

PHILOMATH TSP – Citizen Advisory Committee (CAC)
Meeting #2 Notes
Wednesday, December 7, 2016
6:00 p.m. to 8:00 p.m.
Philomath Police Dept., 1010 Applegate St., Philomath, OR 97370

Present:

Citizen Members: Sonlla Heern, Ron Hartz, Lauri Lehman, Severn Thomas
City Staff: Chris Workman - City Manager
Consultants: John Bosket, Ben Chaney - DKS Associates
Public: Barb Hartz

I. Sign-in, Agenda Overview, and Introductions:

Chris welcomed everyone and thanked them for coming out to the meeting and continuing to volunteer their time to help the project succeed. The group introduced themselves and their representative organizations/interests.

John introduced the agenda for the meeting, which included a project status update and discussion of findings from Technical Memoranda #5, #6, and #7, addressing transportation funding assumptions and transportation system conditions today and in the year 2040.

II. Project Status:

John reviewed the project schedule and work completed to date. We began the TSP update process in the fall of 2015 and are now completing the “Understand” phase, which has included development of transportation goals and objectives, coordination with other plans, and evaluation of the current transportation system today and in the year 2040 under forecast growth. This process took longer than previously expected due to a delay over the summer while the regional travel demand model was being updated.

We provided an information kiosk at the Philomath Frolic and Rodeo in July and will have our first Open House next week on December 12 (5:00 PM at City Hall). After that, we will transition to the “Evaluate” phase of the project where we will develop draft solutions for addressing identified needs. There will be additional Technical and Citizen Advisory Committee meetings and an Open House to review and discuss the proposed solutions before moving into the “Recommend & Adopt” phase and completing the project. Those next meetings are anticipated to occur in the summer of 2017.

Goals developed with the Citizen Advisory Committee

Draft TSP goals and objectives, documented in Technical Memorandum #4, were developed using input from our first Citizen Advisory Committee meeting in February 2016. John provided a brief review of the goals that will guide the plan to confirm them with the CAC. The draft goals include:

- 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.

CAC members had no further comments or requests for revisions to the goals as stated.

III. Transportation Funding Assumptions for Philomath:

John provided an overview of key findings from Technical Memorandum #6, which identified past transportation revenue sources used by the City and projected revenue available for future projects through 2040.

The City currently gets most transportation revenue through federal and state highway trust funds, street utility fees, system development charges (SDCs), and franchise fees. In the future, franchise fees will be directed to the general fund and street utility fees will be increased to account for that lost revenue. Through the year 2040, after ongoing expenses are discounted, the City is projected to have about \$5.45 million to spend on new transportation projects. This includes an assumed \$2 million in unidentified future ODOT STIP funding, but does not include any other potential grants that the City could be awarded.

The CAC discussed SDC rates and the potential effects this can have on development. Chris commented that the SDCs have multiple components beyond transportation, and although the transportation component is well calibrated to needs, the City would ultimately like the overall rate to go down.

The CAC also discussed the Philomath Connector bus route. Members expressed concerns about cost-effectiveness, challenges of a limited schedule, and the high value of the service for those who use it. The group discussed opportunities for outreach to increase ridership and cost-effectiveness, including free days and partnerships with Uber or Lyft. The discussion concluded with a commitment to share these ideas with the Corvallis Transit System for their current Transit Development Plan.

IV. Transportation System Conditions:

Existing Conditions: Technical Memorandum #5

Ben Chaney provided an overview of key findings from the analysis of existing transportation conditions. Key comments and discussion points are summarized below.

- CAC members asked why US20/19th St. was not flagged for crash issues even though the frequency of crashes was high. DKS responded that although the total frequency was high, the rate of crashes experienced is not significantly higher than the average for similar signalized intersections.
- CAC members discussed School-related congestion, including:
 - The peak school time periods (mid-day) are not addressed by the PM peak congestion analysis conducted for the TSP.
 - For school congestion, the key is pickup and drop-off issues, and that circulation (including through adjacent residential neighborhoods) will need to be addressed. The inability to turn left onto the highway in some areas results in diversion of traffic through neighborhoods. Separating busses from private vehicles will be important, as will be connecting to the multi-use path network.
 - Pedestrian crossings of US20/OR34 are difficult for students.
 - Suggestion to talk with Rosa the crossing guard (retired).

- Suggestion to incorporate findings from the Safe Routes to School summary report into the project development process.
- A CAC member expressed concern that many children seem to walk or bike on 19th St. and that it seems unsafe.
- A CAC member shared that they see a lot of cyclists on OR34 riding to the west, as it is a beautiful ride.
- CAC members discussed concerns about vehicle speeds, including:
 - The speed limit change on US20/OR34 near 24th St. has many near misses.
 - Speeding on US20/OR34 through downtown is a major concern in the community.
 - The combination of freight traffic, children, and high speeds is dangerous.
- It was noted that there is a trail connecting the Middle and High Schools that are missing on our inventory maps.
- The CAC commented that 9th St. is more stressful than Bicycle Level of Traffic Stress 1 in the in-town segment. Even though the speed is low the terrain and shoulders are bad.

Future Conditions: Technical Memorandum #7

Ben Chaney provided an overview of key findings from the analysis of future transportation conditions. The discussion was limited and the general consensus was that the findings reflected their experience in Philomath, considering the comments from the Existing Conditions discussion.

V. Questions/Comments from Public Attendees:

There were no further questions/comments.

VI. Next Steps/Adjourn:

As noted earlier, our first Open House is December 12 at 5:00 PM over at City Hall. CAC members are encouraged to come. After that, we'll begin developing draft solutions and expect to meet again with this committee in the summer.