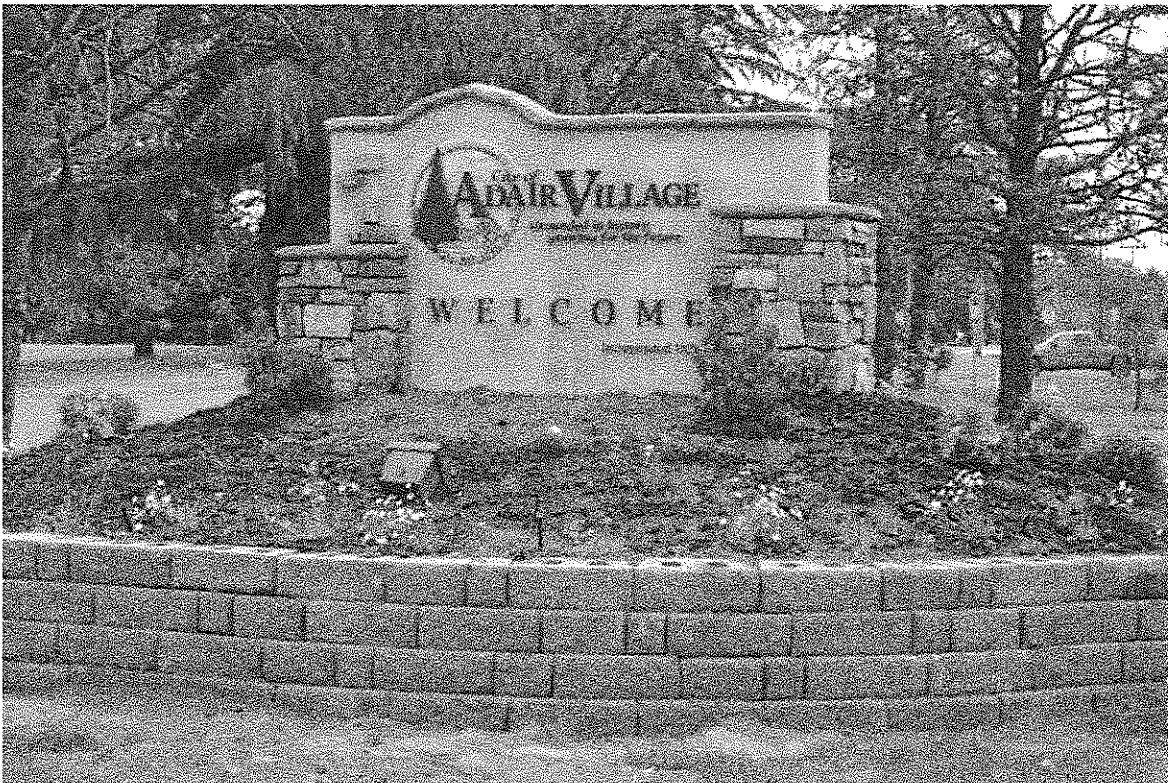


# Adair Village TSP Element

## February 2019



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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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## CHAPTER 1: PLAN CONTEXT

### WHY CREATE A TRANSPORTATION SYSTEM PLAN?

A Transportation System Plan (TSP) is a long-range plan that sets the vision for the City's transportation system for the next 20 years and beyond. This Plan was developed as part of the process for updating Benton County's TSP, which included local and countywide community and stakeholder input. The resulting Adair Village TSP is based on the transportation system's needs, opportunities for future improvements to support the growing community, and anticipated funding.

#### Importance of a Transportation System Plan

The TSP strives to align future transportation investments to support and advance the City of Adair Village's goals and values. The TSP is the City's primary tool for implementing transportation investments that address existing City needs and lays out the improvements required to reasonably serve expected local and regional growth.

A TSP is required by the State of Oregon. This TSP update will supersede the transportation element of the City of Adair Village Comprehensive Plan, which is the only existing transportation planning document for the City. It establishes a new 2017 baseline condition and identifies transportation strategies and improvements that will be necessary to address existing system deficiencies and accommodate growth through 2040.

#### How Will the TSP Be Used?

The Adair Village TSP is the guiding document for identifying the type, location and priority of transportation investments. The focus of the TSP is the City's transportation system that includes streets, shared-use paths, and transit services; however, it also identifies possible needs and suggested solutions on ODOT and County transportation facilities that serve the City.

The TSP will be used in a variety of ways, including the following examples.

- Identify priority transportation investments
- Provide background information to assist in pursuing grant applications to supplement City funds
- Establish requirements for application during the review of proposed land development applications
- Serve as the basis for the facility standards applied for new or upgraded system improvements
- Demonstrate that the City understands the resources required to provide a transportation system that can support the growth that it expects

## REGULATORY FRAMEWORK

### Requirements of a TSP

The Adair Village TSP must be consistent with transportation elements of the Corvallis Area Metropolitan Planning Organization (CAMPO) Regional Transportation Plan, the Benton County TSP, and relevant ODOT plans and policies including the Oregon Transportation Plan and its modal and topic plans. TSPs are required by the State's Transportation Planning Rule (TPR) documented in the Oregon Administrative Rule

660-012-0015, which explains the primary elements of the TSP. The TPR expects that a City TSP will include the following components:

- A comprehensive understanding of the existing multimodal transportation system that serves the City and how well that system performs its expected function today
- A reasonable basis for estimating how the City might grow in its population and employment over the next 20 or more years
- An evaluation of how the expected growth could change system performance
- A set of goals, policies, and transportation system improvements that address travel needs
- An understanding of the on-going funding required to build and support the transportation system as the City grows

### **How the TSP Fits with Local Plans**

The Adair Village TSP is the primary long-range planning document for the City's transportation investments. The growth forecasts made for the 2040 plan horizon year are based on the regional projections and the Comprehensive Plan (2006), which defines the extent and type of growth that could be permitted during the planning period. The pace of local growth typically varies year to year, and if the overall population and employment growth falls below the 2040 forecast then the associated improvement needs may be deferred.

The core of the TSP process is to imagine a transportation system that can serve local travel needs in a way that is consistent with the City's policies and values. The primary work products are updated multimodal project lists and design standards that inform the priority and type of improvements that the City desires. There are two basic types of roadway improvements: upgrades to existing facilities and new facilities on vacant or undeveloped land. The City will use this information to periodically update their pursuit of state and federal grant funding and to prioritize their capital improvement list for City facilities.

Any recommended changes from past practices in the transportation design standards will require coordination and updates, as appropriate, to the City's Land Use Development Code and Public Infrastructure Design Standards to ensure future improvements are consistent with the updated TSP. This could include street cross-section dimensions and the required street right-of-way, provisions for pedestrians, bicycles, transit vehicles and motor vehicles, as well as spacing standards for driveways and cross-streets onto City facilities.

### **How the TSP Fits Within the Region and State**

The Adair Village TSP transportation system designations and policies must be consistent with regional and state planning documents for this area. The state highways and regional routes are typically owned by either ODOT or Benton County. However, it is important that the City's plan recognize regional routes and the role they serve because the City's TSP project recommendations provide the basis for ODOT and County improvements within the City.

State facilities are not subject to the design standards or policies of the City, but County facilities will typically follow the design standards set by the City within the Urban Growth Boundary (UGB). ODOT will consider recommended projects on State highways within the City of Adair Village when updating the State

Transportation Improvement Program (STIP). However, ODOT is not committed to constructing any project recommendations in this TSP.

During the development of the Adair Village TSP, several other agencies in this region also updated their transportation plans, which provided the opportunity for active coordination between the planning efforts. Transportation Plan updates were initiated in Benton County, Philomath, Corvallis, the Corvallis Area Metropolitan Planning Organization (CAMPO), and the Albany Area Metropolitan Planning Organization (AAMPO).

## **HOW WAS THE PLAN PREPARED?**

Adair Village's TSP was developed as part of the Benton County TSP update process. As such, much of the public engagement and technical analysis was conducted from a regional perspective. However, Adair Village-focused community input was provided through City representation on the County TSP Technical Advisory Committee (TAC), an open house held in Adair Village, and a work session with the City Council. The Adair Village TSP also includes supplemental technical analysis to address local needs not identified through the County TSP update process and a specific review of relevant City standards, policies, and development code.

### **Project Roles & Decision-Making**

The decision-making structure for the over-arching Benton County TSP update involved the use of community input, a Technical Advisory Committee (TAC), a Stakeholder Advisory Committee (SAC), and a Project Team (comprised of County, ODOT, and Consultant members) to form plan recommendations. The County Board of Commissioners provided periodic direction and was the ultimate decision-making body responsible for adoption of the TSP. The roles of each of these groups are described in more detail in Chapter 1 of the Benton County TSP.

The City of Adair Village was represented on the County TSP SAC and provided input regarding the City's needs and plans for growth. Following development of the Draft Benton County TSP update, the Project Team worked with City staff to create the Adair Village TSP, starting from the County TSP recommendations but taking a more focused look at City-specific issues. The Draft Adair Village TSP was discussed with City Council at a work session to ensure alignment with local interests. The Final TSP, which will include City Council input, is anticipated to be adopted later by City Council.

### **Public Outreach Purpose & Strategy**

Public outreach was performed through a public involvement program developed to support the needs of the Benton County TSP update, as well as the creation of the local TSPs for Adair Village and Monroe. The public involvement program was designed to share information and gather input on the needs and issues of the stakeholders of Benton County as well as community members in Adair Village.

### **Notification & Outreach Tools**

Many outreach tools were used to publicize the project and encourage public participation.

- The project website <https://www.co.benton.or.us/tsp> included announcements, news entries, a calendar of meetings and events, a comment form, and a document library.

- Two series of community workshops were held at major project milestones. Meeting locations intended to facilitate attendance by community members included North Albany and Adair Village.
- Following community workshops, online surveys were provided to engage individuals that were not able to attend the in-person meetings.
- In addition, tabling at community events (i.e., Open Streets Corvallis 2018) was used to disseminate project information and solicit public input, along with Project Team presentations to organizations and interest groups.
- Each SAC meeting was open to the public with time reserved to provide for public comment. In addition, public comment was solicited at the Adair Village Planning Commission and City Council adoption hearings.

One goal of the public involvement program was to reach underrepresented community members. These efforts included the following outreach strategies:

- **Engaging Low-Income and Non-English-Speaking Communities:** The Project Team collaborated with the County's public health department to offer materials to reach typically underserved populations, such as low-income and Spanish-speaking community members.
- **Accessible locations:** All SAC meetings and open houses were ADA-accessible, with additional accommodations for persons with disabilities available upon request. All project information was also available in alternative formats upon request. Meeting were held in transit-accessible locations where feasible.
- **Older Adults:** The County posted project advertisements in locations where seniors would be likely to see them. Such locations included drugstores, grocery stores, and retirement and assisted living communities

### **Technical Development**

Technical analysis for the TSP was performed by the Project Team as part of the over-arching Benton County TSP update. The analysis followed a process as illustrated in Figure 1.



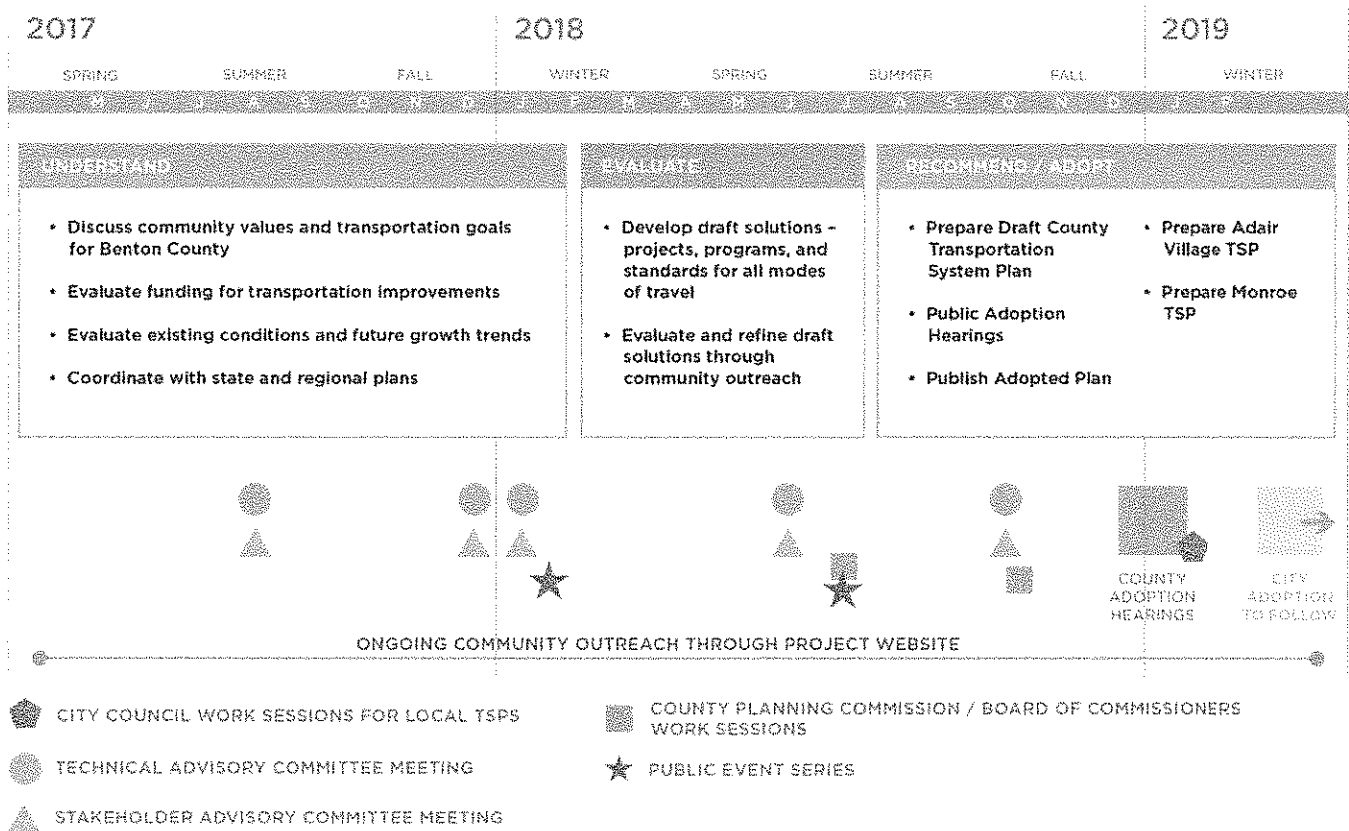


Figure 1: Process for Developing the Benton County and Adair Village TSPs

The Benton County TSP update process was documented through a series of memoranda. These project documents, which included content relevant to the Adair Village TSP, were reviewed by the TAC, SAC, and other project stakeholders. They were also available for public review and comment.

The project documents reflect the development of the technical elements of the Adair Village TSP and provide additional details and analysis not included in the core elements documented in the final TSP Report. The documents are included for reference, along with meeting summaries reflecting the public input received, in the Benton County TSP Background Documents. While these memoranda are primarily focused on Benton County there are many elements specific to the City of Adair Village. The memoranda developed to support the TSP update process are listed here:

- Memorandum #1: Public Involvement Strategy
- Memorandum #2: Plan Assessment, Goals and Objectives
- Memorandum #3: Funding for Transportation System Improvements
- Memorandum #4: Existing Transportation System Conditions and Deficiencies

- Memorandum #5: Future Transportation Operation Conditions
- Memorandum #6: Proposed Transportation Standards
- Memorandum #7: Proposed Transportation System Improvements (Project list)
- Memorandum #8: County Comprehensive Plan and Development Code Amendments

## CHAPTER 2: TRANSPORTATION SYSTEM CONDITIONS AND NEEDS

This chapter provides a summary of characteristics that describe the nature and condition of travel in Adair Village under existing (2017) and future (2040) conditions. This understanding helped identify transportation system improvement needs, which were the basis for many of the projects included in the TSP.

### Demographics and Expected Growth to 2040

Adair Village grew by 73% between 2000 and 2017, translating to a linear annual growth rate of 4.29%. In comparison, Benton County has seen an 18% increase in population since the year 2000, translating to approximately 1.06% linear annual growth.<sup>1</sup> Adair Village is expected to grow to over 2,000 residents by 2040. Tables 1 and 2 show past and forecast population growth for Adair Village and Benton County as a whole. Based on recent development activity, there is reason to believe that some of this population growth may happen sooner than shown below.

**Table 1: Adair Village Population Growth History and Forecast**

Year	2000	2010	2017	2020	2030	2040
<b>Adair Village</b>	536	840	928	1,127	1,934	2,075
<b>Benton County Total</b>	78,153	85,579	92,287	95,818	106,498	113,169

Data from PSU Population Research Center. 2000-2010 Census Counts (incorporated areas) and population forecasts (Urban Growth Boundaries).

**Table 2: Adair Village Historic and Forecasted Population Growth Rates (Annual Averages)**

Year	2000-2010	2010-2017	2017-2020	2020-2030	2030-2040
<b>Adair Village</b>	5.67%	1.50%	7.15%	7.16%	0.73%
<b>Benton County Total</b>	0.95%	1.12%	1.28%	1.11%	0.63%

Data from PSU Population Research Center. 2000-2010 Census Counts (incorporated areas) and population forecasts (Urban Growth Boundaries).

Adair Village has a higher median household income, younger population, and fewer individuals below the poverty level compared to the county, state, and rest of the country.<sup>2</sup> The City is centrally located and provides easy access to employment and recreation opportunities in Corvallis, Albany, Independence, and Salem. Future growth will result in the need and demand for improved connections to the regional employment areas as well as improvements to the City's own infrastructure to allow for the increase in internal trips.

### Committed Infrastructure Improvements Expected by 2040

Transportation system improvements that already have committed funding for near-term construction were assumed to be in place by 2040 when assessing long-range conditions and needs. Within the vicinity of Adair

<sup>1</sup> Population estimate of 928 for July 1, 2017 by the Portland State University Population Research Center. The American Community Survey 2016 5-year estimate (2012-2016) is 933.

<sup>2</sup> Data from American FactFinder located at [factfinder.census.gov](http://factfinder.census.gov), accessed 11/07/2018

Village, this included planned improvement project on Ryals Avenue that will widen travel lanes and add paved shoulders from Arnold Avenue to Independence Highway.

## Existing and Future Transportation Conditions and Needs

### Auto Mobility

As travel demand grows, there will be increased congestion on the street network within and surrounding Adair Village unless there is an increased shift away from traveling by single occupant vehicle or improvements to add street capacity are made. The assessment of travel conditions by motor vehicle assume that people's choice of travel mode in 2040 remains as it is today and that only the committed improvement projects listed above have been completed. Travel activity by motor vehicle, as reflected by evening peak hour motor vehicle trips beginning or ending in the City of Adair Village, is expected to increase significantly through 2040. Daily future traffic volumes were estimated along the following segments:

- Arnold Avenue is expected to serve an additional 1600 daily vehicle trips or an increase of 168%
- Ryals Avenue is expected to serve an additional 3750 daily vehicle trips or an increase of 495%

Conditions at three intersections with the City's UGB and three intersections just outside the City's UGB were studied for this TSP. They are:

- William R Carr Avenue and Arnold Avenue
- Ryals Avenue and Arnold Avenue
- Arnold Avenue and Laurel Drive
- OR 99W and Ryals Avenue
- OR 99W and Arnold Avenue
- OR 99W and Vandenberg Avenue

All the intersections along OR 99W meet the Oregon Highway Plan mobility targets under existing conditions. The City's intersections are not held to any existing mobility target, but existing volumes do not exceed 20% of available capacity at any studied intersections. Specific mobility targets for Adair Village are recommended in Chapter 4 (Transportation Standards).

Under 2040 conditions the intersection of OR 99W and Ryals Avenue and the intersection of OR 99W and Arnold Avenue are expected to fail Oregon Highway Plan mobility targets with the forecasted increase in traffic volumes, as shown in Table 3. Both intersections are currently two-way stop controlled making them sensitive to a significant increase in left turning traffic, which is expected to occur after future development. Detailed analysis results can be found in the Benton County TSP Background Documents.

**Table 3: Existing and Future Year Weekday PM Peak Hour<sup>3</sup> Intersection Operations**

<sup>3</sup> 30th Highest Annual Hour (approximation of the weekday p.m. peak hour in the summer)

Intersection	Control Type	Mobility Target	2017 Existing Year (v/c)	2040 Future Year (v/c)
OR 99W & Arnold Avenue	STOP on side street	0.70 [0.75]	0.04 [0.43]	0.12 [1.06]
OR 99W & Ryals Avenue	STOP on side street	0.70 [0.75]	0.01 [0.14]	0.14 [>2.0]
OR 99W & Vandenburg Avenue	STOP on side street	0.70 [0.75]	0.01 [0.19]	0 [0.24]
William R Carr Avenue & Arnold Avenue	STOP on side street	NA	0.04 [0.07]	0.05 [0.10]
Ryals Avenue & Arnold Avenue	Stop on side street	NA	0.03 [0.13]	0.10 [0.41]
Arnold Avenue & Laurel Avenue	Stop on side street	NA	0.01 [0.02]	0.01 [0.02]

v/c = volume to capacity ratio

Intersection targets and operations are shown as Major [Minor] approach

While well outside of Adair Village's UGB and not addressed directly by this TSP, the regular congestion experienced on US 20 between Albany and Corvallis affects many residents of Adair Village. The City is supportive of future efforts to relieve congestion and improve safety on this corridor, which would significantly enhance Adair Village's access to the surrounding region.

### Freight Mobility

Efficient truck movement plays a vital role in the economical transport of raw materials and finished products. The designation of through truck routes provides for efficient movement while supporting neighborhood livability and public safety and minimizing maintenance costs of the roadway system (due to their heavy loads freight vehicles cause more wear on the road structure).

OR 99W is designated by ODOT as State Freight Route and Reduction Review Route. Reduction Review Routes require additional review during planning, project development, development review, and maintenance to examine reductions in freight-related carrying capacity. Procedures for review are established in ORS 366.215.

As a part of the Benton County TSP update, the designation of a County Freight Route has been proposed on Camp Adair Road from Independence Highway to Soap Creek Road. This route recognizes the importance of Camp Adair Road for providing access to the landfill site. If the County were to formally adopt this designation, Adair Village may be able to sign and enforce restrictions of through truck travel on Arnold Avenue and other City streets.

### Transit

Transit provides mobility to Adair Village residents without access to a car or who do not drive. For other residents, transit provides an option to avoid some of nuisances of driving such as congestion and parking. It

can play a significant role in reducing the volume of traffic on the road and reducing greenhouse gas emissions.

Fixed-route transit service is provided to residents of Adair Village via the 99 Express service that provides access to Corvallis and the Corvallis Transit System. Demand response transit (Dial-A-Bus) is provided for senior citizens and disabled persons by Benton County Transit.

Identified existing and/or future transit needs include:

- **Expanded service along OR 99W:** Existing transit service along OR 99W provides direct access to Corvallis and the routes in the Corvallis Transit System. Expanded service could provide access further south to Eugene and Lane County and north to Monmouth and Polk County.
- **Demand responsive transit capacity improvements:** Even with a low percentage of eligible participants using the service, Benton County Dial-A-Bus is operating at capacity. As the population continues to age, there is significant potential for increased demand for this service in the future. Investments to expand the capacity on the Dial-A-Bus system should be considered.

## Active Transportation

Within the City, facilities for people walking and bicycling generally include sidewalks, bike lanes, shared-use paths and shared roadways. In the surrounding rural areas on Benton County roads and State highways, walking and biking are commonly accommodated on the shoulders, or on shared-use paths in limited situations.

The performance of the pedestrian and bicycle systems in Adair Village was evaluated using the Pedestrian and Bicycle Level of Traffic Stress (LTS) methodologies.<sup>4</sup> The result of this analysis is a number describing the LTS that can be expected while using that facility. These numbers range from 1 to 4, with a 1 indicating low traffic stress and a 4 indicating high traffic stress. Performance and needs for facilities outside of the City of Adair Village are included in the Benton County TSP.

## Pedestrian System

Approximately 1.2% of commuters in Adair Village walk to work, with another 0.9% utilizing public transportation to get to work, which sometimes includes walking at the beginning or end of the trip. The pedestrian Level of Traffic Stress (LTS) results for streets and intersections in Adair Village are shown in Figure 2. Table 4 shows a summary of LTS conditions on Adair Village street segments and intersections. While these calculations are based on existing conditions (2017), the results are not expected to be significantly different by 2040 without system improvements.

The average pedestrian LTS on street segments in Adair Village is 3.3, indicating a moderate to high exposure to traffic stress. Less than 25% of street segments evaluated for Adair Village provide a LTS of 2 or less, indicating a deficit of adequate pedestrian facilities overall. Many streets in Adair Village do not have separate facilities for people walking (e.g., sidewalks or shared-use paths). Therefore, sidewalk infill, especially on busier arterials and collectors, is important.

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<sup>4</sup> Multimodal Analysis section (Chapter 14) of ODOT's Analysis Procedures Manual.

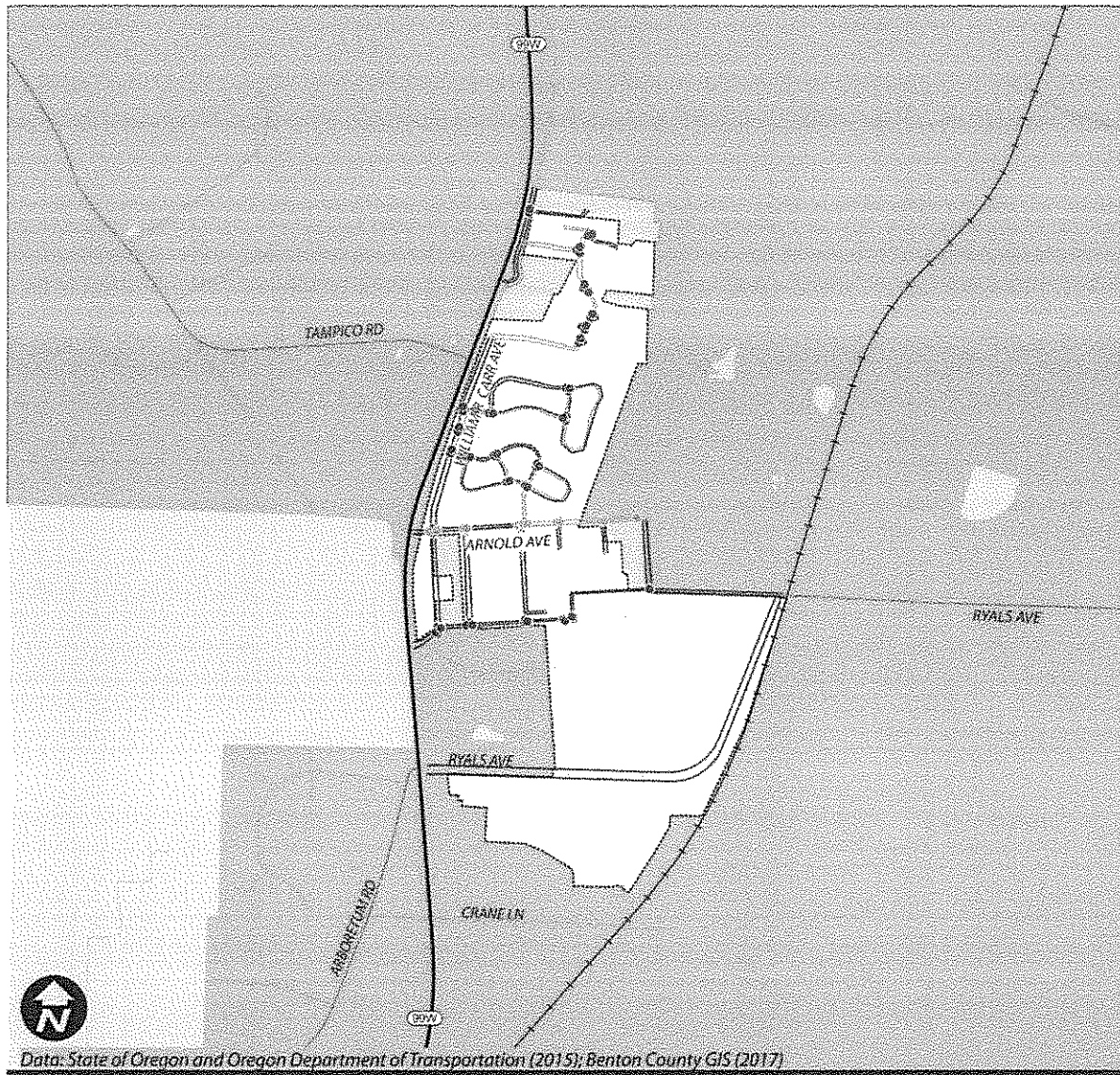
At an intersection level, the average pedestrian LTS is 1.2, indicating a low level of exposure. Intersections in Adair Village are typically not very wide, making them easier to cross on foot with minimal exposure to traffic.

Pedestrian facility improvements will increase the attractiveness of walking and create opportunities for people to lead healthier lifestyles. A specific area for improvement in Adair Village is sidewalk infill, supplemented by shared-use paths where feasible.

**Table 4: Adair Village Pedestrian LTS Summary (2017 Conditions)**

Level of Traffic Stress	Block Faces		Intersection Approaches	
	Count	Percent	Count	Percent
LTS 4 (High Stress)	63	64%	0	0%
LTS 3 (Moderate Stress)	12	12%	0	0%
LTS 2 (Mild Stress)	24	24%	17	18%
LTS 1 (Low Stress)	0	0%	77	82%

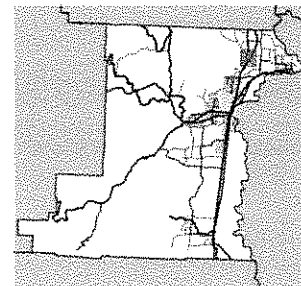
Figure 2: Adair Village Pedestrian Level of Traffic Stress (LTS), 2017



**Legend**

- |     |                         |    |                      |   |                         |
|-----|-------------------------|----|----------------------|---|-------------------------|
| —●— | - LTS 1 - Lowest Stress | —  | - Principal Arterial | — | - River                 |
| —○— | - LTS 2 - Low Stress    | —  | - Collector          | — | - Park                  |
| —◇— | - LTS 3 - Mild Stress   | —  | - Local Roadway      | — | - Airport               |
| —■— | - LTS 4 - High Stress   | —+ | - Railroad           | — | - Urban Growth Boundary |
|     |                         | —  |                      | — | - City Limits           |

**BENTON COUNTY**  
TRANSPORTATION SYSTEM PLAN





### Bicycle System

Adair Village's size makes it very bicycle-friendly. However, only about 0.6% of Adair Village commuters travel by bicycle, which is largely due to the distance between local housing and employment opportunities.

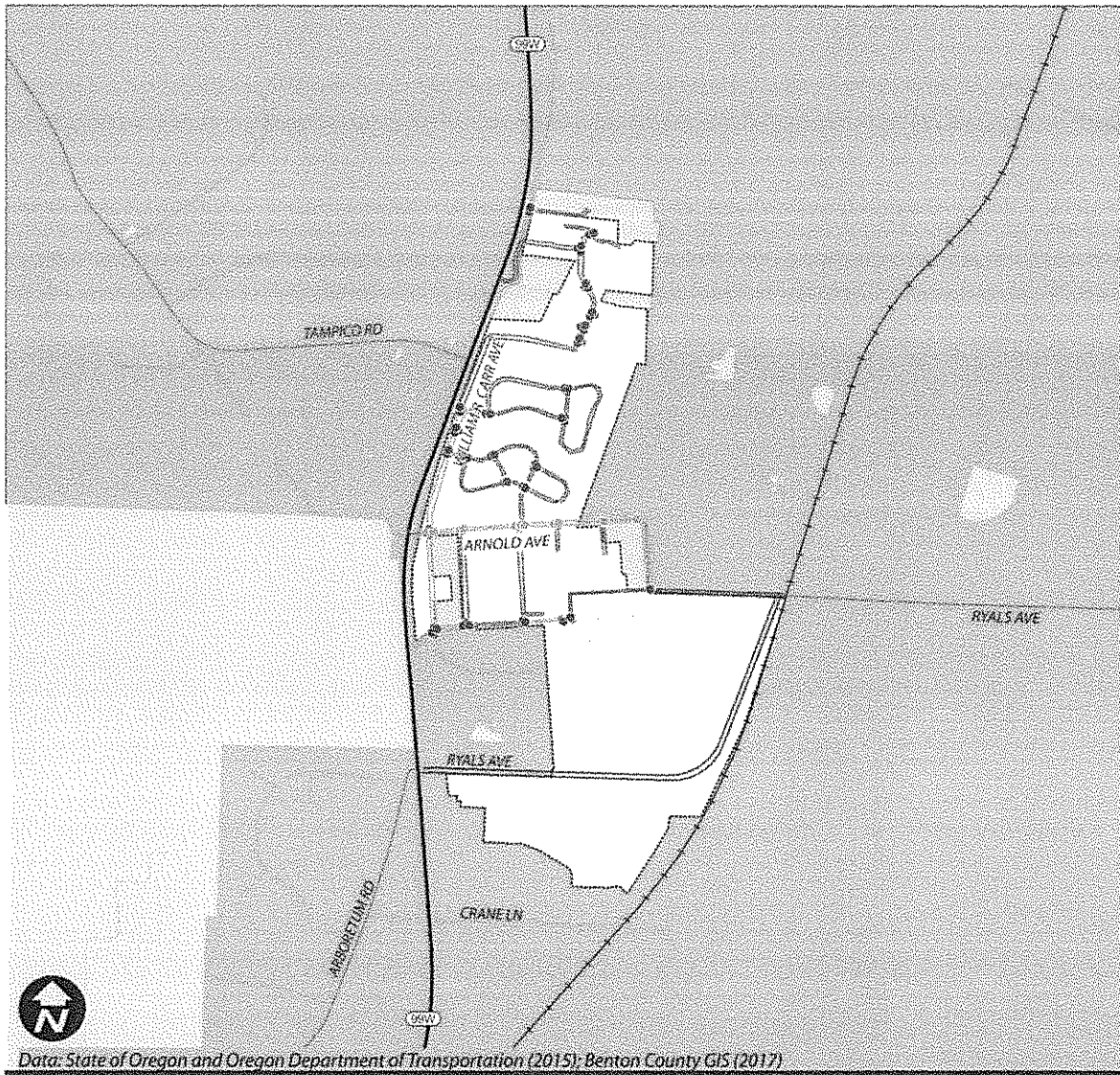
Most of the roads do not have a separate bike lane or accessible shoulder but traffic speeds are low.

The bicycle LTS analysis for Adair Village streets is summarized in Table 5 and illustrated in Figure 3. The average LTS for the system is 1.3, indicating low exposure to traffic stress. About 93% of studied streets provide an LTS of 2 or lower. In general, even though most streets in the City do not have separate biking facilities (e.g., bike lanes), the low traffic speeds and volumes make them relatively comfortable to ride on. Ryals Avenue is the longest stretch of street with a high bicycle LTS. However, development activity in that area will provide an opportunity to reconstruct the street to meet urban standards, which include bike lanes.

**Table 5: Adair Village Bicycle LTS Summary (2017 Conditions)**

Level of Traffic Stress	Block Faces	
	Count	Percent
LTS 4 (High Stress)	0	0%
LTS 3 (Moderate Stress)	7	7%
LTS 2 (Mild Stress)	23	24%
LTS 1 (Low Stress)	68	69%

Figure 3: Adair Village Bicycle Level of Traffic Stress (LTS), 2017

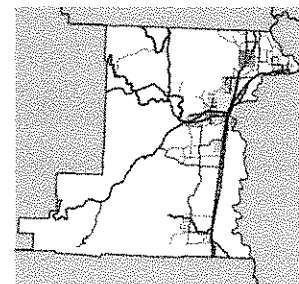


Data: State of Oregon and Oregon Department of Transportation (2015); Benton County GIS (2017)

**Legend**

- |     |                         |   |                      |   |                         |
|-----|-------------------------|---|----------------------|---|-------------------------|
| —●— | - LTS 1 - Lowest Stress | — | - Principal Arterial | — | - River                 |
| —○— | - LTS 2 - Low Stress    | — | - Collector          | — | - Park                  |
| —□— | - LTS 3 - Mild Stress   | — | - Local Roadway      | — | - Airport               |
| —●— | - LTS 4 - High Stress   | — | - Railroad           | — | - Urban Growth Boundary |
|     |                         | — |                      | — | - City Limits           |

**BENTON COUNTY**  
TRANSPORTATION SYSTEM PLAN



## Safety

Safety is one of the most important considerations when assessing transportation system performance. The safety of Adair Village roadways was evaluated by reviewing crash data and identifying patterns of motor vehicle, pedestrian, and bicyclist crashes. Study intersection evaluation and network screening techniques help to identify locations with potential safety problems. High crash rates, fatal or severe injuries, and crashes involving pedestrians and bicyclists are all indicators of potential safety concerns.

There were 38 crashes near Adair Village between 2011 and 2015 with all but four occurring along OR 99W. No segments of OR 99W near the City were flagged as having a high crash rate and there are no Safety Priority Index System (SPIS)<sup>5</sup> sites or intersections with a high crash rate within or nearby the City of Adair Village. Therefore, while crashes do occur in Adair Village, there does not appear to have been a trend that should be targeted for improvement.

## Funding Constraints

Adair Village receives most of its street fund revenue from the State Highway Trust Fund. If the City's growth meets expectations, it will generate over \$500,000 from System Development Charges. However, major transportation system improvements will require supplemental funding sources. For the fiscal years of 2006-2007 and 2007-2008, the City received a Small Cities Allotment and a general MPO grant. Future grants like these could provide additional funding for the City. Additional revenue can be expected from HB 2017. In the table below, all the additional funding from HB 2017 is assumed to be available for capital improvements, such as the projects in this TSP. This results in approximately \$1.4 million available for projects between 2017 and 2040.

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<sup>5</sup> The Safety Priority Index System is produced by ODOT. It identifies locations with unusually high occurrences of crashes.

Table 6: Adair Village Transportation Revenues and Expenses with 2040 Projections

Revenues	Annual Average	Projected Total (2017 to 2040)
State Highway Trust Fund	\$43,400	\$998,200
System Development Charges <sup>6</sup>	\$21,900	\$503,700
General Revenue from HB 2017	\$19,000	\$418,000
<b>Total Revenue</b>	<b>\$84,300</b>	<b>\$1,919,900</b>
Expenditures	Annual Average	Projected Total (2017 to 2040)
Personal Services	\$22,700	\$522,100
Materials and Services	\$1,600	\$36,800
<b>Total Expenditures</b>	<b>\$24,300</b>	<b>\$558,900</b>
<b>Available Transportation Revenue (Revenue - Expenditures)</b>	<b>\$60,000</b>	<b>\$1,361,000</b>

<sup>6</sup> Based on 2.5 people per Equivalent Dwelling Unit (EDU) and population growth of 1,147 through 2040 from the PSU Population Research Center. Adair Village current charges \$1,096 per EDU.

## CHAPTER 3: TRANSPORTATION GOALS AND OBJECTIVES

### Goals and Objectives

The TSP goals and objectives guided the development of the plan and will continue to guide future decision making by the City. Since Adair Village's TSP was developed as part of the Benton County TSP update process, the goals and objectives for this TSP are the same as for the Benton County TSP, with only minor revisions made to approve applicability to the City. Adair Village was provided opportunities to provide input on the goals and objectives through City representation on the County TSP Technical Advisory Committee, an open house held in Adair Village, and a work session with the City Council.

Goals and objectives create stepping-stones by which the community vision can be achieved. Goals are brief clear statements of the outcomes to be achieved to realize the vision. Each goal is supported by objectives, which outline the specific actions to be taken to achieve the outcomes described by the goals.

#### **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: Proactively 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 needs of the population that are unable to afford housing in close proximity to employment and daily needs 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.
- Objective 4: Work with neighboring jurisdictions to identify and promote opportunities to commute to and around the City by means other than single occupant vehicles.

#### **Goal 4 – 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 the City.
- Objective 3: Coordinate with local agencies and providers to expand transit services.

- Objective 4: Ensure an adequate truck route network to reduce commercial/ neighborhood conflicts.

**Goal 5 – Economic Development: Transportation should support a thriving economy.**

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

**Goal 6 – 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.

**Goal 7 - Environment: The transportation system should allow a community to live harmoniously with the environment.**

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

The transportation goals and objectives were used to develop evaluation criteria to inform the selection and prioritization of alternative investments and strategies for the TSP by indicating how likely the solutions are to support the goal areas and achieve the stated objectives. Once this TSP is adopted, the City of Adair Village can use the evaluation criteria to periodically monitor plan outcomes over time or reprioritize projects.