

Welcome to the Community Summit for the Canby TSP!



What is a Transportation System Plan?

Canby’s Transportation System Plan (TSP) provides a long-term guide to city transportation investments. The plan evaluates the current transportation system and determines how it could be improved to make travel in Canby better.

Canby is beginning to identify opportunities to improve our current transportation system and forecast what it may look like through 2043. We need your help discussing priorities given limited transportation funding.

Purpose of Today’s Community Summit

Tell us what you think about the transportation system in Canby! You will notice 5 transportation-related topics in this booklet that summarize the transportation system performance evaluation completed as part of this TSP. This evaluation is only part of the process and we are looking for your input today on your experience with the existing transportation system.

Please work with your group to identify the **top 5 constraints and/or issues** and the **top 5 opportunities or big ideas** with the transportation system today. You may also write directly on the map near the area(s) of which you have a noted constraint or issue.

The feedback will supplement the information from the system performance evaluation and will help inform the development of projects and programs to improve the existing transportation system.

Major Components of a TSP



Stay Involved

We are gathering information and ideas from residents, business owners, visitors, and stakeholders in Canby. We want to hear from you!

- Review the draft documents and stay up to date on the process at **publicinput.com/cultivatingcanby**
- Attend community events like this one

Street Network Performance Assessment in 2043

This assessment identified locations on the roadway network that operate with some level of congestion based on the forecasted 2043 conditions. These are locations where motorists may experience delays during the p.m. peak hour travel. This baseline provides a metric for assessing the impacts of new developments on the transportation system.

Some questions to consider:

- . Is there a particular intersection that you feel is congested?
- . Is there a roadway that could be improved?
- . Are there any new street connections that you feel would benefit the city?
- . Is there a location that you feel is unsafe?



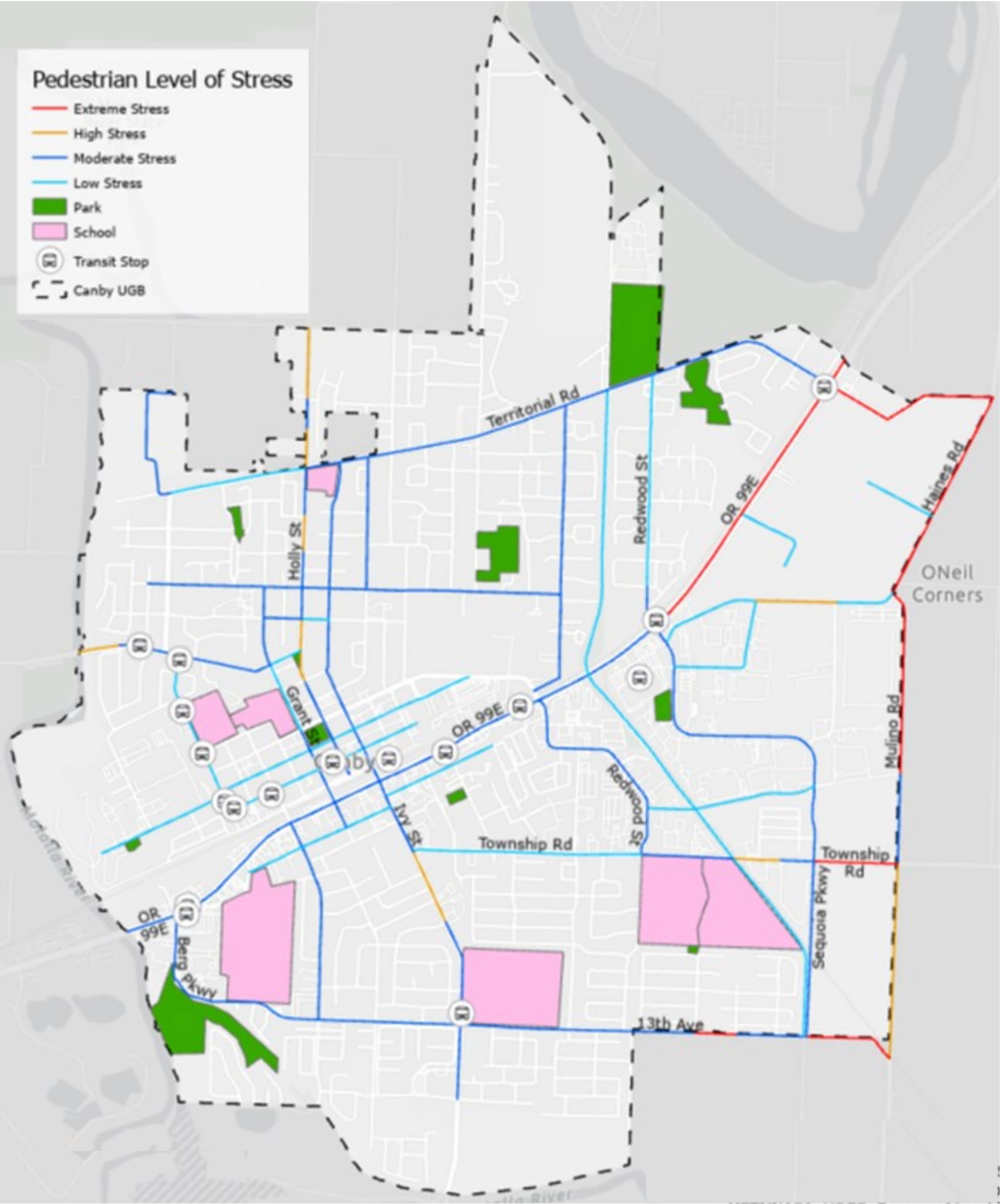
Pedestrian Network Assessment

The pedestrian level of traffic stress (LTS) evaluation provides a metric to understand a multimodal user’s perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to walking to be addressed through targeted improvements.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for pedestrians based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced pedestrian facilities are needed to maintain a system that is accessible and comfortable for all users.

Some questions to consider:

- . Is there a street that could use sidewalks?
- . Is there an intersection that is hard to cross?
- . Are there any streets that are uncomfortable to walk along?
- . Are there any streets that are inaccessible or difficult to access with wheelchairs or strollers?
- . Do you like the landscaping along a street?
- . Are there streets or destinations that could use improved wayfinding signage?
- . What streets do you walk along (e.g., to school, for recreation)?



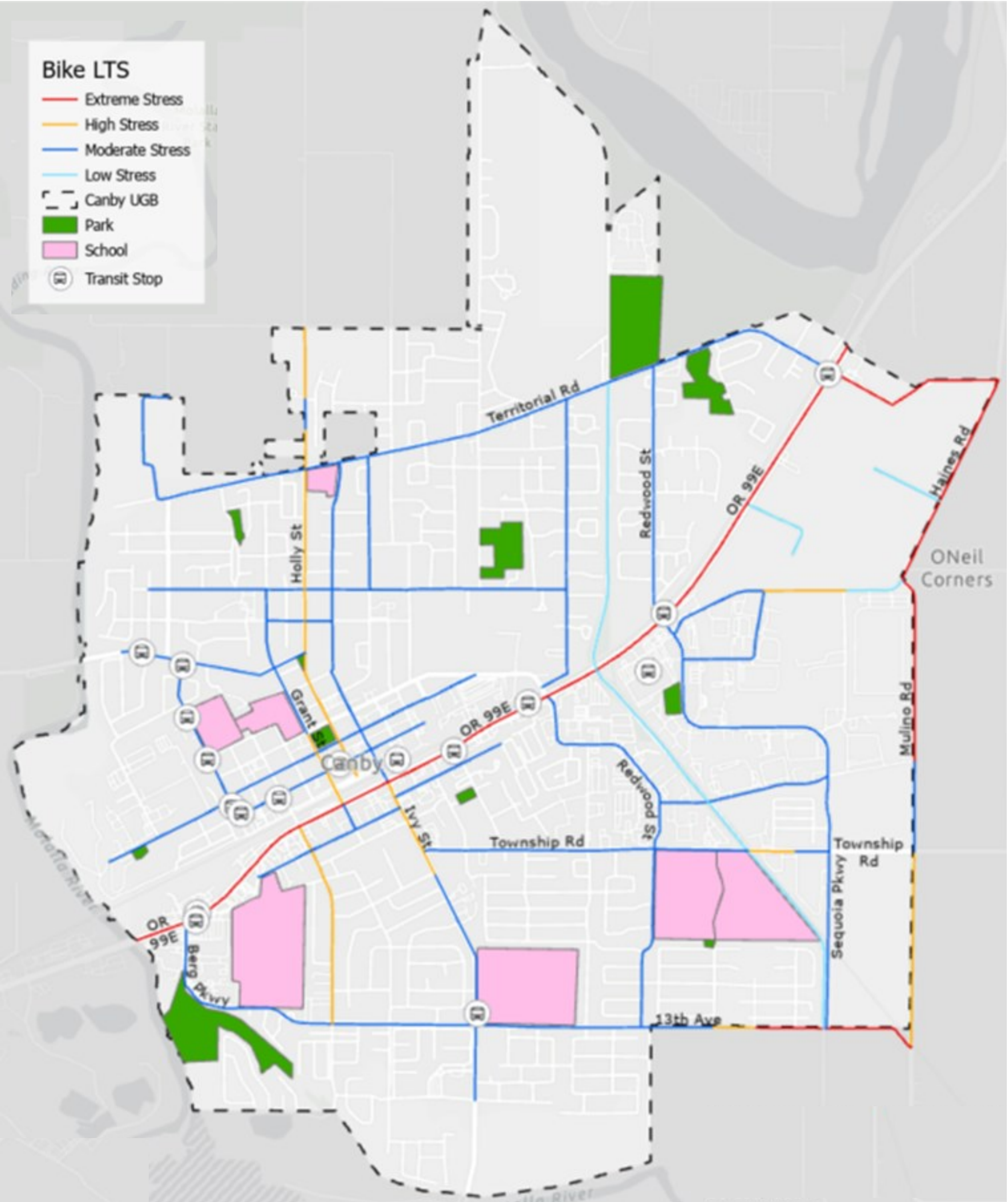
Bicycle Network Assessment

The bicycle level of traffic stress (LTS) evaluation provides a metric to understand a cyclist’s perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to biking to be addressed through targeted improvements.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for bicyclists based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced bicycle facilities are needed to maintain a system that is accessible and comfortable for all users.

Some questions to consider:

- . Is there a street that could use bike lanes?
- . Are there any streets that are uncomfortable to bike on?
- . Do you know of an area that could benefit from enhanced or separated bike facilities?
- . Are there streets or destinations that could use improved wayfinding signage?
- . What locations would benefit from bike parking?
- . What streets do you bike on (e.g., to school, for recreation)?



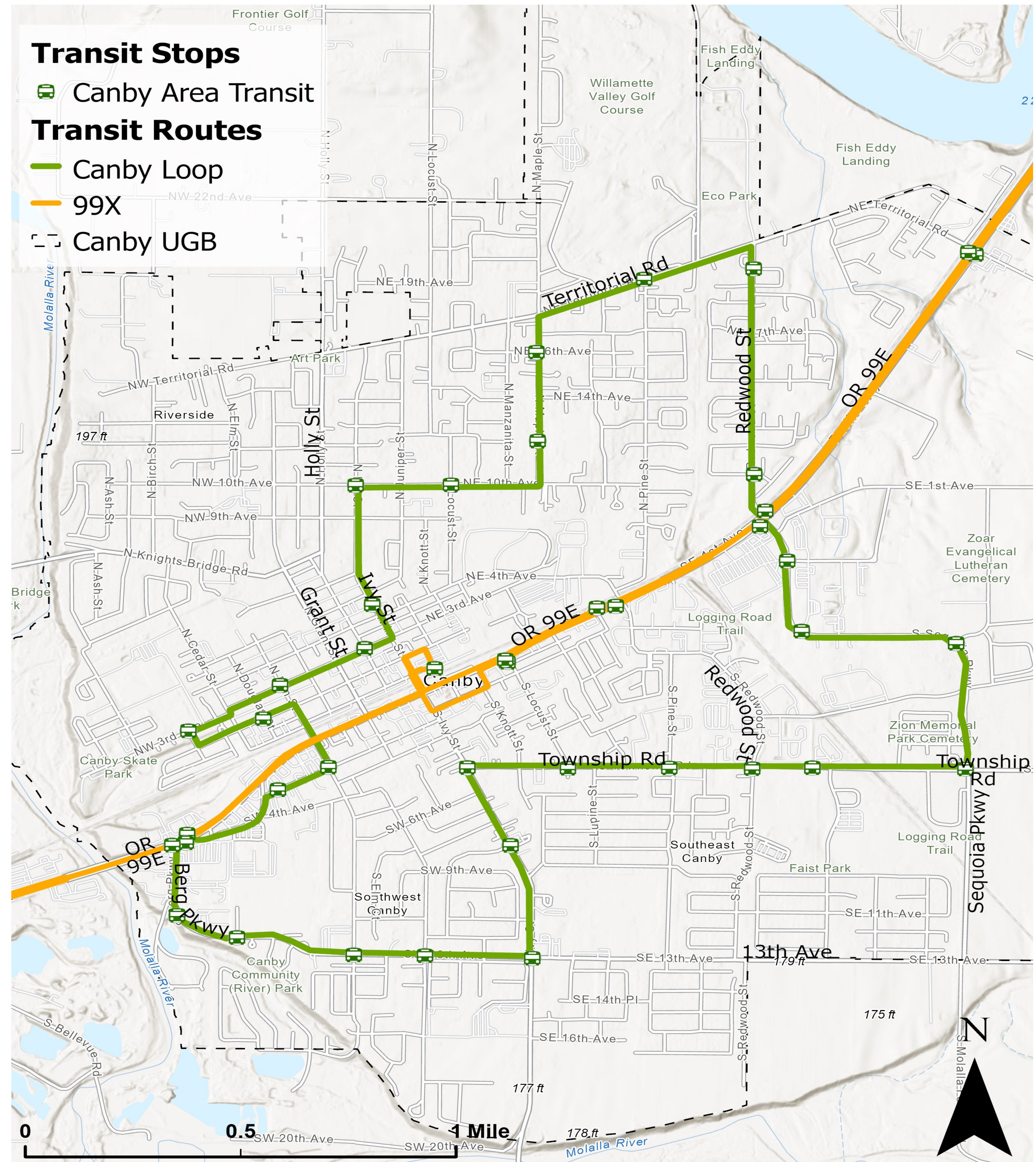
Transit Access

Canby Area Transit (CAT) provides fixed-route and paratransit service to Canby, including two fixed-route bus lines.

The TSP prioritizes transit access and identifies the percent of households within 1/4 mile of the bus stops along the CAT routes (99X & Canby Loop). Currently, about 65 percent of households in the city have access to CAT routes.

Some questions to consider:

- . Are more sidewalk or bike connections needed to transit stops?
- . How is the transit service in the city?
- . Do you think service should be expanded to an area of the city?
- . Do you want increased transit stop amenities?
- . Would you like to see expanded service hours?
- . Do you use transit?



Freight, Rail or Other Mode

Canby has designated truck routes to facilitate truck traffic to and from Canby’s industrial areas which include the Pioneer Industrial area on the east side of the city, as well as through freight traffic.

There are two rail lines in Canby: Union Pacific railroad tracks parallel OR 99E and the Oregon Pacific Railroad line that run southeast-northwest through Canby parallel to the Logging Road Trail. At-grade crossings of the Union Pacific line are at N Elm Street, N Grant Street, N Ivy Street, N Pine Street, N Redwood Street, and NE Territorial Road. The Union Pacific crossings typically see about 15 daily train movements, including 9 freight trains and 6 passenger trains each day.

Some questions to consider:

- . Are there any constraints to large-vehicle travel in the city?
- . Do you think any of the existing freight routes should be modified?
- . Do you have any concerns with freight rail service?

