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DRAFT MEMORANDUM #2

DATE: August 3, 2017

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SUBJECT: Benton County Transportation System Plan Update
 Task 1.9 Plan Assessment, Goals, and Objectives

This memorandum summarizes planning documents, policies, and regulations that are applicable to the Benton County Transportation System Plan (TSP) update. The County’s current TSP, adopted in 2001, will serve as the foundation for the update process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2040. As new strategies for addressing transportation needs are proposed, compliance and coordination with the plans, policies, and regulations described in this document will be required.

The plan review summary includes the following documents that were reviewed, organized by local, state, and regional plans, policies, and regulations. Note that this document does not include the full list of projects recommended from these plans. Only recommended projects on County facilities or projects with significance to Benton County are included.

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ASSESSMENT OF GOALS, POLICIES AND PERFORMANCE MEASURES AND THEIR COMPLIANCE WITH THE TRANSPORTATION PLANNING RULE (OAR 660-012)

The Transportation Planning Rule (TPR) implements Oregon Statewide Planning Goal 12, which supports the development of safe, convenient, and economic transportation systems that are designed to reduce reliance on the automobile. Key objectives of the TPR include encouraging a variety of transportation choices, ensuring coordination among local governments and transportation service providers, and promoting land use patterns that support multimodal transportation and street connectivity.

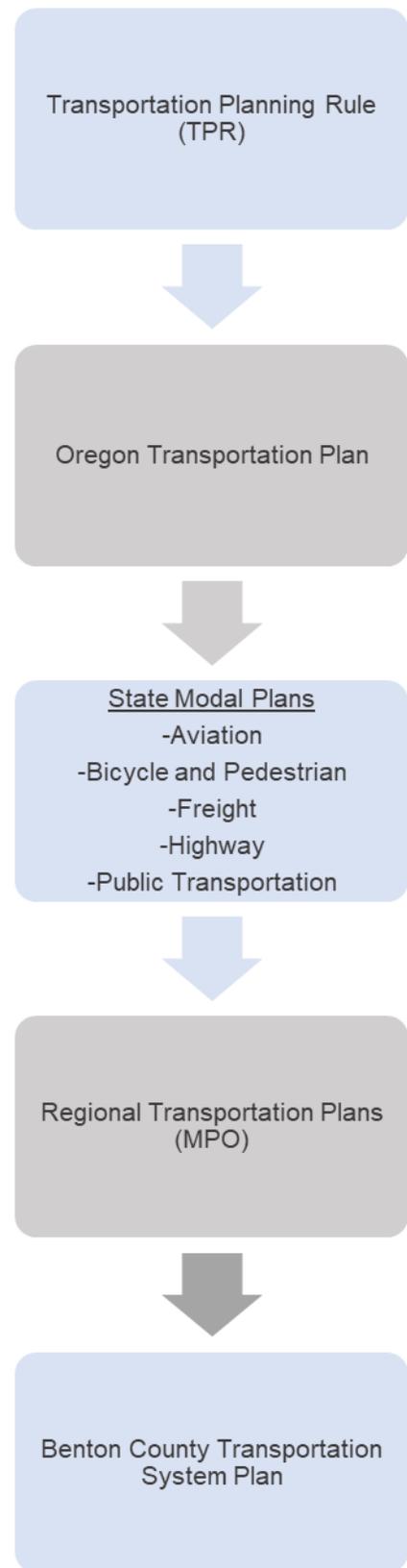
Specifically, the TPR requires:

The state to prepare a TSP, referred to as the Oregon Transportation Plan (OTP); and

Counties and cities to prepare local TSPs that are consistent with the OTP.

The TPR includes direction for preparing, coordinating, and implementing transportation system plans. Key sections of the TPR that are relevant to the Benton County TSP update include OAR 660-012-0020 and OAR 660-012-0035, which will direct the development and final contents of the updated TSP; and OAR 660-012-0045 and OAR 660-012-0060, which will direct potential amendments to the County’s Development Code during the implementation stage of the update process.

OAR 660-012-0045 requires each local government to amend its land use regulations to implement the TSP, and to adopt land use regulations consistent with state and federal requirements “to protect transportation facilities, corridors and sites for their identified functions.” These requirements are achieved through a variety of measures, including access control standards, robust pedestrian and bicycle circulation and connectivity provisions, standards to protect future road operations of roads, and expanded notice requirements and coordinated review procedures for land use applications. Local implementation measures often include processes to apply conditions of approval to development proposals and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.



Measures in OAR 660-012-0060 address plan and land use regulation amendments to ensure that proposed land uses are consistent with the identified function and capacity of existing and planned transportation facilities. It includes criteria for identifying significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, identification of planned facilities, and coordination with transportation facility providers. This section also guides local jurisdictions in determining what transportation improvements are “reasonably likely to be provided by the end of the planning period” when considering amendments to local plans and land use regulations.

Amendments to the TPR that became effective in 2012 include new language in OAR 660-012-0060 that allows local governments to exempt a zone change from the “significant effect” determination if the proposed zoning is consistent with the comprehensive plan map designation and the TSP. The amendments to Section -0060 are among the most significant changes that have been made to the TPR since adoption of the County’s 2001 TSP. To be consistent with the TPR, revisions to the Benton County Development Code may be recommended as part of the implementation phase of this TSP update. A review of Benton County Code and recommended modifications is in Appendix A.

What this means for the Benton County TSP Update: *The County's current TSP was adopted in 2001. Since then, new regulations and requirements have been integrated into the TPR, OTP, and State Modal Plans, and the overall transportation habits of the County's residents have evolved. This planning effort will develop an updated TSP for Benton County that serves the existing and future transportation needs of residences, businesses, and property owners and that is consistent with State and regional plans and regulations.*

Assessment of Goals, Policies, and Performance Measures

Considerations for Updated TSP Goals

What is our vision for the future transportation system in Benton County? What do we like and not like about the system we currently have?

The goals from Benton County’s current TSP (adopted during the 2001 update process) provide a starting point for setting the direction for the new TSP. They cover a wide range of issues, including: mobility, connectivity, safety, multimodal travel, freight, and coordination with other agencies and plans. During the public involvement portion of the update process, we’ll discuss how well the 2001 TSP goals and objectives align with today’s interests and whether they should be expanded to include other common transportation goal areas, such as impacts to the environment and natural resources, prioritizing active transportation modes, the desire for a regional transit system, enhancement of community health and livability, supporting the local economy, and efficient use of public funds.

Goals

During the development of the 2001 Benton County TSP, project staff, citizens, members of the Benton County Transportation Plan Task Force, and members of the Technical Advisory Committee identified a comprehensive, community-based vision for the transportation system, as well as an accompanying set of Transportation System Goals (listed in Section 2.3 of the 2001 TSP). These goals and objectives were grouped into five categories, and are summarized below:

Mobility, Circulation, and Safety Goals

- Develop a transportation system to facilitate appropriate travel modes.
- Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through Benton County.

- Provide safe interactive multi-modal facilities.
- Ensure mobility to the transportation disadvantaged.
- Coordinate with local agencies and providers to expand transit services countywide.
- Ensure an adequate truck route network to reduce commercial/neighborhood conflicts.
- Provide both primary and secondary access for emergency services.

Capital Improvement Goals

- Maximize the useful life of existing facilities.
- Maximize the cost effectiveness of transportation improvements.
- Ensure adequate and equitable long-term funding mechanisms.
- Maintain a Transportation Improvement Plan.

Community Goals

- Provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County.
- Minimize conflicting uses on the transportation system that degrade neighborhoods and rural communities.

Economic Development Goals

- Preserve and protect transportation corridors essential to the economic vitality of the County.
- Promote the use of freight rail and air service to reduce trucking activity on County roads.
- Promote efficient and affordable ground transportation to existing regional airports (Portland and Eugene).

Relevant Oregon Highway Plan Actions

- Develop plans and projects in accordance with roadway classifications and functions; work to maintain highway mobility and access management standards. (Oregon Highway Plan Action 3A.3, p. 110)
- Conduct County transportation planning and development in coordination with other local jurisdictions and Oregon Department of Transportation (ODOT), as applicable. (This is specified for bicycles, but not for roadways.)
- Maintain and improve freight movement efficiency and access to intermodal connections. (OHP Policy 4A, p. 121)
- Consider traffic circulation, safety, and mobility in land use decisions so that potential degradation of transportation facilities by adjacent land use is considered.

Policies

Transportation policies in the 2001 TSP are divided among four modal plans: Roadway, Bicycle and Pedestrian, Public Transportation, and Air, Rail, and Pipeline. Policies in these plans include both new policies developed during the 2001 update, and those that were retained from the previous edition.

- **Chapter 3, Section 3.3 – Roadway Policies.** Policies in the Roadway Plan address design standards (as adopted in Section 99.515 Road Design and Construction Standards in the Benton County Development Code), access standards (set by Appendix B in the 1999 Oregon Highway Plan), state and county shared funding opportunities, maintenance financing, highway protection and performance standards, and the transfer of County road jurisdiction to cities upon annexation.
- **Chapter 4, Section 4.3 – Bicycle and Pedestrian Policies.** The Bicycle and Pedestrian Plan recognizes that a safe, useable, and fundable bicycle and pedestrian system is an essential element in meeting Benton County’s transportation goal and making Benton County a highly desirable place to live. Policies relating to bicycle and pedestrian transportation address the identification of a bikeway route system in a bikeway master plan, the establishment of bicycle and pedestrian facility design standards, the development of paths along existing and future roads for commuter and recreational use, roadway standards for shoulder bikeways and walkways (as adopted in Chapter 99 of the Benton County Development Code), coordination of bicycle and pedestrian facility planning with neighboring jurisdictions and ODOT, funding considerations, and the provision of bicycle and pedestrian facilities in the site design of community centers.
- **Chapter 5, Section 5.3 – Public Transportation Policies.** The Public Transportation Plan seeks to provide public transportation choices within commuter corridors in order to alleviate congestion in the corridors between the County’s major population centers
- **Chapter 6, Section 6.3 – Air, Rail, and Pipeline Policies.** The Air, Rail, and Pipeline Plan emphasizes the economic importance of freight rail to the County’s transportation system, and notes that if rail service were terminated, truck traffic could increase throughout the County causing congestion. The new policies developed during the 2001 updated were focused solely on promoting the viability and efficiency of rail transportation in the County.

Performance Measures

The Roadway Plan describes methods used to evaluate performance of the existing roadway system (Section 3.1.3). System performance was evaluated by capacity, safety, connectivity, and/or mobility.

What this means for the Benton County TSP Update: Since the County's adoption of its current TSP in 2001 there has been a greater emphasis in transportation planning on “active transportation” (biking, walking, transit), providing connections between modes, improving efficiency through system management, preserving freight routes, acknowledging the current funding environment for transportation improvements, and the State’s Greenhouse Gas Reduction objectives. Planning is more integrated between modes and the proposed solutions to address identified needs are evaluated as a part of a multi-modal system. This effort will develop an updated TSP for Benton County that is better aligned with updated state and local objectives and the existing and future transportation needs of residences, businesses, and property owners. Possible outcomes include employing multimodal performance measures, improved connectivity standards, and system management techniques such as advanced technology enhancements or transportation demand management.

RECOMMENDED GOALS AND OBJECTIVES

The stakeholder advisory committee (SAC) reviewed the 2001 TSP goals and compared them to more recent TSPs from comparable jurisdictions. The SAC feedback was used to revise the goals to reflect changes in transportation and community values. Central themes of the feedback include a greater focus on safety, equity, health, connectivity, resiliency, and sustainability. In addition, the SAC wanted to ensure that the TSP update incorporated the core values of Benton County's 2040 Thriving Communities Initiative. These goals are all central to this TSP update and are not listed in order of priority or importance.

Goal 1 - Safety: A safe transportation system minimizes risks and conflict.

- **Objective 1:** Provide safe facilities for all modes.
- **Objective 2:** Reduce the frequency of crashes and strive to eliminate crashes resulting in serious injuries or fatalities.
- **Objective 3:** Proactive improve areas where crash risk factors are present.
- **Objective 4:** Provide both primary and secondary access for emergency services.

Goal 2 - Equity: Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes.

- **Objective 1:** Ensure mobility to the transportation disadvantaged.
- **Objective 2:** Consider the housing burdened population in the project selection process.

Goal 3 - Health: The transportation system should encourage healthy lifestyles.

- **Objective 1:** Support access to public spaces and encourage active transportation and social interaction.
- **Objective 2:** Provide healthy transportation options for students traveling to school.
- **Objective 3:** Consider the impact of particulate emissions in transportation projects.

Goal 4 - Environment: The transportation system should allow a community to live harmoniously with the environment.

- **Objective 1:** Provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County.
- **Objective 2:** Provide a transportation system that allows a community to quickly recover from natural disasters.
- **Objective 3:** Minimize conflicting uses on the transportation system that degrade neighborhoods and rural communities.

Goal 5 - Mobility and Circulation: The transportation system should efficiently connect people with where they want to go.

- **Objective 1:** Develop a transportation system to facilitate appropriate travel modes.
- **Objective 2:** Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through Benton County.

- **Objective 3:** Coordinate with local agencies and providers to expand transit services countywide.
- **Objective 4:** Ensure an adequate truck route network to reduce commercial/neighborhood conflicts.

Goal 6 - Economic Development: Transportation should support a thriving economy.

- **Objective 1:** Preserve and protect transportation corridors essential to the economic vitality of the County.
- **Objective 2:** Promote the use of freight rail and air service to reduce trucking activity on County roads.
- **Objective 3:** Promote efficient and affordable ground transportation to existing regional airports (Portland and Eugene) and the Albany Amtrak Station.

Goal 7 - Financial Stewardship: Investments in transportation should manage assets efficiently and responsibly.

- **Objective 1:** Maximize the useful life of existing facilities.
- **Objective 2:** Maximize the cost effectiveness of transportation improvements.
- **Objective 3:** Ensure adequate and equitable long-term funding mechanisms.

LOCAL PLANS, POLICIES, AND REGULATIONS

The following sections summarize local plans, policies, and regulations for the Benton County TSP area and how they will impact the update project.

City of Adair Village Comprehensive Plan

The Adair Village Comprehensive Plan, last updated in 2006, is the primary document that guides and controls land uses and long-range development within the city limits and the urban growth boundary. Policies in this local Comprehensive Plan that address coordination between the City and County regarding land use and transportation are noted below.

Key Policies

- **Urbanization Policies.** Section 9.860 – City/County Cooperation of the Adair Village Comprehensive Plan address the Urban Growth Management Agreement that has been established between Benton County and the City of Adair Village. This agreement serves as the primary mechanism for coordinating planning and review of land use actions in the urban fringe.
- **Land Use Planning Policies.** The City of Adair Village implements an Agency Involvement and Coordination Program (Section 9.150) to ensure an effective working relationship with local, state, and federal agencies, including Benton County. Under this program, the City agrees to inform agencies of the status of current and future planning efforts. In addition, the Tampico Road Area of Concurrence adjacent to Highway 99 West requires concurrence of the City and County for all land use changes.
- **Transportation goals and policies –** The Comprehensive Plan seeks to strengthen all modes of transportation to facilitate the improved flow of people, goods, and services. The following policies address regional transportation issues:

- The City shall cooperate with the County and State to guarantee that safety conditions on County and State roads are maintained for the protection of area residents (Section 9.700 Transportation, Streets & Highways, Policy 6).
- The City has a need for a public transit system to transport area residents to nearby urban centers and shall encourage development of a regional transit system (Section 9.700 Transportation, Mass Transit, Policy 1).
- The City supports the Benton County Dial-A-Bus service as a necessary and needed transportation system for elderly and handicapped citizens (Section 9.700 Transportation, Mass Transit, Policy 2).
- The City shall work with and support efforts by other governmental agencies or private industry interests concerned with future regional public transit within the Linn-Benton County area (Section 9.700 Transportation, Mass Transit, Policy 6).
- The City shall cooperate with the County in providing connections or extensions to future bike or pedestrian ways within the Planning Area (Section 9.700 Transportation, Bicycle & Pedestrian Ways, Policy 6).

Key Projects

Section 9.700 Transportation

- Arnold Avenue Extension: Extension of Arnold Avenue west across Highway 99 West creating an intersection with a private road, Blake Lane, that connects to Tampico Road. This would provide a good intersection for the Tampico Road area connecting both sides of Highway 99 West if urban expansion occurs in the Tampico Road area. *[Arnold Avenue is now a city facility, a future extension would also fall under city jurisdiction.]*
- Adair Village Transit Service: Local transit service in Adair Village is only available to senior citizens and handicapped persons through Dial-A-Bus. A regularly scheduled bus service to the employment and entertainment centers in Benton and Linn counties should become a possibility in the planning period. *[The 99 Express provides transit service along the OR 99w corridor in Adair Village.]*
- Adair County Park multiuse path: Adair County Park plans include a pathway from the city to park at Azalea Drive and Willamette Avenue. Benton County parks has discussed plans to provide a multiuse path along Arnold Avenue to connect Highway 99 West, the city, and the park.

Impact to Benton County TSP Update: *Adair Village Comprehensive Plan policies should be reflected in the Benton County TSP to the extent that the updated TSP addresses jurisdiction coordination. Policies in the Adair Village Comprehensive Plan relating to the Tampico Road Area of Concurrence are not currently reflected in the adopted Benton County TSP and should be considered for inclusion as part of this planning process. Consistent with coordination policies adopted by both jurisdictions, the County will consult with Adair Village on recommended transportation policy, improvements, and outcomes that result from the TSP update project. The Benton County TSP update will include a TSP element for Adair Village containing a set of policies, standards and projects. These elements of the updated TSP will coordinate with the city's policies and guidance for transportation improvements.*

Albany TSP 2010

The Albany TSP guides the management and development of the appropriate transportation facilities within Albany, incorporating the community's vision, while remaining consistent with state and other plans. The City Council and members of the public were involved in the planning process to address local concerns. Section 2 of the plan includes the vision, goals and objectives. Section 5 reports the anticipated long-term future transportation needs within the Urban Growth Boundary (UGB). Key policies and projects are listed below.

Key Policies

The City's vision for the transportation system is a safe, diversified, and efficient transportation system that serves the needs of anticipated growth while protecting and enhancing Albany's economy, neighborhood quality, and natural and built environment. These goals were adopted for the Albany Comprehensive Plan and are included in that section below. The following are the measures used to evaluate the existing transportation system.

- System efficiency: ease of mobility and network connectivity
- System Safety: rate of crashes and sidewalk and bike lane gaps
- System Diversity: Transit service, sidewalk and bike lane gaps and off-roadway pedestrian and bike connections

Key Projects

The TSP evaluated several different alternative scenarios and their impact on the study area. The final preferred alternative was #10. This alternative includes the following projects for North Albany, the area of Albany within the Benton County boundary.

Table 1: Intersection and Link improvements for North Albany

ID	Location	Project
I9	US20/Springhill Drive	Intersection Add Lane(s)
L10	New North Albany Connector	New Road or Alignment
L26	Springhill Road Widening	Add Lane(s)
L27	US 20 Widening	Add Lane(s)/Urban Upgrade
L36	West Thornton Lake Drive, North Albany Road & North Albany Middle School <i>[Complete]</i>	New Road or Alignment
L37	Springhill Drive	Urban Upgrade
L38	Scenic Drive	Urban Upgrade
L42	Crocker Lane <i>[Partially transferred to City]</i>	Urban Upgrade
L43	Valley View Drive	Urban Upgrade
L44	West Thornton Lake Drive	Urban Upgrade
L50	Quarry Road	Urban Upgrade
L60	US 20 Superelevation and Widening	Add Lane(s)

Table 2: Pedestrian, Bicycle and Multiuse Projects in North Albany

ID	Location	Project
P1	Springhill Drive	Sidewalk
P12	Gibson Hill Road	Sidewalk
B7	US 20, North Albany	Shoulder to Bike Lanes

M5	Albany-Corvallis Multiuse Path	Multiuse Path
M6	Albany-Corvallis Multiuse Path	Multiuse Path

Impact to Benton County TSP Update: *The Albany TSP projects provide a starting point for analyzing transportation deficiencies along county facilities. As an employment, residence, and recreation destination, access to/from the City of Albany is important to many county residents.*

City of Albany Comprehensive Plan

The Albany Comprehensive Plan, last updated in 1988, is the primary document that guides and controls land uses and long-range development within the city limits and the urban growth boundary. Policies in this local Comprehensive Plan that address coordination between the City and County regarding land use and transportation are noted below.

- **Urbanization Policies.** It is an adopted policy of the City to maintain a joint management agreement between the City and Linn and Benton Counties, which includes a mutual notification procedure for City or County actions which affect the other jurisdiction, concurrence between City and County before Plan or zoning changes affecting the UGB or urbanizable area occur, establishment of County zoning districts and regulations that ensure any development is compatible with urban development, and methods to arrive at consensus between the City and County regarding planning and development actions of mutual concern (Chapter 8: Urbanization, Implementation Methods, Policy 1). *[The current Albany UGB boundary in Benton County does not extend beyond the city limits so there is no urbanizable space.]*
- **Land Use Planning Policies.** It is an adopted policy of the City to continue an active coordination program with agencies and other governmental units (Chapter 9: Land Use, Goal 1, Policy 5).
- **Transportation Goals and Policies.** It is the goal of the City to provide an efficient transportation system that provides for the local and regional movement of people and goods. The following policies address regional transportation issues:
 - Preserve and protect corridors of local and regional significance that are identified for vehicular and non-vehicular routes.
 - Establish priorities and define the incremental steps needed for investment of ODOT and Federal revenues to address safety and major capacity problems on the State and Interstate transportation system.

The Goal 12 Transportation policies were last updated in 2012. In addition to these policies, the 2010 City of Albany Transportation System Plan has goals and objectives that are an adopted part of the Comprehensive Plan.

Impact to Benton County TSP Update: *Albany Comprehensive Plan policies should be reflected in the Benton County TSP to the extent that the updated TSP addresses jurisdiction coordination.*

City of Monroe Comprehensive Plan

The Monroe Comprehensive Plan, last updated in 1986, is the primary document that guides and controls land uses and long-range development within the city limits and the urban growth boundary.

Benton County and the City of Monroe have established an Urban Growth Management Agreement, which serves as the primary mechanism for coordinating planning and review of land use actions in the urban fringe. City policy provides Benton County the opportunity to make recommendations on development proposals and implementing programs which pertain to the fringe but are the responsibility of the city, including transportation facility improvements or extensions; public water supply, sanitary sewer or drainage system improvements or extensions; other public facility or utility improvements or extensions; and requests for annexations.

Key Projects

The following are key projects or improvement areas from the Comprehensive Plan.

- Additional north-south collector streets from Ash Street to Orchard Street, specifically 7th Street.
- Sidewalk construction on main pedestrian routes.
- Converting a portion of the old railroad right-of-way from Orchard Street to the Monroe Grade School into a multiuse facility.
- Bicycle improvements along Highway 99 West and Territorial Highway (Fifth Street)
- Intercity bus service

Impact to Benton County TSP Update: *The County will continue to implement existing coordination policies through this planning process by considering how transportation solutions impact the City of Monroe and consulting the City regarding updated County policy and recommended projects resulting from the TSP update. This update will include a TSP element for the City of Monroe. Goals, policies and projects generated from that effort will coordinate for consistency with this Comprehensive Plan.*

Philomath TSP 1999 (update in progress)

The current Philomath TSP, adopted by City Council in November of 1999, contains transportation goals, policies, and strategies to address transportation needs for the City over a 20-year planning horizon. Philomath's TSP is in the process of being updated and draft recommendations have been formed.

Key Goals

The draft updated goals, developed by the Citizen Advisory Committee, include the following.

- Goal 1: Maintain efficient motor vehicle travel along the street network and through US 20/OR 34.
- Goal 2: Develop a transportation system that provides mobility and accessibility for all members of the community, and reduces reliance on motor vehicle travel.
- Goal 3: Enhance transportation safety.
- Goal 4: Develop and maintain a transportation system that supports economic vitality.
- Goal 5: Provide a sustainable transportation system through responsible stewardship of financial and environmental resources.
- Goal 6: Maintain coordination with local and state agencies and plans.

Key Projects

The project list from the 1999 TSP was reevaluated to remove completed projects and respond to new needs for accommodating growth through 2040. Draft project recommendations on County facilities include:

- Shared-use path along N 19th Street
- Constructing N 9th Street, West Hills Road, S 13th Street, and N 19th Street to urban standards
- Bike lane and sidewalk or a shared-use path on the north side of Chapel Drive
- Safety improvements on N 9th Street

In addition to new projects, the draft recommendations include proposed changes to the functional classification system and typical street design standards that impact some County facilities.

Impact to Benton County TSP update: *Improvement recommendations on County facilities are being coordinated with County staff and will be reflected in the Benton County TSP update. Philomath transportation goals and policies will also be considered when updating goals and policies for Benton County.*

City of Philomath Comprehensive Plan

The Philomath Comprehensive Plan, last updated in 2003, is the primary document that guides and controls land uses and long-range development within the city limits and the urban growth boundary. Policies in this local Comprehensive Plan that address coordination between the City and County regarding land use and transportation are noted below.

- **Urbanization Policies.** Benton County and the City of Philomath have established an Urban Growth Management Agreement, which serves as the primary mechanism for coordinating planning and review of land use actions in the urban fringe. The following policies address urbanization in the Urban Fringe and are specified in the Urban Fringe Management Agreement:
 - The City of Philomath shall cooperate with Benton County in the management of lands within the Urban Growth Boundary and outside the City limits, as specified in the Urban Fringe Management Agreement between Philomath and Benton County (Chapter IV. Urbanization, Policy 4).
 - When considering annexation requests, the City of Philomath shall notify Benton County (as specified in the Urban Fringe Management Agreement between Philomath and Benton County) in order to allow the County to comment on the request (Chapter IV. Urbanization, Policy 10).
 - The City of Philomath shall cooperate with Benton County regarding development standards for roads in the urban fringe, as specified in the Urban Fringe Management Agreement between Philomath and Benton County (Chapter IV. Urbanization, Policy 11).
- **Transportation Goals and Policies.** The Philomath Comprehensive Plan notes the economic advantage of being located along Highway 34, but also recognizes the potential liability caused by traffic congestion experienced on the highway on the east end of town. The following policies address regional transportation issues:

- The transportation system shall reflect consistency with the Philomath Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts (Chapter VI. Transportation, Transportation Policies, Policy 17).
- The City shall cooperate with neighboring jurisdictions to provide a regional transportation system that facilitates convenient, energy efficient travel. This shall address the needs of persons who, for whatever reason, do not use private automobiles (Chapter VI. Transportation, Transit Policies, Policy 2).

Impact to Benton County TSP Update: *The TSP update will consider city policies as they relate to transportation planning and coordination between the City and County and the potential impact on County roadways or services. Philomath is also currently undergoing a TSP update. The County's TSP update process is coordinated with Philomath's and will consider City transportation policies, as updated in the new Philomath TSP or revised comprehensive plan. Philomath Comprehensive Plan policies should be reflected in the Benton County TSP to the extent that the updated TSP addresses jurisdiction coordination.*

Corvallis TSP 1996 (update in progress)

The current Corvallis TSP, adopted by City Council in 1996, contains transportation goals, policies, and strategies to address transportation needs under two population scenarios: a 62,500 forecast assumed as the 20-year planning horizon and an 80,000 forecast assumed as the long-term 30 to 50-year horizon. Corvallis' TSP is in the process of being updated based on more recent growth projections and a new horizon year of 2040. The project team has drafted a new set of goals and objectives, evaluated existing and future conditions, and is in the process of developing improvement recommendations.

Key Goals

The following goals were developed with the project Steering Committee. They are still in draft form, but reflect values expressed by the community and are being used to guide the TSP development.

- Goal 1: Provide an efficient transportation system that supports economic vitality by facilitating the local and regional movement of people and goods.
- Goal 2: Provide a transportation system that enhances the health and safety of residents.
- Goal 3: Provide a diversified and accessible transportation system that ensures mobility for all members of the community and provides viable alternatives to automobile travel.
- Goal 4: Provide a sustainable transportation system through responsible stewardship of financial and environmental resources.

Key Projects

Recommended projects are still under development. Key areas of interest most relevant to County facilities and major transportation corridors include:

- Connectivity between south Corvallis and southwest Corvallis, which are divided by the Marys River. On a regional scale, connectivity between Highway 20/34 to the west and Highway 99W to the south is a concern for truck traffic.
- Highway 20/34 (Philomath Boulevard) is a major bottleneck. Past studies have recommended widening the corridor to include two travel lanes in each direction.

- Several corridors such as 53rd Street, West Hills Road, Harrison Boulevard, and Highland Drive need to be brought to urban standards, involving widening and construction of active transportation facilities.
- A general interest in roundabouts has been expressed, which may impact future intersection projects on County facilities.
- As the area continues to grow, street extensions beyond the current city limits will be needed.

Impact to Benton County TSP update: *This TSP update involves the largest urban area within Benton County and will promote the growth of existing and future centers of economic activity, routes and modes connecting passenger facilities and freight facilities, intermodal facilities and industrial land, and major intercity and intra-city transportation corridors and supporting transportation networks. County facilities within the Corvallis UGB are being addressed, and will be included in recommendations for future improvements and possible changes to design and operational standards. Close coordination between the Corvallis and Benton County TSP update efforts will be required to ensure the resulting plans complement each other.*

City of Corvallis Comprehensive Plan

Last updated in 1998 and acknowledged by the State in 2000, the Corvallis Comprehensive Plan is the primary document that guides and controls land uses and long-range development within the city limits and the urban growth boundary. The Corvallis Comprehensive Plan is intended to reflect the community's current thoughts on land use planning and to be responsive to the needs and desires of its citizens. Policies in this local Comprehensive Plan that address coordination between the City and County regarding land use and transportation are noted below.

Key Policies

- **Urbanization Policies.** Benton County and the City of Corvallis have established an Urban Growth Management Agreement, which identifies a joint management process for planning and land use application review in the urban fringe. The Corvallis Comprehensive Plan contains policies that guide development and land use both within the city limits and in the urban fringe, which were adopted by the Benton County Board of Commissioners in 1999 as part of the Benton County Comprehensive Plan. (Policies regarding the urban fringe can be found in Section 14.3 Urban Fringe Development in the Corvallis Comprehensive Plan.)
- **Land Use Planning Policies.** It is an adopted City policy to participate in coordinated land use planning and economic development efforts among Corvallis, Philomath, Benton County, and Linn County (Article 8 – Economy, Policy 8.2.5).
- **Transportation Goals and Policies.** The Comprehensive Plan recognizes the importance of a regional transportation system that facilitates convenient, energy efficient travel. The following policies address regional transportation issues:
 - Facility plans for the provision of transportation facilities within the Urban Growth Boundary are prepared by the City in cooperation with Benton County for roads under County jurisdiction.
 - Corvallis will invest in planning and coordinate with the State and counties to develop highly detailed transportation and access plans that firmly fix the location of future arterial and collector streets for each developing sector within the Corvallis Urban Growth Boundary.

- The City shall work with Benton County to ensure that all development within the Urban Growth Boundary shall conform to, and participate in the implementation of, the adopted City of Corvallis Transportation Plan.
- The City of Corvallis shall cooperate with neighboring jurisdictions to provide a regional transportation system which facilitates convenient, energy efficient travel. This shall address the needs of persons who, for whatever reason, do not use private automobiles.

Impact to Benton County TSP Update: *The TSP update will consider city policies relationship to transportation planning and coordination between the City and County, and the potential impact on County roadways or services. Specifically, updating urbanization policies to reflect changes in the built environment will enhance that coordination. The County planning process will also take into account the fact that Corvallis transportation policies will be undergoing review and potential update as part of the City's TSP update. As in Benton County, potential city policy changes are expected to reflect issues that have been evolving since 1998, such as strategies to optimize transportation management, maximizing the efficiency of the existing transportation system, and the role the transportation system plays in human health. The two TSP update projects are coordinated, and relevant Corvallis transportation policies—such as those pertaining to jurisdictional coordination—will also be reflected in the updated Benton County TSP.*

Corvallis Airport Master Plan, 2013

The Corvallis Airport Master Plan is an update to the prior plan from 2001. The plan refines the aviation element of the Transportation Plan. The plan covered existing conditions, future forecast, and an alternatives analysis to develop recommendations for the future growth and development of the airport. The Corvallis Municipal Airport is publicly owned, and is classified as an Urban General Aviation Airport in Oregon. The airport has two runways and is adjacent to the Airport Industrial Park.

The master plan included the following general recommendations for the Corvallis Municipal Airport:

- Airport runway extension and strength improvement (pavement overlay) – when justified by frequent activity
- Property acquisition for runway protection zones and obstacle free zones
- Upgrade instruments for approaches to runway and visual navigation aids
- Additional hangar space
- Convert WWII era hangar to vehicle parking lot
- Change hangar access and separate vehicles from aircraft operational areas
- Consider the addition of a terminal building with services, such as flight planning, pilot lounge, restrooms and showers, administrative offices, and restaurants
- Apron area for air cargo transfer

Impact to Benton County TSP update: *The TSP update will coordinate with and consider projects along County facilities recommended in the Corvallis Airport Master Plan as appropriate.*

Bellfountain Corridor Refinement Plan

One of the recommendations of the 2001 Benton County TSP was to develop a refinement plan for the Bellfountain Road Corridor to identify, analyze, and recommend specific actions to improve safety and retain the rural character of the area. The Bellfountain Corridor is defined as South 19th Street in

Philomath, Chapel Drive from South 19th Street to Bellfountain Road, Bellfountain Road from Chapel Drive to Greenberry Road, and Greenberry Road from Bellfountain to Highway 99W.

Key Policies

The following are the recommended actions from the Corridor Refinement Plan.

- The County should encourage and support the creation of alternate routes that would safely accommodate through truck traffic.
- The County should continue to study bypass routes that would eventually link south Benton County and south Corvallis with Philomath and areas to the west.
- The County should work toward a resolution of the Highway 20/34 safety and congestion issues.
- The County should compose a letter to trucking firms that operate along the corridor to request mitigation of noise and safety related issues and to request that through trucks use state highways.
- The County should investigate the feasibility of photo-radar.
- Sheriff and Philomath Police patrols should be increased throughout the corridor.
- The County should review (with citizen input) the effectiveness of the measures implemented.

Key Projects

The following are key projects from the Corridor Refinement Plan. A more detailed description along with a cost estimate for the projects can be found in Section C of the document.

Table 3: Bellfountain Corridor Refinement Plan Projects

Location	Project
South 19 th St – Philomath	Increase pedestrian safety
Chapel Drive <i>[Partially funded]</i>	Widening and upgrades
Chapel/Bellfountain Intersection	Widen intersection for trucks, install lighting
Bellfountain/Airport Intersection	Reduce speed to 45 mph, install rumble strips, install a roundabout
Bellfountain Road south of Airport to Greenberry	Widen shoulders
Bellfountain Road north of Deerhaven to Greenberry	Reduce speed to 45 mph
S Curve on Bellfountain	Upgrade signage, widen and color shoulders
Bellfountain/Llewellyn intersection	Increase visibility, install rumble strips, install a roundabout, reduce speed to 45 mph

Location	Project
Bellfountain near Inavale School	Install rumble strips, widen and color shoulders, reconfigure school access
Greenberry/Highway 99 intersection	Widen intersection to include a left turn lane, install a flashing amber

These recommendations supersede two projects from the previous Benton County TSP (2001)

- Bellfountain Road/Airport road sight distance improvement: changed to roundabout
- Greenberry Road realignment at Bellfountain: removed

Impact to Benton County TSP Update: *This corridor plan analyzes safety thru an important area of southern Benton County . Findings and recommendations from this plan will be considered and incorporated into the TSP.*

City of Corvallis Transit Development Plan 2018 (in progress)

Corvallis is creating a Transit Development Plan (TDP) in tandem with its Transportation System Plan update (TSP) to guide public transportation investments during the next 20 years. The TDP will provide an overarching vision for the City’s role in public transportation, and include short-, medium- and long-term public transportation service scenarios and recommendations regarding fleet, stop amenities, marketing and branding and other improvements. The project shares a vision and goals with the Transportation System Plan, reflecting diverse and multimodal transportation needs in the region.

Key Policies

The TSP and TDP share goals and objectives and will be reviewed in the TSP summary.

Key Considerations

- The Corvallis Transit System is well-used. Ridership is very high for the city’s size, and continues growing.
- Public transportation riders and stakeholders have indicated service on Sundays, more reliable bus arrivals, and more frequent service as the highest priority needs.
- Regional transit services connect Corvallis to Philomath (operated by CTS), Albany and the Linn-Benton Community College (managed by the Linn Benton Loop Commission and operated by Albany Transit System), Newport (operated by Benton County), and Adair Village (operated by Benton County).

Key Projects

The final TDP may include recommendations for new bus stops with amenities such as shelters, intersection changes to facilitate transit, or new/updated transit facilities. Regional connections between Benton and Linn Counties will be addressed.

Impact to Benton County TSP: *Benton County operates fixed route and demand response public transportation open to Benton County residents. Changes to Corvallis Transit System routes and*

policies will have an impact on riders throughout Benton County. Any changes in the Corvallis Transit System should coordinate with Benton County to ensure adequate capacity is available to meet local and regional transit needs, and identify efficiencies in shared service areas. Transportation needs across Benton County and connecting to other counties may inform Benton County regional services.

REGIONAL PLANS, POLICIES, AND REGULATIONS

Albany Area MPO / City of Albany Transit Development Plan 2018 (in progress)

The Albany Area MPO (AAMPO) and the City of Albany are creating a Transit Development Plan in conjunction with the AAMPO Regional Transportation Plan. The Plan will identify public transportation policy, operational and capital investment recommendations in short-, medium- and long-term timeframes. The MPO is developing the TDP in conjunction with the Benton and Linn County Human Service – Public Transportation Coordinated Plans, the Corvallis TDP/TSP and the Salem-Keizer Transit Long Range Plan.

Key Policies

The RTP and TDP share goals and objectives and will be reviewed in the RTP summary.

Key Considerations

The Linn-Benton Loop carries a large number of riders between Corvallis and Albany. It is operated by the Albany Transit System, and is now governed by a new Linn Benton Loop Commission. The route has several variants during the course of the day, and has high ridership. Major destinations in Linn County include Linn-Benton Community College, the Albany Train Station, and the North Albany Park and Ride. In Benton County, major destinations include Hewlett-Packard, OSU, and the Downtown Transit Center.

Key Projects

The final TDP will include suggestions for optimizing the Linn-Benton Loop, which connects Albany to Corvallis, and recommendations for North Albany service. North Albany is in Benton County. *[There is now bus service providing a connection between Corvallis and the Amtrak station in Albany.]*

Impact to Benton County TSP: *The plan and related service recommendations will inform analysis and recommendations for the Benton County TSP in terms of regional connections on the Linn-Benton Loop. The TDP will address recommendations for North Albany, which is currently served by the Albany Transit System but is a part of Benton County.*

Albany Area Metropolitan Planning Organization (AAMPO) Regional Transportation Plan (in progress)

The AAMPO RTP is currently undergoing an update. The plan will guide transportation improvements over a 20-year period within the MPO boundary. This area includes North Albany, a section of Benton County.

Key Goals

The AAMPO RTP Framework Chapter 3 (draft of update) lists the goals, policies and objectives for the plan. A goal is a broad statement and a policy is a specific approach the MPO will use to guide the region toward that goal. The following list includes the goals from the RTP framework.

- Goal 1: Provide for a balanced and multi-modal regional transportation system that meets existing needs and prepares for future needs.
- Goal 2: Enhance regional and intermodal connectivity for movement of all modes within the MPO as well as between the MPO and other areas.
- Goal 3: Increase the safety and security for all travel modes on the regional system.
- Goal 4: Protect the natural and built environment
- Goal 5: Preserve the mobility of existing freight routes to ensure the efficient movement of goods throughout the region for existing freight movements and future opportunities.
- Goal 6: Demonstrate responsible stewardship of funds and resources
- Goal 7: Coordinate transportation and land use decision-making to foster collaboration and to encourage development patterns which increase transportation options, encourage physical activity, and decrease reliance on the automobile.
- Goal 8: Provide for a transportation system with positive personal health impacts.
- Goal 9: Provide for a diversified transportation system that ensures mobility for all.
- Goal 10: Provide an open and balanced process for planning and developing the transportation system.

Key Projects

The following projects come from the 20-year financially constrained list.

Table 4: AAMPO RTP Benton County Projects

ID	Project	Location
A26	Gibson Hill Rd Improvements	Scenic Dr to North Albany Rd
A27	Crocker Ln Improvements LID	Gibson Hill Rd to Valley View Dr
A56	US 20 Bike Lanes	Willamette River west to UGB
A111	Springhill Rd Widening	US 20 to railroad crossing
A112	US 20 Widening	North Albany Rd west to the UGB
A120	Springhill Dr Improvements	RR crossing north to UGB
A121	Scenic Dr Improvements	Scenic Woods PI north to UGB
A125	Valley View Dr Improvements	Scenic Dr to Crocker Rd
A126	West Thornton Lake Dr Improvements	North Albany Rd to Scenic Dr

ID	Project	Location
A132	Quarry Rd Improvements	North Albany Rd to Springhill Dr
BC1	Corvallis to Albany Trail	Hwy 20: Scenic Dr to Springhill Rd
BC3	Crocker Urbanization-Part 1	Valley View to Meadowood
BC4	Crocker Urbanization-Part 2	Cluster Oak Ave to Gibson Hill Rd
BC5	Palestine Ave/Oak Grove Dr Realignment	Palestine Ave/Oak Grove Dr
BC7	Intersection improvements	US 20/Scenic Drive

Performance Measures

The draft RTP lists several performance measures for use in evaluating progress toward plan implementation over time. These include:

- Bridge Condition
 - % National Highway System (NHS) bridges classified good condition
 - % National Highway System (NHS) bridges classified poor condition
- Pavement
 - % Interstate pavements in good condition
 - % Interstate pavements in poor condition
 - % Non-Interstate NHS pavements in good condition
 - % Non-Interstate NHS pavements in poor condition
- Safety
 - Number of fatalities
 - Fatalities per 100 million vehicle miles traveled
 - Number of serious injuries
 - Serious injuries per 100 million vehicle miles traveled
 - Number of non-motorized fatalities and serious injuries
- System Performance
 - % Reliable person-miles traveled on Interstates
 - % Reliable person-miles traveled on Non-Interstate NHS
- Freight
 - Interstate system mileage providing for reliable truck travel time

- Congestion Mitigation and Air Quality
 - Total emissions reductions by applicable pollutants
 - Annual hours of peak hour excessive delay per capita
 - % Non-single occupancy vehicle travel

Impact to Benton County TSP Update: *Due to the current update process, the AAMPO projects listed above can be considered the highest transportation priorities for the community and the performance measures provide insight into desired outcomes. The projects will be considered as part of the Benton County update. The AAMPO RTP goals and performance measures will also be considered when updating the Benton County TSP.*

Corvallis Area Metropolitan Planning Organization (CAMPO) Regional Transportation Plan 2017

The CAMPO Regional Transportation Plan (RTP) is intended to direct future infrastructure developments in a manner that is closely aligned with the lifestyle and the values of the community, particularly those related to the conservation of energy, natural resources and the reduction of Greenhouse Gases (GHG). It outlines the area's transportation priority projects and policies and provides a blueprint for the orderly allocation of scarce resources. Additionally, it serves as the requisite document for the flow of much needed federal transportation funds to the area. Since the last RTP (2012) two federal transportation bills have been enacted, Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST). The CAMPO RTP encompasses several local planning documents also applicable to the Benton County TSP including the Corvallis TSP, Philomath TSP and the Adair Village Comprehensive Plan.

Key Goals

The RTP Update process provided an opportunity to assess and refine the region's transportation goals. A robust examination of existing federal, state and local transportation policy areas that influence CAMPO's mission was performed to inform the goal-setting process. Additionally, the public provided input as the region's transportation goals were updated.

Eight major goals were established to support the long-range vision:

- Goal 1: Provide for the safe, convenient and efficient movement of people and goods within and between urban centers.
- Goal 2: Efficiently manage and operate the regional transportation system.
- Goal 3: Improve the affordability and equitability of the transportation system.
- Goal 4: Promote public health through transportation policies and investment.
- Goal 5: Promote the region's economic vitality through transportation policy and investment.
- Goal 6: Promote environmental sustainability.
- Goal 7: Coordinate land use and transportation decision-making processes to the extent feasible.
- Goal 8: Promote and expand transportation options for all people.

Key Projects

The CAMPO RTP identifies capital improvements for near-term (present to 2025) and long-term (by 2040) implementation, as well as a range of transit improvements and transportation options. Tables 5 through 9 show projects on County or State facilities. The RTP also recognizes that local TSPs are in the process of being updated and that these project lists may be revised when they are completed to reflect the region’s current needs and priorities.

Table 5: Near-Term Capital Investments (Table 17 CAMPO RTP)

ID	Description	Agency Sponsor
1	Philomath Couplet (US20/OR34): Implement City of Philomath Sidewalk and Streetscape Plan. Construct shared multi-use path and connect to Applegate Street.	ODOT/Philomath/ Benton County
2	53rd Street and Country Club Intersection: Improve intersection movements by constructing roundabout in conjunction with development	Corvallis
3	West Hills Road, from Grand Oaks to Reservoir Avenue: Construct with curb and gutter (Urbanization).	Benton County
4	13th Street, from Main Street (US20/OR34) to Chapel Drive in Philomath: Construct curb and gutter (Urbanization).	Benton County
5	Irish Bend Covered Bridge at Oak Creek and Campus Way: Fumigate and paint the bridge, conduct fire suppression and load rating.	Benton County
6	53rd Street and Railroad Overpass: Acquire right of way and reconstruct the crossing <i>[Right of way has been acquired]</i>	Benton County
7	53rd Street and Philomath Boulevard: Improve intersection	Corvallis
8	Chapel Drive, from 19th Street to Bellfountain Road in Philomath: Add paved shoulders <i>[Grant obtained]</i>	Benton County
18	VanBuren Bridge Replacement (Preliminary Engineering): Perform Preliminary Engineering for the construction of a new eastbound two lane bridge over the Willamette River	ODOT
24	OR 99W Multi-Use Path: Extend the multi-use path, from Circle Boulevard to Elks Drive	ODOT/Corvallis

Table 6: Long-Term Capital Investments (Table 18 CAMPO RTP)

ID	Description	Agency Sponsor
2	OR 99W at Goodnight or Rivergreen Avenue: Improve Intersection	ODOT/Corvallis
5	US 20/OR 34 and Alsea Highway Intersection in Philomath: Install traffic signal or roundabout, if feasible, when warranted	ODOT/Philomath/ Benton County
6	US 20/OR 34/Main Street at 26th Street in Philomath: Install traffic signal or roundabout, if feasible, when warranted	ODOT/Philomath/ Benton County

8	OR 99W at Airport Avenue: Install traffic signal or roundabout, if feasible, when warranted	ODOT/Corvallis
10	OR 99W and Walnut Boulevard Intersection: Add right turn lane for eastbound to southbound movements	ODOT/Corvallis
16	OR 99W at Kiger Island Drive: Install traffic signal or roundabout, if feasible, when warranted	ODOT/Corvallis
18	OR 99W in Adair Village: Install traffic signal or roundabout, if feasible, on OR 99W at Arnold Avenue or Ryals Avenue when warranted	ODOT/Adair/ Benton County
20	US20/OR34: Construct off-ramp from eastbound US20/OR34 to southbound OR 99W	ODOT

Table 7: Intra-City Transit Recommendations (Corvallis Transit System) (Table 21 CRTP)

ID	Description
1	The RTP puts a great emphasis on the expansion of the transit service and promotion of transportation options. In addressing transportation issues, transit and other transportation options solutions should be considered prior to the enhancement of driving capacities.
2	The City of Corvallis is currently developing a Transit Development Plan for the enhancement of transit service in Corvallis. The Transit Development Plan will review the state of transit service and will recommend projects and policies for its improvement.
3	Upon the completion of the Transit Development Plan, the RTP will be amended to adopt the Transit Development Plan in its entirety.

Table 8: Intercity Transit Recommendations (Table 22 CAMPO RTP)

ID	Description
1	Provide for the promotion and expansion of all transit services between the CAMPO Area and surrounding communities.
2	Linn-Benton Loop: Continue providing technical and administrative support to the to the Governing Board of the Linn-Benton Loop Transit Service
3	Linn-Benton Loop: Research to identify and establish a reliable funding mechanism for the operation and expansion of the Linn-Benton Loop Service.
4	99 Express (Between Corvallis and Adair Village): Promote and expand the public transit service between Corvallis and Adair Village
5	Philomath Connection (Between Corvallis and Philomath) The Philomath Connection transit service is part of the Corvallis Transit System. Recommendations for the improvement of this service will be identified in the City of Corvallis Transit Development Plan

Table 9: Transportation Options (Table 23 CAMPO RTP)

ID	Description
1	The City of Corvallis is a recipient of state’s Transportation Option funds. These annual funds are allocated to the promotion of alternative modes of transportation.
2	It is a policy of the City of Corvallis to construct roadway with bicycle and pedestrian facilities.

The CAMPO RTP also includes sub-sections addressing Transportation Safety and Security (10.4) and Management and Operations (10.5) some of the key polices from these sections follow.

- Increase the use of Intelligent Transportation Systems (ITS) technology in surveillance and monitoring of the critical transportation assets. [*Currently planned Philomath Blvd from OR 99W to 53rd Street*]
- Identification of all Life Line Routes, i.e. to the regional medical centers (Good Samaritan and Corvallis Clinic)
- Rapid departure from OSU athletic facilities
- Trip reduction strategies: techniques aimed at reducing travel demand in urban areas.
- Incentives for alternative modes of transportation e.g. enhancing transit service

Impact to Benton County TSP update: *The CAMPO RTP area addresses a significant portion of Benton County’s population. The recent update of the RTP makes it a good reference for the current values and goals of that area in Benton County. The applicable projects and polices from the RTP will be considered and coordinated with during the development of the Benton County TSP update.*

Benton County Coordinated Human Services – Public Transportation Plan 2017

Benton County updated its Coordinated Human Services – Public Transportation Plan (Coordinated Plan) in 2017. The Coordinated Plan describes how the County and its partners can efficiently prioritize resources to ensure mobility for older adults, persons with disabilities, low-income persons, veterans and minority populations. Public transportation providers must engage in coordinated planning and maintain the Coordinated Plan to receive Federal Transit Administration Section 5310 and Oregon Special Transportation Fund resources. The Coordinated Plan provides updated demographic information, inventories public and human services transportation providers, included stakeholder and public outreach, and compiled a list of unmet needs and service gaps. The plan concludes with a series of strategies and action items for continued coordination and provision of high-quality public transportation.

Key Policies

The Coordinated Plan describes a vision for the countywide transportation services to provide “...seniors, persons with disabilities, low income residents, and other special needs populations with safe, efficient, affordable and sustainable transportation options.” The Plan describes eight strategies, each with corresponding potential actions. These strategies are described below.

- *Strategy 1: Seek funding to sustain existing levels of public transit services within the County as the highest priority.* Potential actions: pursue federal and state transit funding and alternative

funding sources, including public private partnerships; pursue opportunities for shared vehicles, training and other resources; and fund new technology applications.

- *Strategy 2: As funding permits and as demand is demonstrated, expand access to and convenience of public transportation through expansion of and/or improvements to existing services.* Potential actions: expand fixed route and demand response services, with increased frequency in weekday service as a higher priority than weekend service; coordinate with Corvallis Transit System, Albany Transit System and Linn Benton Loop, and Coast to Valley Express; explore expanded service to south Corvallis and to Adair Village and fixed route service within Monroe; explore opportunities to serve underserved communities and rural areas through options to fixed route services; and identify service delivery efficiencies.
- *Strategy 3: Improve freedom of movement and quality of life for special needs and other transit dependent populations and focus transportation services on access to jobs, health care, education and other basic needs.* Potential actions: preserve existing demand response services and expand as resources permit; partner with human service agencies to leverage resources; coordinate with RideLine on brokered rides; increase marketing to low income residents and employment centers; improve service to veterans; and coordinate with the educational sector.
- *Strategy 4: Continuously strive to coordinate the planning for and provision of public transportation services with the provision of human and health services.* Potential actions: partner with state agencies to match public transportation services to human and health needs; and coordinate with local public and private human service agencies to improve the delivery of transportation services.
- *Strategy 5: Continue to pursue opportunities for regional collaboration and expansion of the regional public transportation system.* Potential actions: continue to partner with other transportation providers and planning efforts in the region; and expand transportation services when possible.
- *Strategy 6: Expand efforts to inform the public, including seniors, low income persons, veterans and limited-English speaking populations, of available public transportation services.* Potential actions: create print and online materials; conduct public outreach; partner with employers; provide cultural awareness training; and engage with limited-English-speaking communities.
- *Strategy 7: Establish mechanisms for routine monitoring of Plan implementation and for coordination with other land use and transportation planning occurring in the County and region.* Potential actions: ensure resources for technical assistance; encourage strategic advisory committee membership; routinely monitor Plan implementation; coordinate with the Benton County TSP; and clearly define the roles of public transportation providers in emergency preparedness and response.

Key Projects

- Preserve inter-county service between Lincoln, Linn, and Benton Counties
- As demand warrants, expand fixed route and demand response services, with increased frequency in weekday service as a higher priority than weekend service.
 - Assess feasibility of separate routes on Highways 20 and 34.
 - Expand services to North Albany area.
 - Provide more frequent service at peak commute hours.

- Assess potential for transit service to employment in the airport area in south Corvallis.
- Explore opportunities to extend public transportation services to underserved communities and rural areas of the County through options to fixed route service, such as shuttle routes, feeder services, shopping or medical shuttles, volunteer-based demand response programs, or privately provided services (taxis, technology network companies).
 - As new development comes on line, expand evening and weekend 99 Express service to Adair Village.
 - Renew conversation with the City of Monroe on limited fixed-route service to accommodate new State facilities near Junction City.
 - Investigate opportunities to expand service to the Kings Valley and Wren areas for those not eligible for demand response services.
- Continue to pursue opportunities to partner and improve connections with regional providers.
 - Investigate opportunities to expand 99 Express service north to Monmouth.
- Provide facilities needed to address physical barriers and ensure convenient and safe access to transit, including curb cuts, bus stops, shelters, and more and better signage.
 - Identify Highway 99 and Highway 20 safety issues and improvement needs associated with transit stops and dangerous street crossings.
 - Pursue opportunities to improve pedestrian/bicycle connections to transit, including transit facilities, bus stops, and streets and sidewalks in the immediate vicinity of transit facilities.
 - Assess physical barriers and improve accessible path of travel by installing curb cuts and/or improving pedestrian facilities that accommodate access by persons with disabilities.

Impact to Benton County TSP: *The Coordinated Plan is designed for a specific public transportation market (older adults, persons with disabilities, and other special needs populations), but the strategies and recommended actions extend beyond door-to-door public transportation services to address all public transportation needs countywide. The Plan includes stakeholder and public outreach about public transportation that can be used in the Benton County TSP. Strategies and actions from the Plan will be used to inform transit issues explored and recommendations.*

Benton County Comprehensive Plan

The Benton County Comprehensive Plan, adopted in 2007, is the County's official policy guide for decisions about growth, development, and conservation of natural resources in Benton County, outside of incorporated cities. The policies of the Comprehensive Plan serve as the basis for developing the implementing regulations of the Development Code. The Comprehensive Plan also includes Value Statements, which articulate important community values that provide guidance for the implementation of County goals and policies. The 2001 TSP is an adopted element of the Comprehensive Plan (Ordinance No. 2001-1073).

The Comprehensive Plan documents County policy to maintain updated urban fringe management agreements in order to facilitate coordination between the cities and the County. Urban growth management agreements are identified as the primary mechanism for coordinating planning and review of land use actions in the urban fringe. These agreements have been established with the cities of Corvallis, Philomath, Albany, Adair Village, and Monroe. The Comprehensive Plan states that policies pertaining to the Corvallis Urban Fringe were adopted by the Benton County Board of Commissioners

in 1999 as part of the County Comprehensive Plan, and are contained in a separate document referenced in Chapter 16 of the 2007 Comprehensive Plan.

Key Policies

The goals and policies for Goal 12 – Transportation in the Benton County Comprehensive Plan are directly extracted from the County’s Transportation System Plan. Key elements in the Comprehensive Plan that are relevant to the TSP update are summarized below:

- Transportation System 20-Year Vision
- Transportation System Goals
 - Mobility, Circulation, and Safety
 - Capital Improvement
 - Community
 - Economic Development
 - Relevant Oregon Highway Plan Actions
- Relationship to Other Plans, Policies, and Transportation Agencies
- Roadway Plan
- Bicycle & Pedestrian Plan
- Public Transportation Plan
- Air, Rail, and Pipeline Plan
- Transportation Improvement Plan

The adopted County transportation policy statements under each of these categories will need to be reviewed and updated to be consistent with the goals, objectives, and recommendations in the draft updated TSP. Updated policies will need to reflect changes in conditions and priorities in the County since 2001, the date of the last TSP update. Updated policies are expected to reflect a greater emphasis on “active transportation” (biking, walking, transit), providing connections between modes, improving the transportation system’s efficiency through system management (advanced technology enhancements, transportation demand management, etc.), preserving freight routes, acknowledging the current funding environment for transportation improvements, as well as the State’s Greenhouse Gas Reduction objectives.

Impact to Benton County TSP Update: *The TSP update process will consider and evaluate the County’s adopted transportation goals and policies, as articulated in both the 2001 TSP and Goal 12 of the Comprehensive Plan. The TSP update is being guided by a set of updated transportation objectives; Comprehensive Plan policies will need to be amended to be consistent with the updated TSP objectives and recommendations. The County may choose to physically amend the comprehensive plan or retain transportation policies in the updated TSP document.*

Benton County TSP 2001

The previous TSP serves as the primary reference for the TSP update. A Task Force and Technical Advisory committee provided guidance on the development of the TSP. Four core strategies were used to analyze transportation improvements, Capital Intensive, Transit/Transportation Demand Management, Transportation System Management, and Modified Land Use. The resulting goals,

policies, standards, and projects will be reevaluated with stakeholders and updated as appropriate. Some elements may remain unchanged (e.g., system inventories, projects still needed but not complete) while others will be discussed with County staff and stakeholders and may be changed in part or entirely (e.g., design/operational standards, goals and policies, new projects).

Key Goals (previously described on pages 4 and 5)

Key Projects

The following are recommended projects from the 2001 TSP.

State Highway Widening

- U.S. 20—widening to four lanes, Conifer Avenue to North Albany Road [A1]
- U.S. 20/Highway 34—widening, Highway 99W to U.S. 20/Highway 34 junction [C1]
- U.S. 20—widening, U.S. 20/Highway 34 junction to Woods Creek Road [D1]
- Highway 99W—widening to four lanes, Walnut Boulevard to WPRR overpass [E1]
- Highway 99W—widening to four lanes, Rivergreen Avenue to Airport Avenue [F7]
- Highway 34 curve near Alsea—realignment [K9]

State Highway Bridge Replacements

- Van Buren Avenue bridge replacement (City/ODOT decision) [H6]

State Highway Intersection Improvements

- U.S. 20/Highway 34 Junction—traffic signal [C2]
- Independence Highway/U.S. 20—traffic signal [A4]
- Arnold Avenue/Highway 99W—traffic signal [E3]
- Highway 99W—traffic signal in Monroe [G4]
- Highway 223/U.S. 20—turn lanes [G5]
- Priest Road/U.S. 20—signing [K4]
- Eddyville-Blodgett Highway/U.S. 20—turn lanes [G6]
- Scenic Drive/U.S. 20—turn lanes [A5]
- Greenberry Road/Highway 99W—turn lanes [F5]
- Old River Road/Highway 99W—turn lanes [G7]
- Highway 34/Fish Hatchery Road—turn lanes [K8]
- Wren Road/Highway 223—realignment, channelization, signing [K3]
- U.S. 20/Marys River Estates—right turn deceleration lane [K7]
- Eastbound U.S. 20/Highway 34 to southbound Highway 99W—improvements [F3]

County Road Bikeway/Shoulder Widening

- Crystal Lake Drive—between Park Avenue and South 3rd Street [M2]
- Chapel Drive—between 19th Street and Bellfountain Road [M4]
- 19th Street—between U.S. 20/Highway 34 and Chapel Drive [M5]
- Bellfountain Road—between Airport Avenue and Greenberry Road [M6]¹
- NE Granger Avenue—between Pettibone and U.S. 20 [M8]
- Independence Highway—between Camp Adair Road and U.S. 20 [M9] *[Partially Complete]*
- Metge Avenue—between Independence Highway and Oak Grove Dr [M10]
- County Club Drive—between Barley Hill Drive and U.S. 20/Highway 34 [M12]

County Road Bridge Replacements

- Llewellyn Road bridge overflow channel [H4]
- Crescent Valley bridge [H7] *[Completed]*
- Norton Creek bridge [H8] *[Completed]*
- Old River Road bridge [H9]
- Chapel Drive bridge [H10]
- Tampico Road bridge [H11]
- Harris Road bridge over Alder Creek [H12]
- Elliot Circle bridge [H13]
- Llewellyn bridge #25 [H14]
- Bellfountain Road bridge over Oliver Creek [H15]
- Llewellyn bridge #2 [H16]
- Airport Avenue bridge [H17]
- Harris Covered bridge [H18] *[Completed]*
- Price Creek bridge [H19]

County Road Intersection Improvements

- West Hills Road/Reservoir Road—traffic signal [G1]
- West Hills Road/SW 53rd Street—traffic signal [G2] *[Constructed as a roundabout]*
- Greenberry Road/Bellfountain Road—minor alignment improvement [F4] ¹
- Bellfountain Road/Airport Avenue—intersection improvements [F6] ¹
- Independence Highway/Springhill Drive—signing [K1]
- Palestine Avenue/Oak Grove Drive—alignment [K6]
- Gibson Hill Road/Scenic Drive—alignment [A6]

¹ Superseded by the Bellfountain Corridor Plan

- Ryals Avenue/Independence Highway—signing [K5]
- Grange Hall Road/Fern Road—signing [K2]

County Road Level of Service/Increase Capacity

- South Fork Road—paving [J1]
- Reservoir Road/SW 53rd Street—traffic signal, at-grade railroad crossing [C3]
- Airport Avenue improvements per Corvallis Airport Master Plan [I1]
- Gravel Road Surfacing Program [O2]

County Road Pavement Preservation Program [O1]

Rural Transit/Transportation Demand Management (TDM)

- Satellite Park-and-Ride Shuttle—Provide shuttle service to Adair, Lewisburg and Monroe [L1]
- Satellite Park-and-Ride Lots—Negotiate shared parking agreements for park-and-ride lot usage in Adair, Lewisburg, and Monroe [L2]
- Express Bus Service—Provide express bus service from Albany to Philomath [L3]
- Support Expanded Corvallis Transit System Service [L4]
- County Cruiser—New vehicles, expanded service [L5]
- Continued Valley Retriever Service [L6]
- Continued Rural Rounds Service [L7]
- Continued Linn-Benton Loop Service [L8]

Impact to Benton County TSP update: The previous TSP will serve as primary guidance for the TSP update. Goals, policies, standards, and projects from the previous TSP will serve as the starting point for this effort and will be refined through stakeholder input and a current evaluation of system needs.

West Corvallis - North Philomath Plan 1998

The West Corvallis North Philomath Plan was completed to address the possible urbanization and growth of the area on the urban fringe between Philomath and Corvallis.

Key Policies

The Six Points of Consensus presented in the plan include the following transportation system policies.

- A moderate rate of planned growth
- Continued development of interconnected paths and bicycle routes
- New development should be pedestrian friendly and include a mix of housing types and densities.

Other policies in the plan include the following.

- Reduction of the reliance on private automobile use by creating development patterns that encourage walking, bicycling, and efficient transit service.

- Relationship between the design of travel lanes, sidewalks, and intersections to the buildings and communities that they serve.
- Enhancing the safety and efficiency of the street system by dispersing local traffic through a grid of narrower streets and smaller, more frequent intersections.
- Encouraging slower traffic on neighborhood streets.
- Providing convenient and efficient connections between transportation modes.
- Off-street trail and pathway systems along and within parks and natural open spaces should link with the roadway system.
- Streets are considered valuable public space.
- Streets, rail lines, and hills and streams should be used to define the edges of neighborhood villages. Where these neighborhoods adjoin other residential areas, require easy connections for pedestrians, bikes and transit to support the neighborhood center and encourage alternative modes of travel.

Chapter 6: Circulation includes more policies to guide development, the following is a selection from that section.

- Prohibition of cul-de-sacs within residential areas with the UGBs of Corvallis and Philomath unless terrain or existing road patterns require them.
- Minimize the street width that pedestrians must cross and provide pedestrian refuges within streets.
- Encourage extension of transit service to Philomath and the designated neighborhood village within the Philomath UGB.
- Encourage alleys to reduce curb-cuts and the presence of garages on local streets.

Impact to Benton County TSP Update: *The County TSP update will coordinate with the City of Corvallis and the City of Philomath to reflect any changes to the needs of the West Corvallis – North Philomath area.*

Benton County Connectivity Plan for the City of Monroe and South Benton County

The Benton County Connectivity Plan document “provides a clear foundation for developing improved multimodal connectivity options in and the City of Monroe.” This document adds the contributes the following to the existing planning work in Benton County:

- A comprehensive list of phased pathway develop proposals
- Detailed analysis of which types of pathways and connections are appropriate
- Preliminary design guidelines of proposed paths and intersection improvements
- A robust catalog of grants and funding mechanisms to support construction

The plan includes the following types of multimodal projects:

- Drainage and surface treatments
- Extension and/or new connections between multiuse facilities
- Development of new facilities

Impact to Benton County TSP Update: *The southern area of Benton County has very few facilities for active transportation users. Outside of the Monroe UGB most paved shoulders are do not meet required or minimum standards. This plan will provide an excellent base to develop multimodal project recommendations for this TSP update.*

Benton County 2040 Thriving Communities Initiative

The Thriving Communities Initiative guides the development of the future social, cultural and environmental space of Benton County. The plan identifies six core values with Equity at Health at the center of the remaining five. These six values are:

- Vibrant and Livable Communities
- Community Resilience
- Diverse Economy that Fits
- Supportive People & Resources
- High Quality Environment & Access
- Equity & Health

Impact to the Benton County TSP Update: *So that the above values will be reflected in all aspects of county development the core values listed above will guide the development of goals and objectives for this TSP update.*

APPENDIX A: DRAFT REGULATORY REVIEW

County staff is currently drafting potential updates to BCC Chapter 91, Specific Use Standards, and Chapter 99, General Development Standards. Proposed modified language, as developed by staff prior to the start of the TSP update process, will be considered in the context of the recommendations of this audit. Ultimately, any proposed text modifications to the BCC will need to be reflect and/or be consistent with the recommendations of the updated TSP.

Table 1. TPR Review of Benton County Development Code

TPR Requirement	Benton County Development Code (BCC) References and Recommendations
OAR 660-012-0045	
(1) Each local government shall amend its land use regulations to implement the TSP.	
<p>(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</p> <p>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</p> <p>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</p>	<p>Use standards in most existing Benton County primary and overlay zones do not address transportation facilities, services, and improvements, with the following exceptions:</p> <ul style="list-style-type: none"> • BCC Chapter 55 – Exclusive Farm Use (EFU), Section 55.107 states: “Except for facilities, services and improvements specifically listed elsewhere in this chapter, transportation facilities, services and improvements shall be allowed, limited or prohibited as prescribed in OAR 660-012-0065. [Ord 2006- 0214]” • BCC Chapter 60 – Forest Conservation (FC), Section 60.105 Permitted Uses Allowed in the Forest Conservation Zone states: “The following uses are allowed in the Forest Conservation

<p>(C) Uses permitted outright under ORS 215.213(1)(m) through (p)² and 215.283(1)(k) through (n)², consistent with the provisions of 660-012-0065³; and</p> <p>(D) Changes in the frequency of transit, rail and airport services.</p> <p>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</p>	<p>Zone: (12) Widening of roads within existing rights-of-way in conformance with the transportation policies of the Comprehensive Plan including public roads and highway projects as described in ORS 215.283(1)(h) through (k). [Ord 2001-0174, Ord 2009-0232]”</p> <ul style="list-style-type: none"> • BCC Chapter 72 – Urban Industrial (UI), Section 72.105 Permitted Uses states: “The following uses are allowed in the Urban Industrial Zone: (3) Transportation terminals and warehouses.” • BCC Chapter 73 – Philomath Industrial (PLI/PHI), Section 73.020 Permitted Uses states: “The following uses are allowed in the Philomath Light Industrial Zone: (5) Transportation facilities including truck freight and distribution terminals.” • BCC Chapter 74 – Rural Industrial (RI), Section 74.110 Permitted Uses – Limited Scale states: “(1) The following uses are allowed in the Rural Industrial Zone, provided the use meets the standards of subsection (2) of this section: (c) Transportation terminals and warehouses.” • BCC Chapter 83 – Flood Plain Management Overlay (/FP) and BCC Chapter 88 – Natural
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² Transportation uses in ORS 215.214(1)(m) through (p) and 215.283(1)(k) through (n) include:

- Climbing and passing lanes within the right of way existing as of July 1, 1987
- Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.
- Temporary public road and highway detours that will be abandoned and restored to original condition or use at such time as no longer needed.
- Minor betterment of existing public roads and highway related facilities, such as maintenance yards, weigh stations and rest areas, within right of way existing as of July 1, 1987, and contiguous public-owned property utilized to support the operation and maintenance of public roads and highways.

³ OAR 660-112-0065 (Transportation Improvements on Rural Lands); (1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.

	<p>Features Overlay in the Corvallis Urban Fringe both allow “construction of streets, roads, public utilities, bridges, and bicycle and pedestrian ways that are included in the City of Corvallis Transportation Plan, or in other adopted City infrastructure/utility plans; construction of streets, roads, bridges and bicycle and pedestrian ways necessary in order to maintain an acceptable functional classification of roadways adjacent to the property; and driveways necessary to provide access to an approved building site,” with certain provisions relating to the protection of natural areas.</p> <p>Recommendation: Consider adding transportation facilities, services, and improvements as permitted or conditional uses in County zone use standards; either in each zone’s set of use standards or as a universal provision.</p>
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TPR Requirement

<p>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</p>	<p>Benton County Development Code (BCC) References and Recommendations</p> <p>TPR Section -0050 addresses project development and implementation—how a transportation facility or improvement authorized in a TSP is designed and constructed. Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location.</p> <p>BCC Chapter 53 includes review procedures for administrative review, conditional uses, nonconforming uses, variances, zone changes, and text amendments. Chapter 53 establishes the administrative review process as the procedure for land use actions involving little discretion, and the decision to issue a conditional</p>
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use permit as a procedure for discretionary decision regarding “land uses which may have an adverse effect on surrounding permitted uses in a zone (BCC 53.205).”

In terms of coordination with other transportation agencies, BCC Chapter 51 includes a section on notice requirements. Administrative review requires the Planning Official to provide notice of decision pursuant to BCC 51.625, but not notice of proposed action pursuant to BCC 51.610 (BCC 51.605(4)). The conditional use procedure is listed in BCC 51.605 as a quasi-judicial land use action requiring the Planning Official to issue public notice for applications.

BCC 53.515(2) requires the Planning Official to provide notice to an airport owner of any hearing concerning a zone change for property located within 5,000 feet of a visual flight rules (VFR) airport or 10,000 feet of an instrumental flight rules (IFR) airport.

The following three provisions relate to the notification of other transportation agencies as part of the review process for quasi-judicial land use actions:

- BCC 51.507 states: “At the time of application for a land use decision, limited land use decision, or expedited land division, the applicant shall inform Benton County if the only access to the subject property is or will be by means of a road, open to the public, crossing a railroad. In such case, the Planning Official shall notify the Oregon Department of Transportation and the railroad company.”
- BCC 51.610 states that when a quasi-judicial land use action listed under BCC 51.605(1) requires public notice, notice shall also be provided to ODOT “when the proposed land use action could affect an ODOT facility (including roads).”

- BCC 51.618(6) requires that notice of all legislative land use actions shall be provided to the “Oregon Department of Transportation (ODOT) when the proposed land use action could affect an ODOT facility.”

In addition, Policy 12.3.4 of the adopted Benton County Comprehensive Plan (incorporated by reference into the Benton County Development Code as Chapter 50) states that “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:

- a. land use applications that require a public hearing;
- b. subdivision and partition applications;
- c. other applications which affect private access to roads; and
- d. other applications within airport noise corridors and imaginary surfaces, which affect airport operations.

Recommendation: The Development Code does not specify how significant impacts to transportation facilities are determined, resulting in a review and approval process pursuant to BCC Chapter 53. As noted later in this review, under TPR -0045(2)(b), it is recommended that criteria be included for traffic impact analysis or studies in order to determine significant impacts to transportation facilities as part of the development review process.

Expand notification requirements in BCC Chapter 51 to

	<p>include all public agency transportation providers for land use applications requiring a public hearing, subdivision or partition applications, other applications affecting private access to roads, or applications that affect airport or transit operations to ensure consistency with both the adopted Comprehensive Plan and the TPR.</p> <p>Add provisions to BCC Chapter 53 to allow for consolidated review of land use decisions required to permit a transportation project.</p>
<p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:</p>	
<p>TPR Requirement</p>	<p>Benton County Development Code (BCC) References and Recommendations</p>
<p>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</p>	<p>BCC Chapter 91 sets uniform standards for certain land uses, applicable to all zones in which such uses are allowed and applied in addition to all other standards and criteria required by the zone. BCC 91.555 includes standards requiring every mobile home or manufactured dwelling park to provide for internal pedestrian circulation separate from vehicular traffic. BCC 91.645 includes limited standards for driveways.</p> <p>BCC Chapter 99 sets development standards for all development within Benton County, including land partitions, subdivisions and associated land development, and the construction of residential dwellings, industrial, commercial, or public buildings and other accessory structures. Access control measures, including flag lot access, frontage requirements, road approach permits, and road design and construction standards, are located in BCC Chapter 99.</p> <p>The following chapters include references to standards in BCC Chapter 99:</p>

- Chapter 94 – Property Line Adjustments
- Chapter 95 – Partitions
- Chapter 97 – Subdivisions
- Chapter 100 – Planned Unit Development in the Corvallis Urban Fringe

BCC 99.405 sets general regulations relating to frontage, which apply to every new dwelling or structure designed for commercial, industrial, or public occupancy which is not part of an existing use, and which is located on a property with a minimum of 25' of frontage along an improved public road. BCC 99.410 and BCC 99.415 identify exceptions to compliance with BCC 99.405 for new dwellings and partitions, respectively. BCC 99.430 sets requirements for properties with multiple frontages and legal access on more than one road. Pursuant to BCC 99.430, which identifies requirements for properties with multiple frontages, the functional classification of each road must be used to determine the access location, with exceptions allowed for factors such as terrain or other obstacles.

Access standards for partitions are found in BCC 99.505. Pursuant to BCC 99.505(1), “an applicant for a partition within an urban growth boundary may be required to dedicate right-of-way as a condition of approval to provide for the future development or improvement of existing and planned transportation facilities in accordance with adopted Comprehensive Plan policies and requirements.” If an existing road right-of-way doesn't meet the minimum County standard, an applicant for a partition in a non-resource zone must dedicate sufficient right-of-way to the County to meet the minimum standard along the frontage of the property being divided.

Pursuant to BCC 99.510, if a new road approach is

proposed, the applicant is required to obtain a road approach permit prior to construction of the road approach. Permits are obtained from Benton County and/or the Oregon Department of Transportation, depending on the jurisdiction of the roadway(s). BCC 99.515 regulates road design and construction standards for roadways in Benton County outside of an Urban Growth boundary, and includes a table of roadway design standards—including right-of-way requirements—associated with functional classes. In areas under an Urban Fringe Agreement, urban design standards must follow the procedures for the city in which they are built. Pursuant to BCC 99.515(4), “a private road or street created by partition, or an existing private or public road which provides for access to parcels or lots created by partition shall be improved to the following County Secondary Road Standards.” BCC 99.530 includes regulations that require the applicant of a proposed land division to participate in a future road improvement district if the proposed land division or use will result in a measurable effect on the capacity of any adjoining roadway, which will include a traffic analysis based on the most recent average daily traffic count data. BCC Sections 99.905 – 99.925 set the requirements for an Improvements Agreement, which may be required as a condition of development for a conditional use, partition, subdivision, planned unit development, or stormwater management permit. Pursuant to these sections, the applicant is responsible for installing all required improvements, including, but not limited to, streets, storm drainage, pedestrianways, water system, sewage system, etc., to the standards and specifications approved by the County Engineer and/or Board of Commissioners.

Recommendation: The County TSP update process will be reviewing standards related to roadway

	<p>functional classification, including access control and street spacing. To the extent there are recommended changes to standards in the updated TSP, BCC Chapters 91 and 99 will need to be updated to be consistent, either through incorporation of the new standards or through reference to the updated TSP. In addition, it is recommended that the County expand requirements for access control standards associated with functional classification to include measures such as median control and signal spacing, as well as clarify standards related to driveway and street spacing in BCC Chapter 99.</p>
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TPR Requirement

Benton County Development Code (BCC) References and Recommendations

<p>(b) Standards to protect the future operations of roads, transitways and major transit corridors;</p>	<p>Policy 12.1.12(a) of the adopted Benton County Comprehensive Plan (incorporated by reference into the Benton County Development Code as Chapter 50) requires a " traffic analysis that identifies adverse impacts to transportation flow caused by development and demonstrates how adverse impacts will be mitigated" in order to mitigate the traffic impacts of development. Policy 12.1.17 commits Benton County "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."</p> <p>Tables I and II in BCC Chapter 99 include standards for projected ADT and projected DHV for both urban and rural roads based on their associated functional class. Benton County Development Code currently does not include specific standards or threshold criteria for when a traffic impact study is necessary. However, BCC 99.520 requires that if an applicant intends to construct or upgrade a roadway within the public right-of-way, all plans and construction of improvements shall be</p>
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	<p>inspected and approved by the County Engineer. In addition, BCC 99.530 includes regulations that may require the applicant of a proposed land division to participate in a future road improvement district if the proposed land division or use will result in a measurable effect on the capacity of any adjoining roadway, which will include a traffic analysis based on the most recent average daily traffic count data.</p> <p>Recommendation: Add clear and objective standards to the BCC Chapter 99 specifying when development proposals are required to conduct and include a traffic impact study. Additional language should also be added indicating that development may require transportation improvements.</p>
<p>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</p>	<p>BCC 53.515(2) requires the Planning Official to provide notice to an airport owner of any hearing concerning a zone change for property located within 5,000 feet of a visual flight rules (VFR) airport or 10,000 feet of an instrumental flight rules (IFR) airport. BCC Chapter 86 regulates the Airport Overlay Zone, which is intended to enhance the utility of the Corvallis Municipal Airport by preventing the establishment of any structure or use of land which unreasonably obstructs the airspace required for the safe flight of aircraft in landing or taking off or is otherwise hazardous to such landing or taking off of aircraft and implements the recommendations contained in the previous Corvallis Municipal Airport Master Plan (1990 – 2010). BCC Chapter 86 regulates land uses within the overlay in three distinct zones: the Clear Zone (BCC 86.110), the Approach Safety Zone (BCC 86.115), and the Buffer Zone (BCC 86.120).</p> <p>Recommendation: The Corvallis Municipal Airport Master Plan was updated in 2013. Standards in BCC</p>

	Chapter 86 will need to be reviewed for consistency with the recommendations of the updated Airport Master Plan, and revised to be consistent with the Oregon Department of Aviation’s requirements.
TPR Requirement	Benton County Development Code (BCC) References and Recommendations
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;	See response to OAR 660-12-0045(1)(c). Recommendation: Add specific requirements to BCC Chapter 53 regarding coordinated review of future land use decision affecting transportation facilities, corridors, or sites.
(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;	BCC Chapter 53 provides criteria and conditions of approval to conditional uses, nonconforming uses, variances, zone changes, and text amendments to the Comprehensive Plan or Development Code. Pursuant to BCC 53.215, the decision to approve a conditional use permit, which shall be based on findings that the proposed use does not seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone; the proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area; and the proposed use complies with any additional criteria which may be required for the specific use by this code. BCC 53.220 regulates the conditions of approval that the county may impose to mitigate negative impacts to adjacent property, to meet the public service demand created by the development activity, or to otherwise ensure compliance with the purpose and provisions of the code. Such conditions include (but are not limited to): <ul style="list-style-type: none"> • Size and location of site. • Road capacities in the area. • Number and location of road access points.

	<ul style="list-style-type: none"> • Location and amount of off-street parking. • Internal traffic circulation. <p>Recommendation: BCC 53 contains criteria and conditions of approval intended to minimize the impact of land use decisions on the transportation network. However, no criteria exist that specifically relate to the impacts to transportation facilities and their functional classifications. It is recommended that review processes, criteria, and standards be expanded to include transportation impacts related to the functional classification of adjacent roadways, that traffic impact analyses be required where threshold criteria are met, and that bicycle/pedestrian access be included in list of possible conditions of approval. And it should be noted that the County is authorized to require transportation improvements.</p>
<p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</p> <ul style="list-style-type: none"> (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications which affect private access to roads; and (D) Other applications within airport noise corridor and imaginary surfaces which affect airport operations. 	<p>See response to OAR 660-12-0045(1)(c).</p> <p>Recommendation: Add specific requirements to BCC Chapter 51 regarding notification of public agency transportation providers for land use applications requiring a public hearing, subdivision or partition applications, or other applications affecting private access to roads to ensure consistency with both the adopted Comprehensive Plan and the TPR.</p>
<p>(g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</p>	<p>BCC Chapter 53 provides regulations and procedures for amending the Comprehensive Plan or Development Code. Consistency with planned transportation facilities as a criterion or condition of approval for amending the Comprehensive Plan or Development Code.</p> <p>Recommendation: Add specific language to BCC Chapter 53 requiring consistency with the planned</p>

	facilities in the adopted TSP as an approval criterion for amendments to the Comprehensive Plan or Development Code.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.	

TPR Requirement

Benton County Development Code (BCC) References and Recommendations

(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.	Benton County Development Code currently does not provide any land-use or subdivision regulations for bicycle parking facilities. Recommendation: Add minimum bicycle parking requirements to BCC 91.605 for new multi-family dwellings of four units or more; new retail, office, and institutional developments; and transit transfer stations and park-and-ride lots.
(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access (as defined on page 45) from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways. (A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;	BCC 91.640 regulates the design of parking areas, but does not include requirements for pedestrian circulation. Tables I and II in BCC Chapter 99 include standards that regulate bike lane requirements for both rural and urban roads. For rural roads, Class III bike lanes are required on major local roads and collectors in the Rural Residential Zone, and on arterials in all zones. Bike lines in urban areas are required on all collectors and arterials. Sidewalks are not required on any rural roads, but are required on local roads, collectors, and arterials in urban areas. In addition, the following site design requirements in Benton County zones address the provision of safe and convenient pedestrian and bicycle access in development:

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways;

(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;

(E) Streets and accessways need not be required where one or more of the following conditions exist:

(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995,

- BCC Chapter 69 requires that all structures in the Philomath General Commercial Zone provide sidewalks or bike paths in accordance with appropriate standards, approved land development plans and access design (BCC 69.030(5)).
- BCC Chapter 72 requires that either every site in the Urban Industrial Zone be adequately served by sidewalks and improved roads, or final approval of the site development plan shall be contingent on assurances for the provision of the necessary facilities (BCC 72.410(1)).
- BCC Chapter 73 requires that all structures in the Philomath Light Industrial Zone or Philomath Heavy Industrial Zone provide sidewalks or bike paths in accordance with appropriate standards, approved land development plans and access design (BCC 73.040(8) and BCC 73.140(7)).
- BCC Chapter 74 requires that either every site in the Rural Industrial Zone be adequately served by sidewalks and improved roads, or final approval of the site development plan shall be contingent on assurances for the provision of the necessary facilities (BCC 74.410(1)).
- BCC Chapter 75 requires that, for all structures allowed in the Village Commercial Zone, pedestrian access be considered in the design of site features to provide a clear, unobstructed path in which pedestrians are not required to share their space with autos (BCC 75.410(9)).
- BCC Chapter 81 requires that, in the event the Airport Industrial Park Master Plan no longer applies, the placement of roads, structures, and

which preclude a required street or accessway connection.

landscaping shall allow for convenient and safe pedestrian access between buildings, via paths on which pedestrians are not required to share their space with autos (BCC 81.240(14)). It also requires that either every site be adequately served by sidewalks and improved roads, or final approval of the site development plan shall be contingent on assurances for the provision of the necessary facilities (BCC 81.240(1)).

- BCC Chapter 84 includes the provision of public access to and along the river including pedestrian, bicycle, and water-related uses as necessary to implement the Greenway Plan within urbanizing areas as a criterion for the decision to approve a conditional use permit in the Greenway Management Overlay Zone (BCC 84.314(13)).
- BCC Chapter 91 requires every mobile home or manufactured dwelling park to provide for internal pedestrian circulation separate from vehicular traffic (91.555(6)).

Recommendation: Although a number of zones include requirements for bicycle/pedestrian access in their site design standards, the BCC currently does not provide any general regulations to accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers. (Note that “neighborhood activity centers” includes but is not limited to schools, parks, and employment centers.) It is recommended that the County add clear and objective development standards to ensure pedestrian and bicycle connections within these types

	<p>of new development and to destinations within one-half mile of the development, and make it clear that these facilities are required.</p> <p>Add clear and objective development standards for the provision of pedestrian circulation through parking areas to BCC 91.640 Design for Parking Areas.</p> <p>Add provisions allowing the Planning Official to require pedestrian ways to connect cul-de-sacs or to pass through properties as part of new property creation when analysis of criteria determines it is in the public's best interest.</p> <p>Add criteria for exceptions to providing streets and accessways, consistent with the conditions listed in - 0045(2)(b)(E), in BCC Chapter 99.</p>
<p>TPR Requirement</p>	<p>Benton County Development Code (BCC) References and Recommendations</p>
<p>(c) Off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient bicycle and pedestrian travel, including bicycle ways on arterials and major collectors.</p>	<p>BCC 53.220 lists possible conditional use approval criteria to mitigate negative impacts to adjacent property, to meet the public service demand created by the development activity, or to otherwise ensure compliance with the purpose and provisions of the code. Such conditions include, but are not limited to, road capacities in the area, the number and location of road access points, the location and amount of off-street parking, or internal traffic circulation. The BCC does not currently include facilities accommodating convenient bicycle and pedestrian travel in the list of conditions of approval.</p> <p>Pursuant to BCC 99.515(6), additional off-site improvements may be required as a condition of land division if it is found by the Planning Official, County Engineer, Planning Commission or Board of Commissioners that the land division will have a significant impact on the level of service or maintenance costs for existing roads, drainage, or other public facilities.</p> <p>BCC 99.905 regulates Improvements Agreements,</p>

	<p>which are executed as a condition of development for a conditional use, partition, subdivision, planned unit development, or stormwater management permit, and require that the applicant shall be responsible for installing all required improvements, including, but not limited to, streets, storm drainage, pedestrianways, water system, sewage system, etc., to the standards and specifications approved by the County Engineer and/or Board of Commissioners.</p> <p>Recommendation: Include facilities accommodating convenient bicycle and pedestrian travel, including bicycle ways on arterials and major collectors as potential requirements for development.</p>
<p>(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:</p> <p>(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;</p> <p>(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and</p> <p>(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.</p>	<p>See response to OAR 660-12-0045(1)(b).</p>
<p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</p>	<p>County code currently does not include provisions requiring internal pedestrian circulation within commercial and office developments. Specific zones include site design standards relating to pedestrian and bicycle facilities (listed below). However, the standards do not encourage the clustering of buildings or construction of accessways.</p>

- BCC Chapter 69 requires that all structures in the Philomath General Commercial Zone provide sidewalks or bike paths in accordance with appropriate standards, approved land development plans and access design (BCC 69.030(5)). All structures allowed in the Philomath General Commercial Zone must be sited in compliance with BCC Chapter 99 (69.030).
- BCC Chapter 72 requires that either every site in the Urban Industrial Zone be adequately served by sidewalks and improved roads, or final approval of the site development plan shall be contingent on assurances for the provision of the necessary facilities (BCC 72.410(1)).
- BCC Chapter 73 requires that all structures in the Philomath Light Industrial Zone or Philomath Heavy Industrial Zone provide sidewalks or bike paths in accordance with appropriate standards, approved land development plans and access design (BCC 73.040(8) and BCC 73.140(7)).
- BCC Chapter 74 requires that either every site in the Rural Industrial Zone be adequately served by sidewalks and improved roads, or final approval of the site development plan shall be contingent on assurances for the provision of the necessary facilities (BCC 74.410(1)).
- BCC Chapter 75 requires that, for all structures allowed in the Village Commercial Zone, pedestrian access be considered in the design of site features to provide a clear, unobstructed path in which pedestrians are not required to share their space with autos (BCC 75.410(9)).

- BCC Chapter 81 requires that, in the event the Airport Industrial Park Master Plan no longer applies, the placement of roads, structures, and landscaping shall allow for convenient and safe pedestrian access between buildings, via paths on which pedestrians are not required to share their space with autos (BCC 81.240(14)). It also requires that either every site be adequately served by sidewalks and improved roads, or final approval of the site development plan shall be contingent on assurances for the provision of the necessary facilities (BCC 81.240(1)).
- BCC Chapter 84 includes the provision of public access to and along the river including pedestrian, bicycle, and water-related uses as necessary to implement the Greenway Plan within urbanizing areas as a criterion for the decision to approve a conditional use permit in the Greenway Management Overlay Zone (BCC 84.314(13)).
- BCC Chapter 91 requires every mobile home or manufactured dwelling park to provide for internal pedestrian circulation separate from vehicular traffic (91.555(6)).

Recommendation: Add internal pedestrian circulation standards—applied through clustering of buildings, construction of accessways, walkways, or similar techniques—to the site design standards for new office parks and commercial developments. Because there are numerous zones these developments may occur in, add to Chapter 99.

(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:

<p>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;</p>	<p>Benton County Development Code does not currently address the siting or design of transit facilities, or require safe pedestrian access to such facilities. The updated TSP will identify transit routes and determine appropriate standards for these transportation facilities, consistent with this section of the TPR. Recommendation: Identify design requirements for transit routes and facilities through the TSP update process; update development code requirements as necessary.</p>
<p>TPR Requirement</p>	<p>Benton County Development Code (BCC) References and Recommendations</p>
<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below. (A) Walkways shall be provided connecting building entrances and streets adjoining the site; (B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the onsite circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property; (C) In addition to (A) and (B) above, on sites at major transit stops provide the following: (i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street</p>	<p>See response to OAR 660-12-0045(3)(b). Recommendation: Add requirements consistent with TPR 0045(4)(b)(C) for development within a certain distance from a transit stop.</p>

<p>intersection; (ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site; (iii) A transit passenger landing pad accessible to disabled persons; (iv) An easement or dedication for a passenger shelter if requested by the transit provider; and (v) Lighting at the transit stop.</p>	
<p>(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;</p>	<p>The County is not proposing to designate a pedestrian district at this time.</p> <p>Recommendation: No changes to the code are recommended.</p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>BCC Chapter 91 address requirements for parking and loading areas, but does not address this TPR requirement.</p> <p>Recommendation: Add requirements for preferential parking for carpools and vanpools in the Parking and Loading subsection of BCC Chapter 91.</p>
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</p>	<p>BCC 91.655 currently states: “The provision and maintenance of off-street parking spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented that show adequate parking space in conformity with the Development Code. The subsequent use of property for which the permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking space required by the Development Code.”</p> <p>Recommendation: Add an exception to BCC 91.655 allowing for the redevelopment of a portion of existing</p>

	parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	The updated TSP will identify transit routes and determine appropriate standards to ensure that they support public transit, consistent with this section of the TPR. Recommendation: Add code amendments, as certain road configurations are better for transit, e.g., high connectivity and no sharp turns.
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	Recommendation: When updating the transit element of the TSP, review existing land uses and consider land use changes that would support the viability of transit on existing or planned routes.
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:	
(a) Allow transit-oriented developments (TODs) on lands along transit routes;	
(b) Implements a demand management program to meet the measurable standards set in the TSP in response to 660-012-0035(4);	
(c) Implements a parking plan which:	
(A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;	Recommendation: Adair Village should review their parking requirements and minimum parking reductions in anticipation of future growth and more transit oriented opportunities.
(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);	
TPR Requirement	Benton County Development Code (BCC) References and Recommendations

(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and	
(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.	
(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:	
(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;	
(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;	
(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;	
(D) Exempt structured parking and on-street parking from parking maximums;	
(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and	
(F) Provide for designation of residential parking districts.	
(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.	

<p>(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</p>	<p>The TSP update process will review and update Benton County’s Bicycle & Pedestrian Plan, an adopted element of the current TSP. Other relevant code provisions and comments related to bicycle and pedestrian circulation and facilities are addressed elsewhere in this review.</p>
<p>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</p>	<p>Tables I and II of BCC Chapter 99 regulate minimum right-of-way (ROW) and pavement widths for both rural and urban transportation facilities according to functional classification. BCC 99.405 includes frontage standards for new dwellings and new commercial, industrial, or public occupancy structures. Recommendation: Roadway standards will be evaluated through the TSP update process. The code should be revised to reflect any proposed modifications that result.</p>
<p>OAR 660-12-0060</p>	
<p>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</p>	<p>BCC Chapter 53 provides regulations and procedures for amending the Comprehensive Plan or Development Code, but does not currently address this TPR requirement. Recommendation: Add language to BCC Chapter 53 to be consistent with and include reference to OAR</p>

	660-12-0060.
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