
OREGON STATE
U n i v e r s i t y

CAMPUS MASTER PLAN
2004-2015

**APPENDIX C – NEIGHBORHOOD TRAFFIC AND
PARKING TASK FORCE**

Neighborhood Traffic and Parking Task Force

Background

The City, OSU, and the neighborhood associations in the vicinity of OSU have acknowledged that there are measured existing traffic and parking volume issues in specific areas of the adjacent neighborhoods caused mainly by “cut-through” traffic and student/faculty parking. An example of such is the traffic volumes on Jackson Avenue between 30th Street and Arnold Way. As measured in recent years by City Staff, volumes exceed the design guidelines for local street volumes and the street functions in some ways as a “local connector” or “collector.” Parking surveys performed by OSU in conjunction with neighborhood representatives indicate that peak parking in the College Hill neighborhood nearest the campus sometimes exceeds 100% of capacity.

These conditions were identified as requiring solution if the OSU Campus Master Plan were to receive support from the nearby neighborhoods. The Planning Commission decision responded to these neighborhoods’ concerns regarding the impacts of OSU-related development over the last several years by recommending to the City Council additional monitoring of effects and the creation of a task force to identify appropriate responses to such effects.

OSU met with the neighborhood following this decision, and through a collaborative process, a revised proposal regarding monitoring efforts and the task force was presented to the City Council as a joint recommendation. To address these issues, OSU supported the creation of the Neighborhood Traffic and Parking Task Force as described below. With the adoption of the OSU CMP and a revised *Land Development Code Chapter 3.36- OSU(Oregon State University) District*, the City Council responded to this proposal by incorporating its elements into both the CMP and the Land Development Code text, as appropriate.

Purpose Statement

The purpose of the Neighborhood Traffic and Parking Task Force (Task Force) is to measure, assess, and monitor traffic and parking within the neighborhoods bordering OSU, along the northern boundaries of sectors A, B, and C (e.g., Cedar Hurst, College Hill, and North College Hill neighborhoods). This evaluation will be used to establish an understanding of how traffic and parking dynamics within the neighborhoods impact the quality of life and integrity of the neighborhood character.

The Task Force will present an implementation plan to reduce any traffic volumes found to be in excess of the existing applicable street classification standards on streets as they were designed, and to reduce parking utilization rates that are found to be in excess of appropriate standards.

This task force is formed with the following assumptions:

1. The Task Force is responsible to evaluate the traffic and parking conditions within the general area from the western boundary of the Cedarhurst Neighborhood Association to the eastern boundary of the North College Hill Neighborhood Association between Harrison Boulevard to the north and the Oregon State University District boundary to the south. This includes the College Hill Neighborhood Association.
2. Traffic and parking issues are related.
3. The long term integrity and character of the neighborhoods are at risk with increases in traffic volume and parking utilization rates along the neighborhoods' streets.
4. A collaborative effort among the City, OSU, and the community is required to effectively and proactively mitigate any impact.
5. Both short-term solutions and long-term planning solutions are required to effectively address the existing and potential future issues of traffic volume and parking utilization.
6. The Task Force will establish base standards for parking utilization based on a review of applicable standards and benchmarks.
7. Oregon State University recognizes its role as a contributing factor regarding parking utilization and traffic volume and distribution across neighborhoods within the study area.
8. Oregon State University recognizes how important it is to protect and maintain the neighborhood character of those neighborhoods within the study area.

Task Force Goals

1. Protect the integrity and character of the College Hill West Historic District.
2. Reduce traffic volumes and associated parking from OSU in the neighborhoods.
3. Develop short-term solutions and long-term strategies in accordance with the purpose statement and assumptions.
4. Develop a Traffic and Parking Management Plan that incorporates and balances the needs of the community, the City, and Oregon State University.

Issues for review

The following list describes some of the issues the Task Force will need to review. This is not a complete list. It is expected that other items will be added to the list upon the review by the Task Force.

1. Traffic management into and across the neighborhood.
 - a. Task Force shall review the existing travel patterns and volumes of traffic within the study area.
 - b. The Task Force shall measure the current operating volume levels and parking utilization, and make use of existing City traffic measurements from the past five years.

- c. The Task Force shall use the City of Corvallis Street classification system and definitions outlined in the City of Corvallis Transportation System Plan to determine if current operating volume levels are consistent with said street classification system.
 - d. The Task Force may consider alternatives to current travel patterns for possible redirection of “cut-through” traffic.
2. Traffic Calming Measures
 - a. The Task Force shall review a series of traffic calming measures to reduce the speed and volume of traffic.
 - b. The Task Force shall review the potential impact of such traffic calming measures with a qualified consultant prior to acting on any recommendation or initiating any implementation of said measures.
 - c. The Task Force shall measure and monitor the impact of the implemented measures and make additional adjustments as necessary, if the desired effect is not achieved.
3. Parking
 - a. OSU will continue to complete its annual utilization study of the neighborhood parking districts.
 - b. Current methodology may be refined based on findings of the Task Force.
 - c. All applicable policies and practices that may have an influence on the parking utilization rates within the neighborhoods will be reviewed.

Initiation of Task Force

Corvallis City Council shall mandate the Task Force by directing the City Planning Staff to initiate the following process.

1. The Mayor shall solicit appropriate representatives from City Staff, OSU, Monroe Avenue businesses, and the affected Neighborhood Associations.
2. The task force shall follow a standard protocol, similar to that used by the recent Harrison Corridor Task Force.
3. The Task Force shall be initiated no later than six months following the approval of the OSU Campus Master Plan by the City Council.
4. Once the Task Force has made its recommendations and they have been implemented, the City, in conjunction with OSU and the neighborhoods, shall measure and monitor the impact of the implementation at least on an annual basis. If the mitigation efforts are unsuccessful, then the City shall reconvene the Task Force to review the ongoing issues and make additional recommendations to address them.
5. The City and OSU agree that the Task Force support and the Task Force recommended implementation and/or mitigation measures not identified in the OSU Transportation Improvement Plan (TIP) shall be a shared responsibility between the City and OSU.