

INTRODUCTION

The City of Philomath Transportation System Plan (TSP) was prepared to guide the development of the transportation facilities in Philomath over the next 20 years. It covers forecasted transportation needs and expected improvements in the Philomath area for the next 20 years. This TSP serves as the transportation element of the city's comprehensive plan to satisfy the state planning requirements in the Oregon Transportation Planning Rule (TPR).

The TSP focuses on the area inside the Philomath Urban Growth Boundary (UGB) shown in Figure 1. The easterly Philomath UGB boundary is west of the city of Corvallis; however, it is expected that all of the Philomath area inside its UGB will be covered by a Metropolitan Planning Organization (MPO) for both Corvallis and Philomath when the combined population exceeds 50,000 after the year 2000.

The Philomath area consists of relatively flat topography with the exception of the hills in the northwest and southeast parts of the city. Newton Creek traverses the middle of the area in a southeast direction and Marys River parallels the southwest UGB. The transportation system includes two highways, US 20 (Highway 20) and OR 34 (Highway 34). These two highway routes are coincident in an east/west direction with Highway 34 splitting off from Highway 20 at the southwest UGB. Highway 20 is a major east/west route to the coast and Highway 34 serves as a more local route to the coast. In addition, there are a number of collector roads in the area that serve mostly local Corvallis/Philomath area traffic. Most of these collector roads are also Benton County roads in the City of Philomath. In addition to the Benton County roads inside the UGB, three roads outside the UGB were discussed: the proposed Bellfountain Road extension; the Grange Hall Road/Fern Road (13th Street) route; and, a short portion of a proposed West Hills Road connection to Highway 34. These three routes impact transportation in the Philomath area and were of interest to the community involvement participants.

This Transportation System Plan is the result of a one-year effort from 1998 through early 1999. Input and direction for the plan development were provided by a Transportation Advisory Committee (TAC) and the Philomath Transportation and Traffic Safety Commission (TTSC). The TAC included staff from the City of Philomath, ODOT, Cascades West Council of Governments, and Benton County. The TTSC included representatives from city government, as well as citizen representatives. A list of the TAC/TTSC members is included inside the front cover. These two advisory groups met approximately every month throughout the planning process. In addition, there were also two community open house/workshop sessions and newsletters with response forms to obtain public comments. The combination of the TAC/TTSC and public input represents the community involvement, which was vital to the development of this TSP.

At the start of the planning process, existing applicable plans and studies were reviewed, existing transportation infrastructure conditions were collected and inventoried, and goals and objectives for the project were developed. The review of existing plans and studies is summarized in Chapter 1. These earlier plans identified the existing land use and were intended to provide guidance for future transportation facilities in Philomath. Chapter 2 lists the goals and objectives for this Transportation System Plan and discusses the community involvement process. Chapter 3 and Appendix D contain the existing condition inventory information for the transportation systems in Philomath. Chapter 4 includes data and a description of the current traffic conditions and transportation operations in the Philomath area. Chapter 5 discusses the traffic forecasts and analysis for the year 2016 with the existing transportation system and no improvements (No-Build). Input from the community involvement process and the results from Chapter 5 were used to develop a set of potential transportation improvements (Options) described in Chapter 6. Each of the improvement options was analyzed based on future traffic with a recommendation made in Chapter 6. Chapter 7 contains the transportation system 20-year plan with the lists of recommended transportation projects for the Philomath urban area. The existing and expected future transportation funding for Philomath is discussed and compared with the needed transportation projects in Chapter 8.

The recommended implementation ordinances are included in a separate appendix document prepared and provided by the Cascades West Council of Governments.



(NOT TO SCALE)

LEGEND:

- URBAN GROWTH BOUNDARY
- CITY LIMITS

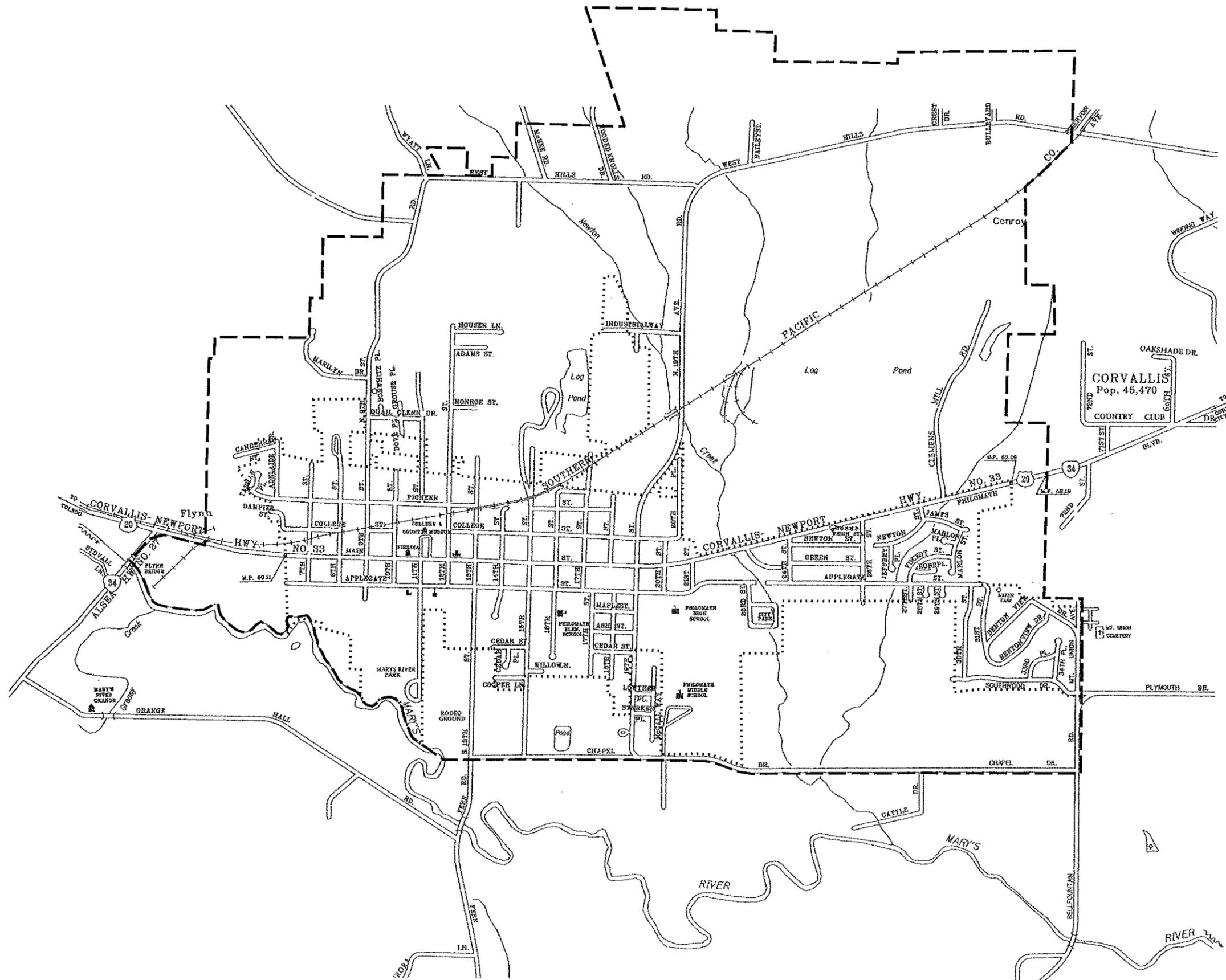


FIGURE 1

Philomath Study Area