

Technical Memorandum #12a



DATE: March 21, 2018

TO: Philomath TSP Technical Advisory Committee and Community Advisory Committee

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SUBJECT: **Philomath Transportation System Plan**
Task 8.3 Implementing Regulations and Policy Amendments: Proposed Comprehensive Plan Amendments

The 2018 Transportation System Plan (TSP) will be adopted as the transportation element of the Philomath Comprehensive Plan document. The purpose of this memorandum is to provide recommended modifications to transportation goals and policies in the Comprehensive Plan. Updated policies are recommended to be consistent with and implement the updated TSP and to be consistent with the requirements of the Oregon Transportation Planning Rule (OAR 660-012, the “TPR”).

Recommended goal and policy amendments reflect issues identified through the TSP update and the need for consistency between the TSP and Comprehensive Plan. The City’s existing Comprehensive Plan was adopted in 1983; transportation policies in Chapter VI were updated in 2003 and again in 2011.¹ The current TSP update planning process provides an opportunity to ensure that the transportation-related policy language in the Comprehensive Plan is consistent with the objectives and recommendations of the updated TSP and to clarify the role each document serves in providing guidance for transportation planning in the City.

New language is principally based on the draft TSP. Proposed goals and policies also support related modifications to Title 18 of the Philomath Municipal Code; proposed modifications to development requirements in Title 18 are provided in separate draft memorandum (Technical Memorandum #12b).

The six transportation Goals from the draft TSP are appropriate to include in the Comprehensive Plan. The Goals in the Comprehensive Plan (p. 1) do not specifically address transportation; TSP Goals can be added to the list in the first section of the Comprehensive Plan, can be included prior to the list of (proposed) policies in Chapter VI, or can precede policies that specifically implement each goal, as demonstrated in the draft TSP organization. Table 1 includes the proposed goal language to be included in the Comprehensive Plan.

The policy recommendations in Table 2 are proposed to replace the existing policies in Chapter VI and serve as the City’s primary policy direction. Table 2 presents draft policy language in the first column; the comment column indicates the origin of the policy (e.g., the numbered objectives from the draft TSP or existing Comprehensive Plan policy). Note that many policies expand and implement the corresponding TSP objective and do not mirror TSP language exactly; proposed language is intended to provide policy guidance for land use and transportation decision making after the TSP is adopted.

In addition to the proposed policies, new draft background text is provided that will update existing Comprehensive Plan text. The proposed introduction text for Chapter VI follows the table.

¹ The 2003 amendment added pedestrian, bicycle, and transit policies. The 2011 changes amended a few of these policies and added policies related to Safe Routes to School.



Proposed Transportation Goals

Table 1: Recommended Comprehensive Plan Transportation Goals

Proposed Goal	Comments
Goal 1: Maintain efficient motor vehicle travel along the street network and through US20/OR34.	<p>The Goals in the Comprehensive Plan (p. 1) do not specifically address transportation. The addition of transportation goals can be added to the list in the first section of the Comprehensive Plan, can be included prior to the list of (proposed) policies in Chapter VI, or can precede policies that specifically implement each goal, as demonstrated in the draft TSP organization. Proposed Goals are consistent with the draft TSP Goals.</p>
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.	

Proposed Transportation Policies

Table 2: Recommended Comprehensive Plan Transportation Chapter VI Policies

Proposed Policies	Comments
1. The City shall preserve corridors for future street locations, especially in north Philomath and the Newton Creek industrial area, consistent with the Local Street Connectivity Plan in the adopted Transportation System Plan.	Draft TSP Goal 1, Objective a. (revised)
2. The City shall work to develop and implement an arterial and collector street system to improve cross-town (both north-south and east-west) circulation and connectivity, consistent with the adopted Transportation System Plan.	Proposed policy is consistent with Draft TSP Goal 1, Objective b.: <i>Improve cross-town (both north-south and east-west) circulation and connectivity.</i>



Proposed Policies	Comments
<p>3. The City shall maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors. The acceptability of roadway and intersection operations is defined by the City’s mobility standard requiring operation at a level of service D or better.</p>	<p>Draft TSP Goal 1, Objective c.</p>
<p>4. The City shall continue to work with the Oregon Department of Transportation (ODOT) and regional partners to reduce congestion along US 20/OR 34 between Philomath and Corvallis. The City supports widening the corridor to four lanes from Newton Creek to SW Country Club Drive, consistent with the Regional Transportation Plan, and enhancing overall corridor travel efficiency through transportation demand management measures that could reduce peak hour demand.</p>	<p>Draft TSP Goal 1, Objective d. (revised)</p> <p>Proposed policy updates existing Comprehensive Plan VI. Transportation Policies 5. and 18.</p>
<p>5. The City shall use transportation impact analysis guidelines to determine an appropriate level of required analysis to ensure that land use and development proposals are consistent with the identified function, capacity and performance standards of impacted transportation facilities.</p>	<p>Proposed policy is consistent with Draft TSP Goal 1, Objective e.: <i>Develop street functional classifications with complementary operational guidance and standards to ensure streets are able to serve their intended purpose.</i></p>
<p>6. The City will work to maintain sufficient parking in the downtown to support businesses and patrons. When warranted, the City will undertake a parking study to evaluate parking supply and demand and explore near- and longer-term improvements.</p>	<p>Proposed policy is consistent with Draft TSP Goal 1, Objective f.: <i>Evaluate transportation and parking improvements that have the potential to improve downtown traffic flow.</i></p> <p>Proposed policy is also consistent with Draft TSP Goal 4, Objective e.: <i>Explore options to improve parking availability in the downtown.</i></p>
<p>7. The City shall plan for and develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle, pedestrian, and transit circulation within the community.</p>	<p>Proposed policy is consistent with Draft TSP Goal 2, Objective a.: <i>Improve circulation for pedestrians, bicyclists, and transit riders within Philomath and to Corvallis.</i></p> <p>Proposed policy updates existing Comprehensive Plan VI. Transportation Policies 7. and 14.</p>



Proposed Policies	Comments
<p>8. The City will seek to improve pedestrian and bicycle circulation within and between major activity generators such as neighborhoods, parks, schools, and commercial centers.</p>	<p>Draft TSP Goal 2, Objective b.</p>
<p>9. The City will continue to work with the school district and citizens to improve and maintain safe routes to school, consistent with the recommendations of the Safe Routes to School Plan and the planned projects in the Transportation System Plan.</p>	<p>Proposed policy is consistent with Draft TSP Goal 2, Objective c. and Draft TSP Goal 3, Objective h.: <i>Implement the Safe Routes to Schools Plan recommendations.</i></p> <p>Proposed policy updates existing Comprehensive Plan VI. Transportation Policy 3.</p>
<p>10. The City shall ensure that new development and redevelopment provide pedestrian connections within the site and to adjacent sidewalks, existing and planned developments, and transit streets and facilities, consistent with and proportionate to the needs and impacts of the proposed development.</p>	<p>Proposed policy is consistent with Draft TSP Goal 2, Objective d.: <i>Ensure connections to the existing pedestrian system (i.e., sidewalks, crosswalks, shared use paths) are made as part of new developments.</i></p> <p>Proposed policy updates existing Comprehensive Plan VI. Transportation Policies 3. and 16.</p>
<p>11. The City shall prioritize enhanced pedestrian safety at roadway crossings, including improvements at intersections and key mid-block locations.</p>	<p>Draft TSP Goal 2, Objective e.</p>
<p>12. The City will seek to continuously improve existing transportation facilities to meet applicable City of Philomath and Americans with Disabilities Act (ADA) standards.</p>	<p>Draft TSP Goal 2, Objective f.</p>
<p>13. The City shall maintain maximum block length standards to minimize travel distances.</p>	<p>Draft TSP Goal 2, Objective g. (modified)</p> <p>Proposed policy updates existing Comprehensive Plan VI. Transportation Policy 22.</p>
<p>14. The City shall work to ensure that pedestrian and bike throughways are clear of obstacles and obstructions (e.g., utility poles, grates).</p>	<p>Draft TSP Goal 2, Objective h.</p>



Proposed Policies	Comments
<p>15. The City shall require that existing streets are improved to City standards and that they provide complete pedestrian and bicycle facilities, consistent with cross-section standards in the Transportation System Plan.</p>	<p>Draft TSP Goal 2, Objective i. (modified)</p> <p>Proposed policy updates existing language in Comprehensive Plan VI. Transportation, Bicycle Policies and Pedestrian Ways.</p>
<p>16. The City shall continue to work with Corvallis Transit System and through development permitting with private property owners to provide for transit user needs beyond basic provision of service (e.g., by providing sidewalk and bicycle connections, landing pads, easements or dedications for shelters and benches) to encourage higher levels of use.</p>	<p>Draft TSP Goal 2, Objective j. (modified)</p> <p>Proposed policy updates existing language in Comprehensive Plan VI. Transportation, Transit Policies.</p>
<p>17. The City will continue to explore the potential for a park-and-ride location within the city, either through an agreement with private property owner(s) or property acquisition.</p>	<p>Proposed policy is consistent with Draft TSP Goal 2, Objective k.: <i>Identify potential park-and-ride locations within the city.</i></p> <p>Proposed policy updates existing language in Comprehensive Plan VI. Transportation, Transit Policies.</p>
<p>18. The City supports expanded service hours for transit.</p>	<p>Draft TSP Goal 2, Objective l.</p> <p>Proposed policy updates existing language in Comprehensive Plan VI. Transportation, Transit Policies.</p>
<p>19. The City will assess potential of the railroad system for commuter rail, commercial rail, and excursion uses.</p>	<p>Draft TSP Goal 2, Objective m.</p>
<p>20. The City will work to improve pedestrian and bicycle access across US 20/OR 34, especially in locations where better access would support safer travel to schools, parks, and public buildings.</p>	<p>Draft TSP Goal 2, Objective n.</p>
<p>21. The City will continue to assess options to reduce traffic volumes and speeds near schools.</p>	<p>Draft TSP Goal 3, Objective a.</p>



Proposed Policies	Comments
22. The City shall establish and maintain designated Truck Routes that facilitate goods movement through and to the City and that minimize and avoid conflicts with schools, residential areas, and the downtown core.	Draft TSP Goal 3, Objective b. (revised) Proposed policy is also consistent with Draft TSP Goal 4, Objective f.: <i>Provide efficient freight movement on regional travel routes.</i>
23. The City shall work to implement improvements to address high collision locations, improve safety at railroad crossings, and improve safety for walking, biking, and driving in the City.	Proposed policy is consistent with Draft TSP Goal 3, Objective c.: <i>Improve safety at locations with known issues.</i>
24. The City shall work to reduce traffic-related fatalities and serious injury collisions, especially those involving vulnerable users (e.g., elderly, children, pedestrians, and cyclists).	Draft TSP Goal 3, Objective d. and Draft TSP Goal 3, Objective e.
25. The City shall preserve the function and prioritize investments on routes and transportation facilities critical for emergency response and evacuation.	Draft TSP Goal 3, Objective f.
26. The City shall evaluate the need for improved street lighting, specifically on US20/OR34 at the 13th Street and 14th Street intersections.	Proposed policy is consistent with Draft TSP Goal 3, Objective i.: <i>Evaluate the need for improved street lighting.</i> Reflects Project Li-1: <i>US20/OR34 at 13th St. and 14th St. Intersection Lighting Analysis and Enhancement.</i>
27. The City shall improve multi-modal mobility, safety, and comfort through the implementation of the Downtown Safety and Streetscape Project, including sidewalks, bike lanes, intersection bulb-out crosswalks with improved signing, striping, pedestrian-scale lighting, and landscaping.	Proposed policy is consistent with Draft TSP Goal 3, Objective j. (<i>Address speeding in the downtown</i>) and k. (<i>Improve the comfort and safety of pedestrian crossings along US 20/OR 34</i>). Proposed policy is also consistent with Draft TSP Goal 4, Objective a.: <i>Improve the pedestrian and bicycle realm in the downtown.</i>
28. The City shall balance the need for efficient travel with business visibility and accessibility in the downtown.	Draft TSP Goal 4, Objective b.
29. The City shall provide access to local businesses and business districts by all modes of transportation.	Draft TSP Goal 4, Objective c.



Proposed Policies	Comments
30. The City shall implement, through state and local funding, and encourage private investment in streetscape improvements in the downtown to make it aesthetically pleasing and signify it as a destination.	Proposed policy is consistent with Draft TSP Goal 4, Objective d.: <i>Consider streetscape improvements in the downtown to make it aesthetically pleasing and signify it as a destination.</i>
31. The City shall encourage employment opportunities and enhance economic development through safe and efficient access to major employment centers.	Proposed policy is consistent with Draft TSP Goal 4, Objective g.: <i>Increase the accessibility of major employment centers.</i>
32. The City shall work to preserve and protect the safe and efficient function of locally and regionally significant transportation corridors through access management and implementing improvements, consistent with their functional classification.	Proposed policy is consistent with Draft TSP Goal 5, Objective a: <i>Preserve and protect the function of locally and regionally significant transportation corridors.</i> Proposed policy updates existing Comprehensive Plan VI. Transportation Policies 12., 19., 20. and 21. (in part).
33. The City shall prioritize preserving and maintaining the existing transportation system assets to extend their useful life and improving travel reliability and efficiently of existing major travel routes before adding capacity.	Draft TSP Goal 5, Objective b. and Goal 5, Objective c.
34. The City shall pursue grants/programs or collaboration with other agencies to efficiently fund transportation improvements and supporting programs.	Draft TSP Goal 5, Objective d.
35. The City shall seek to maintain stable and diverse revenue sources to meet the need for transportation investments in the city.	Draft TSP Goal 5, Objective e.
36. The City shall implement, where cost-effective, environmentally friendly materials and design approaches (water reduction, protect waterways, solar infrastructure, impervious materials).	Draft TSP Goal 5, Objective f.
37. The City shall avoid or minimize impacts to natural resources, which may include alternative transportation facility designs in constrained areas.	Draft TSP Goal 5, Objective g. Proposed policy updates existing Comprehensive Plan VI. Transportation Policy 10 (in part).



Proposed Policies	Comments
38. The City shall support technology applications that improve travel mobility and safety with less financial and environmental impact than traditional infrastructure projects.	Draft TSP Goal 5, Objective h.
39. The City shall work with the Cascades West Area Commission on Transportation and the South Valley Regional Solutions Center to promote projects that improve regional linkages.	Draft TSP Goal 6, Objective a.
40. The City shall coordinate transportation projects, policy issues, and development actions with all affected government agencies in the area, including Benton County, the City of Corvallis, the Corvallis Area Metropolitan Planning Organization, and ODOT.	Draft TSP Goal 6, Objective b.
41. The City shall seek funding for and develop shared-use paths identified in the adopted Transportation System Plan to improve non-motorized connections, including connections between Philomath and Corvallis, to and through the Rodeo Grounds, and on the Willow Street/Cedar Street Path.	Proposed policy is consistent with the Draft TSP Standards and Solutions chapter and updated existing Comprehensive Plan VI, Transportation Policies 4 and 13.
42. The City and developers shall protect residential neighborhoods from excessive through traffic and travel speeds. When required, the application of traffic calming measures will be proportional to the identified need and appropriate for the facility on which it is located, based on street functional classification.	New proposed policy is consistent with Draft TSP Neighborhood Traffic Management (NTM) section.
43. The City shall ensure that the transportation system provides equitable access to underserved and vulnerable populations as well as users with a range of ages.	New proposed policy is consistent with the multi-modal emphasis in the Draft TSP .



Proposed Policies	Comments
44. Require that proposed land developments mitigate adverse traffic impacts and ensure that all new development contributes a fair and proportionate share toward on-site and off-site transportation system improvements.	New proposed policy is consistent with the Draft TSP (see Traffic Impact Analysis Guidelines in Volume 2, Technical Memorandum #9, Appendix A) and supports proposed Development Code requirements.

Proposed Chapter VI Introduction Text

The following introduction language modifies existing language in Comprehensive Plan VI—Transportation. Proposed new text is shown as underlined; proposed deletions are shown as ~~struck through~~.

VI. TRANSPORTATION

A good transportation system is essential for transporting people and goods. The provision of many services also depends on a good transportation network. ~~Streets and highways are probably the most important component of this network, although sidewalks and bikeways are also important. More bikeways and bike lanes may be needed in order to accommodate safe bicycling and to promote energy conservation.~~ Philomath’s transportation system is multi-modal – it provides facilities for freight, passenger vehicles, transit, bicyclists, and pedestrians. It also provides access to air travel via the Corvallis Airport.

~~Air service provide by the Corvallis Airport is adequate to meet most of Philomath’s needs; however, a heliport for emergency medical use may be needed sometime in the future.~~

The Transportation element includes policies directed toward improving Philomath’s transportation system. ~~A Street Improvement Program, including specific proposals for street improvements, is included in the Data Base.~~ These policies are consistent with the goals and objectives of the adopted 2018 Transportation System Plan (TSP), which is the transportation element of the Comprehensive Plan. The TSP is a long-range document that guides the expansion and operation of our transportation network for all modes of travel.