Technical Memorandum #4/5 – Draft

DATE: September 11, 2015

TO: Corvallis TSP Project Management Team and Stakeholders

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SUBJECT: **Corvallis Transportation System Plan Update**
Tasks 3.5 & 3.6 Initial TSP and TDP Goals, Objectives, and Performance Measures Development

The purpose of this memorandum[1] is to initiate the process of developing the vision, goals, objectives, and performance measures that will guide the development of Corvallis' TSP, TDP, and future investment decisions. While the draft set of goals and objectives included in this memorandum were developed with input from the Steering Committee, City Council, and the general public, they will remain flexible and subject to change as we learn more through the planning process.

It should be noted that Corvallis intends to engage the community in a new visioning process beginning later this year with completion expected in 2016. As the outcome of that effort becomes available, the project team will revisit the vision, goals, and objectives formed for this plan to ensure they are consistent. The vision, goals, and objectives described in this memorandum pertain only to the TSP and TDP projects and should not be confused with those to be developed later for the over-arching community visioning process.

The Purpose of Performance-based Planning

The project team will apply a performance-based planning approach for developing the Corvallis TSP and TDP. The objective of a performance-based approach is to select investments that most effectively and efficiently achieve desired outcomes. Public input and agency direction establish the desired outcomes. The decisions made to achieve those outcomes are guided by data and analysis describing transportation system performance relative to a select group of measures that track progress toward key goals. Benefits to using a performance-based planning approach include:

- Improved investment decision making
- Improved return on investments and resource allocation

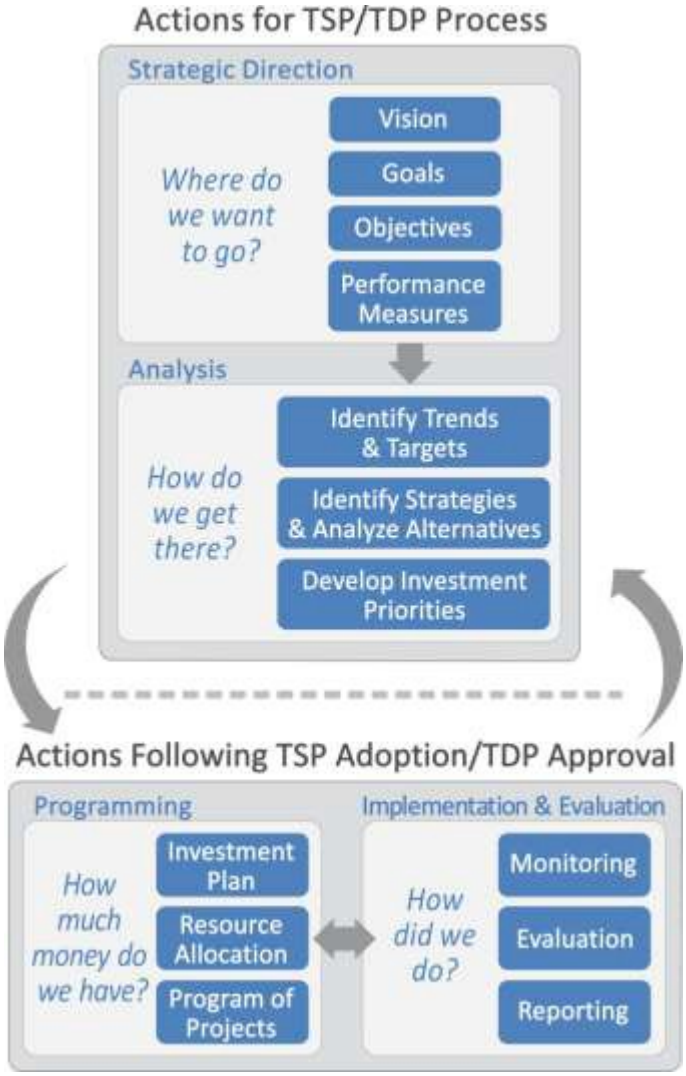
[1] Technical Memorandum #4 (Initial Goals, Policies, and Performance Measures Development for the TSP) and Technical Memorandum #5 (Initial Goals, Policies, and Performance Measures Development for the TDP) have been combined in this memorandum to simplify the process of discussing goals and objectives.

- Improved system performance
- Increased accountability and transparency
- Demonstrated link between funding and performance

Setting Direction for Transportation Planning

Figure 1 illustrates a framework for a performance-based planning process. The project team will employ the "Strategic Direction" and "Analysis" steps of this framework for the development of the Corvallis TSP and TDP. The remaining "Programming" and "Implementation & Evaluation" steps would be carried out by the city following plan adoption (or plan approval in the case of the TDP, which will not be adopted by City Council). Those involve a continuous process of funding and implementing projects and programs, measuring progress toward plan goals, and reevaluating investment priorities.

Figure 1: Corvallis TSP/TDP Performance-based Planning Process



Source: "Performance-Based Planning and Programming Guidebook," FHWA, Sept. 2013.

The "Strategic Direction" step, involving the establishment of goals, objectives, and performance measures, is the focus of this memorandum. Collectively, these elements describe what the community wants the transportation system to do in the future, as summarized by a **vision statement**. A vision statement generally consists of an imaginative description of the desired condition in the future. It is important that the vision statement for transportation align with the community's core values.

Goals and objectives create manageable stepping stones through which the broad vision statement can be achieved. **Goals** are the first step down from the broader vision. They are broad statements that should focus on outcomes, describing a desired end state. Goals should be challenging, but not unreasonable.

Each goal must be supported by more finite **objectives**. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing objectives, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

Performance measures are used to assess progress toward meeting goals and objectives. For the Corvallis TSP and TDP, they will initially be used during the planning process to benchmark how the current transportation system performs. Later, they will be used to inform the selection and prioritization of projects and policies for the plan by describing how well the alternatives considered support goal areas. As the plan recommendations are being implemented over time, the city can continue using these performance measures to monitor trends in transportation system performance and progress toward achieving goals. Because the selection of performance measures can be limited by the data available to evaluate them, the identification of performance measures for the plans will occur after goals and objectives have been defined.

Examples of sets of goals, objectives, and performance measures are provided in Table 1.

Table 1: Examples of the relationship between goals, objectives, and performance measures

Goals	Objectives	Performance Measures	Resulting Measureable Objectives
A safe transportation system	Reduce the frequency of serious crashes	Number of fatal and serious injury crashes	Reduce fatal and serious injury crashes 50% by 2030
Livable communities that provide a range of travel choices	Provide sufficient bicycle facilities to support travel between major activity generators	Miles of dedicated bicycle facilities	Increase the miles of dedicated bicycle facilities by 25% by 2030

Developing Goals and Objectives for the Corvallis TSP & TDP

Goals and objectives from other important community and regional planning documents were reviewed to identify common themes and values important to Corvallis. The goals and objectives from existing plans have been summarized in the appendix and cover a wide array of topics that could be applied to the TSP and TDP. From that review, the project team developed an initial set of goals as a starting point for the development of goals and objectives for the plans.

The project team then began the process of developing unique goals and objectives for the Corvallis TSP and TDP with City Council and the appointed Steering Committee. The results were shared with the rest of the community through a public survey, with further input sought to refine them.[2] The new draft goals and objectives provided below reflect that input, as well as an additional review by the Steering Committee, and will be submitted to the City Council for acceptance. At this time, all goals and objectives are considered to be of equal importance and will be reconsidered throughout the project life cycle.

The project team will then develop a recommended set of performance measures for use with the accepted goals and objectives based on the available data. As we learn more about how Corvallis' transportation system will function in the future, a transportation system vision statement will be developed and further refinement of the goals and objectives may become necessary.

Draft TSP and TDP Goals and Objectives

Goal 1: Provide an efficient transportation system that supports economic vitality by facilitating the local and regional movement of people and goods.

Objectives:

a. Reduce miles of travel and travel time through improved connectivity where barriers exist.
b. Maintain acceptable roadway and intersection operations where feasible considering environmental, land use, and topographical factors.
c. Improve pedestrian amenities in business districts.
d. Provide access to local businesses and business districts by all modes of transportation.
e. Improve north/ south and east/ west street connectivity.
f. Provide efficient freight movement on regional travel routes.
g. Increase the accessibility of major employment centers.
h. Work with OSU to develop cooperative parking strategies for University area neighborhoods.
i. Identify transportation system and service improvements that support the city's long-term land use vision.
j. Maintain and support the Corvallis airport as a municipal facility.

[2] Comments received via the public survey have been described in the "*TSP and TDP Goals & Objectives Survey Results Summary*" memorandum.

Goal 2: Provide a transportation system that enhances the health and safety of residents.

Objectives:

a. Improve safety at locations with known issues.
b. Minimize conflict points along high volume and/or high speed corridors.
c. Support vibrant public spaces, and encourage a culture of walking, cycling, and social interaction.
d. Expand the sidewalk, on-street bikeway, and multi-use path network in the city.
e. Reduce traffic-related fatalities and serious injury collisions.
f. Reduce the amount of collisions involving pedestrians and cyclists.
g. Improve personal security on public facilities and services (e.g., street lighting, surveillance/patrols around transit).
h. Preserve the function and prioritize investments on routes and transportation facilities critical for emergency response and evacuation.
i. Apply a comprehensive approach to improving transportation safety that involves the five E's (engineering, education, enforcement, emergency medical services, and evaluation).
j. Work with the school district and educational institutions to identify and implement circulation and access patterns to and around schools that are safe for pedestrians and bicyclists, as well as people in cars and arriving by bus.

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.

Objectives:

a. Increase transit ridership by improving the quality of available transit service as measured by coverage, hours of service and frequency.
b. Develop bicycle and pedestrian facilities that encourage non-vehicular travel and provide safe passage for pedestrians and bicyclists.
c. Allow for alternative transportation facility designs in constrained areas to minimize impacts to natural resources.
d. Encourage comprehensive on-site Transportation Options programs - including incentives and disincentives – by major employers & educational institutions.
e. Make it easy for people of all ages and abilities to get where they need to go, comfortably and safely, by all modes of travel.
f. Provide inexpensive transportation options in the city.
g. Ensure Corvallis' Land Development Code requires new development to support multimodal connectivity and accessibility.
h. Work with neighboring jurisdictions to identify and provide opportunities to commute to and from Corvallis by means other than single-occupant vehicles.

Goal 4: Provide a sustainable transportation system through responsible stewardship of financial and environmental resources.

Objectives:

a. Preserve and protect the function of locally and regionally significant transportation corridors.
b. 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 transportation system.
c. Develop transportation standards that preserve and protect the integrity of neighborhoods.
d. Develop street standards to reflect the pedestrian realm of the neighborhood.
e. Preserve and maintain the existing transportation system assets to extend their useful life.
f. Improve travel reliability and efficiency of existing major travel routes in the city before adding capacity.
g. Increase the number of walking, bicycling, and transit trips in the city.
h. Reduce the number of vehicle-miles traveled.
i. Pursue grants/ programs or collaboration with other agencies to efficiently fund transportation improvements and supporting programs.
j. Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches (water reduction, protect waterways, solar infrastructure, impervious materials).
k. Support technology applications that improve travel mobility and safety with less financial and environmental impact than traditional infrastructure projects.

APPENDIX

Excerpts showing goals and objectives from other regional and local planning documents are provided as background information and to highlight community values expressed in the past.

Existing Goals, Objectives, and Policies

The following sections include goals, objectives, and policies from the Corvallis 2020 Vision Statement, the 1996 Corvallis Transportation System Plan, the Corvallis Transportation Demand Management Plan, the North Corvallis Area Plan, the South Corvallis Area Refinement Plan, the Oregon State University Campus Master Plan, the Benton County TSP, the 2012 Corvallis Area Metropolitan Planning Organization (CAMPO) Regional Transportation Plan, the Oregon Transportation Plan, and the Oregon Public Transportation Plan. These are provided to understand the direction the community and region have previously established for transportation decisions and to provide ideas to facilitate the process of developing a new vision with goals and objectives that reflect current interests.

Vision 2020 (and the 2013-2014 status report to City Council)

The categories in the 2020 vision statement included the following:

Central City

- Central City that is the vibrant commercial, civic, cultural, and historic heart of the county
- The Central City is supported by a commercial center, residential center, the riverfront, civic center, and cultural center

Cultural Enrichment and Recreation

- Community that enjoys a cultural life which is rich in the arts and recreational opportunities, and celebrates the diverse talents and cultures of the community
- Cultural enrichment and recreation are supported through festivals, library activities, park facilities, and the securing of art pieces within the community

Economic vitality

- Economic vitality anchored by key strategic industries and complemented by a wealth of diverse, environmentally-friendly businesses
- Economic vitality is supported by partnerships between Oregon State University, Hewlett Packard, the Oregon Nanoscience and Microtechnologies Institute, and other researchers

Education/Human Services

- High quality educational opportunities are offered and a comprehensive network of health and human services are available to all residents throughout their lifetime
- Education and human services are supported through Oregon State University being an institution that holds land, sea, sun, and space grants, the connection between Oregon State University and Linn-Benton Community College based in Albany, Good Samaritan Regional Medical Center, a highly regarded trauma and research hospital

Governing and Civic Involvement

- Citizen participation is fostered in all aspects of community decisions, such as vigorous neighborhood associations with meetings and to provide opportunities for formal and informal discussions of community issues
- Governing and civic involvement are supported by the current elected officials, including the Mayor and City Council, as well as volunteer organizations such as the Madison Avenue Task Force

Protecting our Environment

- Successful integration of the economic and population growth with the preservation of its scenic natural environment, open spaces, clean air and water, wildlife habitat areas, and recreational opportunities
- Protecting our environment is supported by the abundant recreational opportunities including parks, natural areas, bike paths and bike lanes, ease of alternative transportation, use of green energy, and storm water management strategies to improve water quality, enhance fish and aquatic habitat and ensure proper handling of excessive water from heavy rain events

Where People Live

- Offer balanced and diverse neighborhoods that incorporate mixed-use, that are accessible to residents without driving, to form the building blocks that support a healthy social, economic, and civic life
- Where people live is supported by being a bicycle friendly community, providing riverfront housing opportunities, and an improved transit system

The performance measure highlights in the 2013-2014 Vision 2020 status report to City Council included the following:

Sustainability

- Conserve resources by reducing fuel and paper use
- Provide a local business environment that supports a successful, diverse traded-sector entrepreneurial community
- Remain below the national average of 10% annually for water loss in the distribution system
- Reduce printing and staff time through implementation of Electronic Citation Process

Diversity

- Assure that low income residents' housing needs are met in a cost effective manner
- Offer Library programs reflecting the diverse populations within Benton County
- Continue to design recreation programs to be inclusive, creating an opportunity for our diverse community to come together

Citizen Involvement

- Maximize citizen satisfaction with the quality of City services, City communications and outreach
- Interact with at least 10% of residents (city and rural district) in public education events annually
- Provide opportunities for public involvement on boards, commissions, and public meetings
- Increase diversity of applicant pool through target recruitment outreach efforts

Cost Efficiency

- Increase organizational efficiency in providing service output
- Increase community safety by maintaining overall number of traffic accidents resulting in injuries/fatalities at less than the State average of 5.1 per thousand population
- Have utility rates that contribute to Corvallis being an attractive place to live
- Maintain transit operating costs below average of $2.70 per transit ride

Corvallis Transportation System Plan (1996)

The current Corvallis TSP highlights existing plan policies supporting transportation that could be carried forward, as well as recommended new policies to continue guiding transportation plans.

Existing Comprehensive Plan Policies

- The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.
- The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.
- The City shall develop and promote alternative systems of transportation which will safely, economically and conveniently serve the needs of the residents.
- Special consideration in the design of the transportation system shall be given to the needs of those people who have limited choice in obtaining private transportation.
- The transportation system shall give special consideration to providing energy efficient transportation alternatives.
- The City shall maintain a long range transportation plan that will be periodically reviewed and updated.
- The City shall establish a Capital Improvement Program for the transportation system which:
    - Is subject to annual review
    - Is consistent with the land use policies of the Comprehensive Plan and considers other facility plans
    - Defines the locations of rights-of-way necessary for the creation of a community-wide transportation system

- Establishes a priority for improvements to the system
- Provides for the needs of all modes of transportation within the rights-of-way
- Considers the economic impacts upon properties resulting from transportation improvements

Recommended Additional Transportation Policies

- The transportation system shall reflect consistency with the Corvallis Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts.
- Uniform construction standards which accommodate all transportation modes shall be maintained for the City's transportation system.
- ODOT should fund, maintain, and improve all State Highway facilities (OR 99W, OR 34 and US 20) to meet level of service standards contained in the Oregon Highway Plan. When specific construction plans are proposed, ODOT should prepare comprehensive roadway designs that recognize urban usage for surface transportation modes, including facilities for pedestrians, bicycles, transit, drainage, curbs, and gutters.
- 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 with the Corvallis urban growth boundary.

Corvallis Transportation Demand Management Plan (1998)

The TDM Plan focuses on four topic areas to achieve the transportation goals.

TDM Support Facilities

- Pedestrian and bicycle infrastructure and access management to support non-automobile travel.

City supported programs

- Education and monitoring efforts to promote alternative modes, as well as incentives (fee waivers, civic recognition, variances, etc.) for alternative modes and disincentives (additional or increased fees, parking limitations, etc.) to automobile dependence;

Transit Plan

- Substantially increased transit service provide a genuine alterative to automobiles and reduce per capita vehicle miles traveled; and

Land Use Plan

- Reducing travel demand by providing a genuine alterative to automobiles and reduce per capita vehicle miles traveled; and bringing residences and jobs closer together.

North Corvallis Area Plan (2002)

The plan has six guiding principles, including the following:

- Natural resource protection: dense development away from most sensitive areas
- Accessible open space network: spine of inter-connected natural features, parks and corridors with access
- Distributed but concentrated development: pedestrian-scaled local service and employment centers within walking distance of residences and larger scaled employment and commercial centers on heavily traveled corridors with transit potential
- Development pattern and landscape fit: land use and development patterns compatible with landscape character
- Transportation alternatives to private automobiles: transit service within walking distance of most residences, safe, direct, and convenient bicycle and pedestrian routes, on-street and off-street alternative mode system, and accessible, convenient transit routes and centers
- Local employment: strategically located major employment centers that are accessible from transit, bicycle, and pedestrian routes

South Corvallis Area Refinement Plan (1998)

The plan recommends four transportation strategies, including the following:

- New land use plan that promotes local trips by supporting transit and enhancing convenience of walking and biking
- Access management to add capacity by reducing turning conflicts and enhancing traffic flow
- Transportation demand management to reduce or shift demand on the system through various programs, such as transit subsidies by employers, incentives and facilities for employees who walk/bike to work, and flex time and/or telecommuting
- Promotion and enhancement of transit, walking and biking through increased coverage and more frequent transit, reduced fares, and advertising and promotion

Oregon State University Campus Master Plan (2004)

Key Standards or Policies

- Plan and construct OSU transportation system improvements consistent with the City of Corvallis Comprehensive Plan, Land Development Code, Transportation Plan, and Standard, Construction Specifications.
- OSU shall continue to implement Transportation Demand Management (TDM) measures such as the pre-paid mass transit program and explore opportunities to further reduce reliance on single occupancy vehicles. OSU shall report TDM activities taken and measure of effectiveness with annual parking.
- Consider TDM principles, such as continued participation in the pre-paid mass-transit pass program and other measures, whenever possible to avoid or delay construction of new

transportation facilities and to reduce reliance on automobiles.

- Consider improvements to sidewalks, multi-use paths, on-street bicycle lanes, street alignments, intersections, turn lanes, and road striping as part of the physical development of campus, constructing the improvements as needed or as conditions warrant.
- Ensure that the cost of required transportation improvements associated with a project are included in the project construction budget.
- Develop an internal funding mechanism that requires that new construction and significant remodeling projects are assessed for needed campus infrastructure and other improvements. An assessment adjustment shall be made for projects that include infrastructure improvements.
- Implement improvements along 35th Street in accordance with the OSU-City 35th Street Improvement Agreement.
- Design the transportation system to emphasize and encourage walking as the primary form of transportation in the campus core area.
- Encourage alternative modes of transportation (e.g., walking, bicycling, car/vanpooling, transit).
- Organize the campus core such that academic uses are within a 10-minute walk to facilitate student travel between classes.
- Consider pedestrian amenities (lighting, sidewalks, bench placement, planters, courtyards, quads, transit stops/shelters, bike racks, recycling receptacles, etc.) as part of typical street improvements.
- Continue to maintain the transportation system of streets, roads, paths, sidewalks, and bicycle lanes for safety and good operating conditions.
- Continue to support the campus shuttle service.
- Continue to maintain and enhance pedestrian walkways throughout the campus, especially with new development.
- Reinforce the pedestrian nature of campus by minimizing the need for private automobiles for cross-campus travel. This shall be done by locating parking areas on the campus perimeter and by maintaining a street system that directs traffic to nearby collectors and arterials, to the maximum extent practicable.
- Establish a pedestrian network of paths and sidewalks for safe and convenient access to sites on and off campus.
- Develop a campus-wide bicycle route system that uses a combination of on-street bike lanes and off-street multi-use paths.

Benton County TSP (2001)

The transportation system goals for the Benton County TSP are as follows:

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).

CAMPO Regional Transportation Plan (2012)

The plan includes the following recommended policies for implementation throughout land use and transportation decision-making processes:

1. Transportation System Management

   a. Provide for the safety of motorists, bicyclist and pedestrians.

   b. Manage the transportation system to support the economic vitality of the area.

   c. Promote alternative modes of transportation and take measures to reduce reliance on SOVs.

   d. Preserve, protect and maintain the existing transportation system.

   e. Provide for transportation system connectivity to reduce vehicle miles of travel.

   f. Provide for movement of people and freight within and to destinations outside of the Planning Area.

   g. Construct bike and pedestrian facilities as a component of all arterial and collector construction.

   h. Improve gateways to the area and preserve historic transportation structures.

   i. Construct trails, bikeways, transit and pedestrian facilities.

   j. Allocate the majority of the area's allotment under the Surface Transportation Program (STP) to the maintenance and preservation of the existing transportation system.

2. Transportation Demand Management

   a. Provide transportation choices for all people.

   b. Support public transportation for both interurban and intra-urban trips.

   c. Enhance transit service throughout the Planning Area by adding new bus routes, extending transit routes, extending transit service hours, providing higher service frequencies and better bus stops, shelters and amenities.

   d. Develop a coordinated transit service throughout the Planning Area and to neighboring destinations.

   e. Monitor and modify, as needed, transit routes to serve the highest number of passengers.

   f. Engage with employers to reduce vehicular trips by developing transportation management associations.

   g. Seek funding to enhance TDM activities.

   h. Promote carpool and vanpool programs.

   i. Connectivity of transit, bicycle routes and pedestrian facilities shall be considered in the development review process for new developments.

j. Require planning for a network of bikeway and pedestrian facilities within new developments (internal circulation).

k. Construct Park and Ride facilities on the periphery of the Planning Area and adjacent to transit routes.

l. Support car-share and bike-share programs.

3. Land Use Management

a. Land use and transportation decision making processes should be coordinated.

b. Promote higher residential density standards to make land use compatible with operation of viable public transportation.

c. Promote developments which blend commercial and residential uses.

d. Promote in-fill development.

e. Promote development of grid street pattern.

4. Environment Protection

a. Preserve and protect the natural environment (air, water and soil).

b. Promote sustainability and livability throughout the transportation decision making process.

c. Preserve and protect the natural beauty of the area.

d. Preserve and protect the integrity of neighborhoods.

5. Energy Conservation

a. Remain appraised of the energy outlook and its impacts on the transportation system to update the Transportation Plan every five years.

b. Promote the use of renewable and alternative energy sources/fuels, such as bio-diesel and electricity, to reduce dependency on petroleum-based products.

c. Promote alternative modes of transportation through land use and transportation decision-making processes to reduce demand for vehicular trips and particularly, single occupancy vehicle trips.

6. Parking Management

a. Encourage major employers to use incentives that promote greater use of alternative transportation modes by employees, and disincentives for the use of workplace parking.

b. Give priority to the parking needs of those who carpool or vanpool, while accommodating visitors and persons with disabilities.

c. Limit the number of parking spaces required for new developments.

d. Encourage workplace incentive programs for public transportation, carpooling and vanpooling.

e. New development within or near central business districts should require fewer parking spaces than those in outlying areas.

f. Encourage new developments to locate buildings near the street and provide parking behind buildings.

g. Position parking in a manner that minimizes conflict with bicycle and pedestrian access.

h. Encourage shared parking among neighboring businesses.

i. Encourage telecommuting of employees.

j. Encourage the consolidation of commercial driveways to the degree practicable

The Sustainability recommendations of the RTP include:

Reduce GHG Emissions

- Model CO2 emissions with the region's transportation model to provide information on the CO2 emissions of existing and/or future transportation networks.
- Consider CO2 emissions when prioritizing transportation projects.
- Fund pedestrian and bicycling programs and facilities that are likely to result in auto trip reduction.
- Research successful strategies for reducing GHG emissions to develop best practices for local implementation.
- Provide reliable transit services to all trip generators to reduce driving.
- Support maintenance, upgrades and enhanced efficiency of public transit services.
- Support the expansion of ride-sharing and carpool programs.

Promote Fuel-Efficiency and Cleaner Vehicles

- Support vehicle retrofits and the purchase of cleaner motor vehicles in public transit fleets.
- Upgrade bridges to lift weight restrictions for freight.
- Support initiatives to reduce unnecessary idling.

Integrate Transportation and Land Use Planning

- Support and promote Transit-Oriented developments (TODs).
- Support and promote the "5 D's" of sound land use planning: Density, Diversity, Design, Destination Accessibility, and Distance [to transit].

Integrate Transit, Cycling, and Walking as Viable Alternatives to the Car

- Make transit easier to use by decreasing wait times, coordinating fares and creating seamless transfers among transit systems. Also work to create connections to bicycle and pedestrian facilities.
- Real time information at transit stops and on board transit.
- Traffic signal prioritization for buses.

- Incorporate mid-block connections, and multi-use paths into residential subdivisions.
- Encourage bicycling and walking through events, commute campaigns and public awareness campaigns.
- Encourage development of bicycle parking and clothes changing facilities at worksites, transportation terminals and other destinations. Establish standards for bicycle parking including size, number of spots, proximity to entrance and space needed around the parking to adequately fit bicycles.
- Publish local and regional cycling maps showing recommended cycling routes and facilities, roadway conditions (shoulders, traffic volumes, special barriers to cycling, etc.) hills, recreational facilities, and other information helpful to cyclists.
- Improve walking and cycling safety through traffic calming, streetscape and complete streets policies. Ensure that sidewalks are ADA-compliant and well-lit.
- Create safer bicycle and pedestrian crossings. Place pedestrian-activated signals at high-activity mid-block locations and intersections. Realign pathways further from their parallel streets when they approach intersections to help avoid collisions with right-turning cars. Also make bike lane crossings highly visible with pavement paint or signs.
- Develop and publicize internet tools for bicycling, such as bike route mapping and trip planning.

Implement environmentally sound roadway construction standards

- Reuse existing pavement materials.
- Reduce lifecycle impacts from extraction and production of virgin materials.
- Promote use of locally sourced materials to reduce impacts from transportation emissions, reduce fuel costs, and support local economies.
- Reduce lifetime energy consumption of lighting systems for roadways.
- Make roadway capital assets last longer and perform better by preserving and maintaining them.
- Utilize pavement technologies which reduce environmental impacts (such as long-life pavement, permeable pavement, warm mix asphalt, cool pavement and quiet pavement).

Oregon Transportation Plan (2006)

Each of the OTP's seven goals is defined by more specific policies and strategies:

OTP Goal 1, Mobility and Accessibility, aims to enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

OTP Goal 2, Management of the System, aims to improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

OTP Goal 3, Economic Vitality, promotes the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

OTP Goal 4, Sustainability, seeks to provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments.

OTP Goal 5, Safety and Security, aims to plan, build, operate and maintain the transportation system so that it is safe and secure.

OTP Goal 6, Funding the Transportation System, seeks to create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

OTP Goal 7, Coordination, Communication and Cooperation, ensures coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

Oregon Public Transportation Plan (1997)

While ODOT is currently undertaking an update to the plan, the goals and policies found in the plan will continue to guide Corvallis in their transit planning. The vision adopted by the Oregon Public Transportation Plan Advisory Committee, and which guides the plan includes:

- A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable and safe manner that encourages people to ride.
- A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs.
- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians.