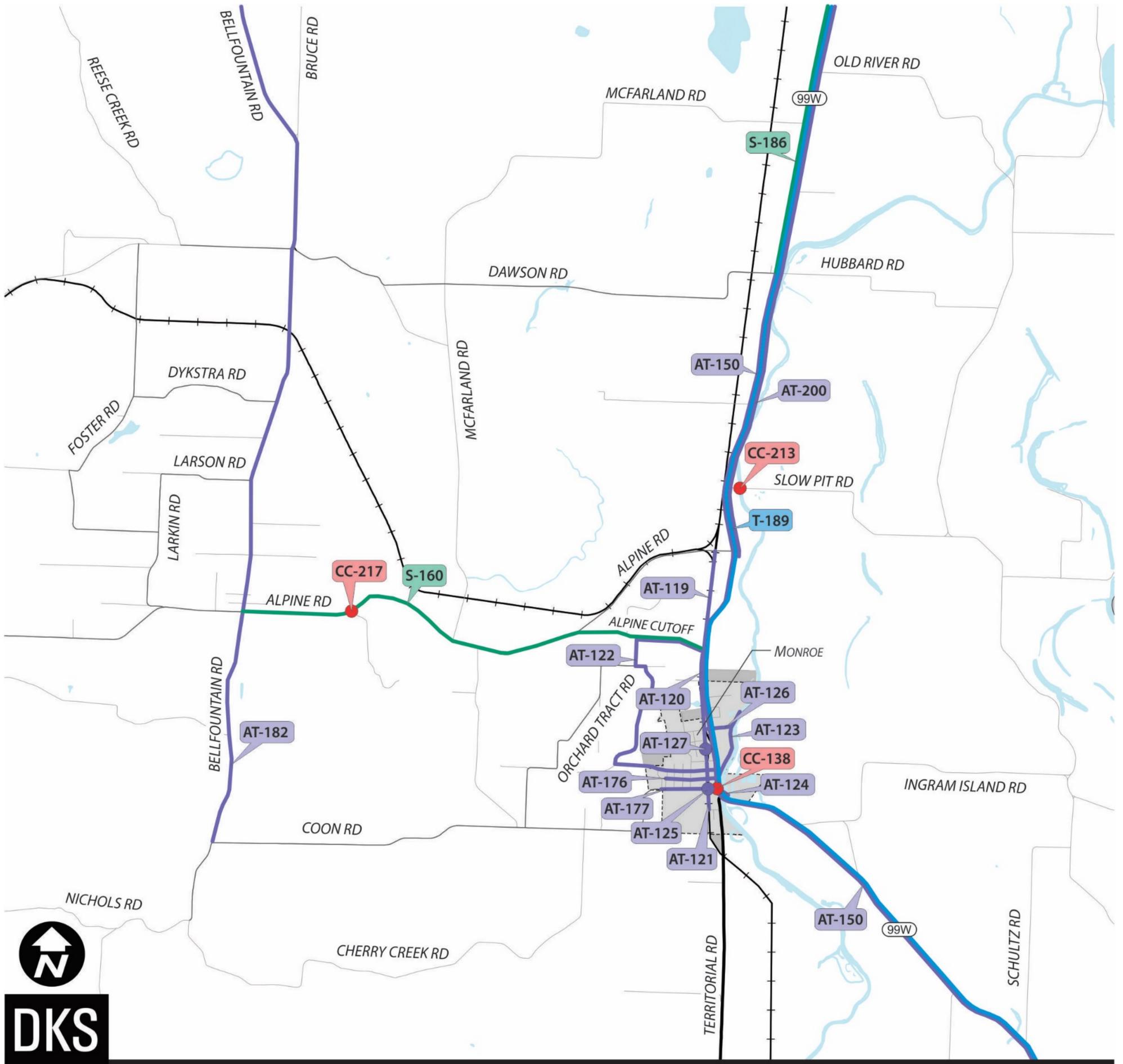
## BENTON COUNTY TRANSPORTATION SYSTEM PLAN

### Legend

- |   |              |                         |
|---|--------------|-------------------------|
| S-00 - Safety Project                   | - Highway    | - River                 |
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| CC-00 - Connectivity/Congestion Project | - Collector  | - Airport               |
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|   | - Railroad   | - City Limits           |



# Benton County Projects Subarea 4



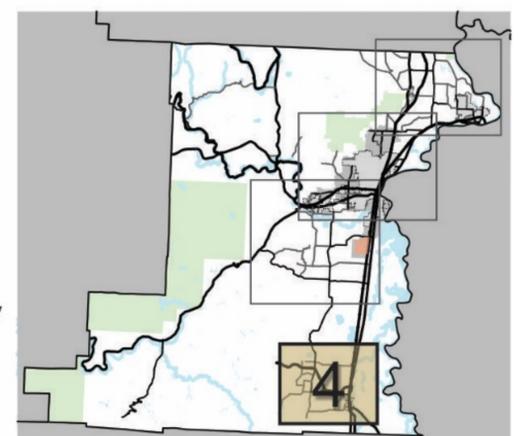
## BENTON COUNTY TSP SUB-AREA 4 PROJECTS

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## BENTON COUNTY TRANSPORTATION SYSTEM PLAN

### Legend

- |   |              |                         |
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# Transit Projects Summary

Public Transportation in Benton County will play a key part in realizing the seven transportation and land use goals in the TSP. The County public transportation strategies are intended to create a safe, equitable, and efficient component of the transportation system that supports healthy lifestyles, environmental health, and economic development by connecting people with where they want to go. The following sections describe the various transit needs that relate to projects in the hand out. Many of these projects describe studies or demand response transit service that does not have a fixed route and so will not be seen on the project maps.

## Improved Connections to Rural Communities

Rural communities like Wren, Alsea, Bellfountain, and Kings Valley have limited or no public transportation options. **A needs assessment** for these corridors will help determine **what level of fixed rural or demand response transit service** will serve these communities best and at an appropriate level of service. For example, a **rural shopper shuttle** could provide one to two days of transit service weekly and connect people in rural communities to Corvallis.

## Expanded Service between Corvallis and Albany

The Amtrak Connector and Linn Benton Loop currently provide connections between Corvallis and Albany. A short-range plan will guide improvements to service on the Linn Benton Loop. Additional trips are planned for the Amtrak Connector along with additional pick-up locations in northern and southern Corvallis.

## Improved On-Demand Transit Services

Benton County's demand response transit system supports a wide range of travel needs for some of the County's most transportation-disadvantaged residents. The system is currently experiencing increased delays and trip denials at peak periods.

**Adding capacity through additional vehicles and drivers** will result in **more rides** in the existing service times, and provide resources to add weekends and longer service hours (earlier or later service).

## Service on OR 99W

Comments from residents, employees and visitors to Benton County have identified transportation needs in communities along the OR 99W corridor, from **Eugene to Monmouth**. **Key destinations** in addition to these communities would include **Junction City, Monroe** (which has no transit service today), **Corvallis**, and **Adair Village**.

