

PHILOMATH TSP – Technical Advisory Committee (TAC)
Meeting #1 Notes
Wednesday, December 7, 2016
2:30 PM – 4:30 PM
Philomath Police Dept., 1010 Applegate St., Philomath, OR 97370

Present:

Valerie Grigg Devis, ODOT
Richard Saalsaa, Philomath Fire and Rescue
Kevin Fear, City of Philomath
Jim Minard, City of Philomath
Laurel Byer, Benton County
Ali Bonakdar, Oregon Cascades West COG
Chris Workman, City of Philomath
John Bosket, DKS Associates
Ben Chaney, DKS Associates

I. Sign-in, Introductions, Agenda Overview (meeting purpose):

The purpose of this meeting is to provide an orientation to the Transportation System Plan (TSP) update project, update the TAC on work completed to date, and get TAC input on the findings describing existing and future transportation conditions in Philomath.

II. Project Orientation:

John Bosket explained what the City TSP's function is and why updating the current TSP is important. This update will reestablish local transportation priorities and needs to align them with current community interests and new growth projections. It will also be coordinated with the transportation plans of regional partners and will aid the City in applying for grants to fund new projects.

TSP update process

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.

TAC roles and responsibilities

The TAC is generally comprised of representatives from various agencies potentially affected by the TSP. The TAC is used to ensure TSP recommendations are being properly coordinated with these agencies and to provide input on best practices and recommended solutions. The TAC is

not a decision-making body. For this project, the Philomath City Council will be the ultimate decision makers, guided by input from our committees and the public.

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 overview of the goals to orient the TAC with key community interests that will guide the plan. 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.

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, 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 City could be awarded.

A TAC member asked that funding from the Corvallis Area Metropolitan Planning Organization (CAMPO) be clearly identified in the analysis. The City has not applied for CAMPO funding much recently, but they might do that more in the future. This analysis is based on recent trends, so little if any CAMPO funding would be included in the 2040 projection.

Was the \$4 million for the upcoming couplet project from ODOT included in the projection? Not directly, since these funds are not yet committed. The assumed \$2 million in future ODOT STIP funds was included to represent potential projects such as this.

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.

- TAC members asked that more Activity Generators be identified on Figure 1, such as the lumber company (GP), major employment areas, Philomath Scout Lodge, ODOT Weigh Station, etc. As a compromise to avoid putting

too many specific destination and private businesses on the map, it was agreed that a zoning map with fewer specific (public) locations would be appropriate.

- It was noted that some maps have Marys River with an apostrophe (Mary's) when it should not have one.
- The TAC asked about the timing of the data collection and analysis with respect to the completion of the Pioneer Mountain-Eddyville (PME) project on US 20. That project was just recently completed and some think truck traffic on US 20 has increased significantly. The data and analysis described in Technical Memorandum #5 predates the completion of that project and there is not currently sufficient before-after data available to confirm that truck traffic has actually increased. Some expect that there will be more truck traffic on this route. This issue should be monitored in the future.
- It was pointed out that Benton County owns 19th Street, but not the College to Main segment.
- N 9th Street over the hill leaving town is dangerous with no shoulders and limited sight distance. Bicyclists bail out due to fear and have been picked up by emergency service providers.
- 17th / Main – turning left to go west (NBL) is difficult.
- Flashing beacons on Main at 17th Street – beacons are too high and the position conflicts with sun making them impossible to see at certain times of the day.
- High School kids crossing highway is a concern for their safety.
- US 20 at 7th Street is a common pedestrian crossing location(s).
- The Bicycle Level of Stress analysis does not reflect the dangerous 9th Street blind spot previously mentioned and crossing US 20 at 19th Street is more stressful than shown due to the crossing distance on difficult grades that must be traversed.
- What is OSU-related ridership on the Philomath Connection? Stop-level activity can be seen in the Corvallis Transit Development Plan technical memoranda (Philomath/OSU-related ridership appears to be fairly low).
- What happened to the old US 20: Newton Creek to Neer Avenue study? That effort ended in a draft Environmental Impact Statement that recommended widening US 20/OR 34 between Philomath and Corvallis to four lanes with a raised median. The widening was included in the Regional Transportation Plan.
- Note that dial-a-bus is a limited audience service. Also, clarify service times.
- Note that OSU does pay the Philomath Connection transit fees, with costs being passed on to students.
- Note that the County owns the bridge on Chapel Drive.
- Include a federal functional classification map (see the recent ODOT email for guidance). Note which functional classification designations are eligible for federal funds.

- For the US20 / 26th high crash location, were any of them heavy-vehicle involved or have sun glare as a factor? Unknown. We'll need to investigate further.
- Can crash records be cross-checked against Philomath Police Department crash records?

Future Conditions (2040): Technical Memorandum #7

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

- The population vs. housing projection seems off. Housing seems low. What's the local average people per household in the model and how does that compare to the most recent census numbers? Philomath is currently using 2.5 people per household estimate, per the census.
- Housing locations – The Transportation Analysis Zone (TAZ) in the model that includes the Philomath Middle School has housing growth. How can this be correct? TAZ boundaries often include multiple properties, so that TAZ may actually include some residential land to the east of the school.
- 4 acres of land within the City were rezoned recently. This should be reflected in the future conditions evaluation.
- The far southwest corner of the City, south of the highway, should show residential growth.

V. Next Steps/Adjourn:

As noted earlier, our first Open House is December 12 at 5:00 PM over at City Hall. TAC members are encouraged to come. We'll also be meeting later tonight with the Citizen Advisory Committee to review the same material covered today. After that, we'll begin developing draft solutions and expect to meet again with this committee in the summer.