



# Canby Comprehensive Plan & Transportation Systems Plan

Community Summit #4  
June 20, 6:00pm – 8:00pm

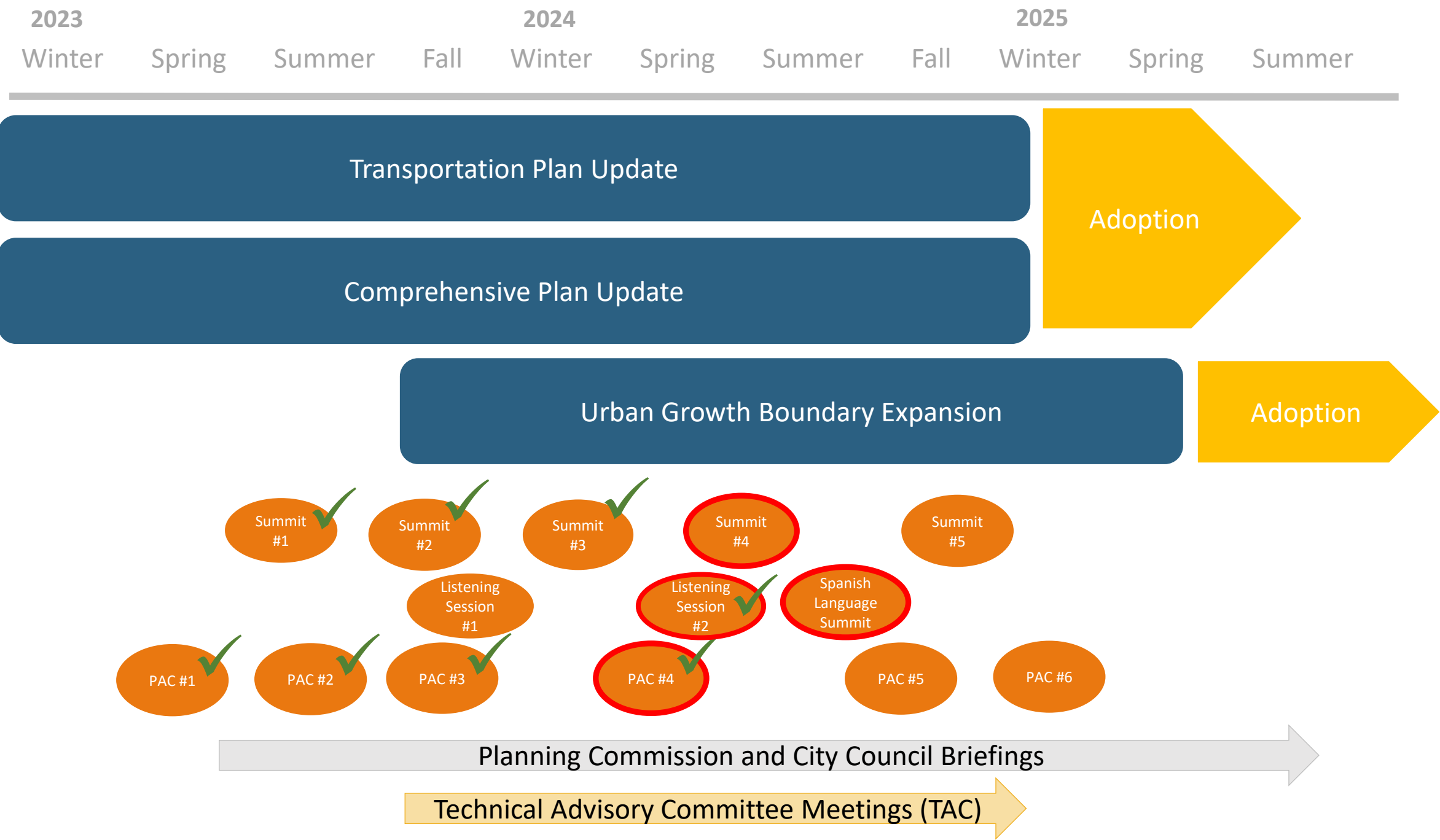


# Agenda

- Project Update
- Community Summit Results
- UGB Expansion
- Future Multimodal Conditions and Needs
  - Table Discussions and Reports
- Next Steps
- Adjourn



# Project Update



# Community Summit Results

# Community Summits

**Summit #2: November 14, 2023 ~150 attendees, 9 maps**

**Summit #3: January 24, 2024 ~65 attendees, 9 maps**

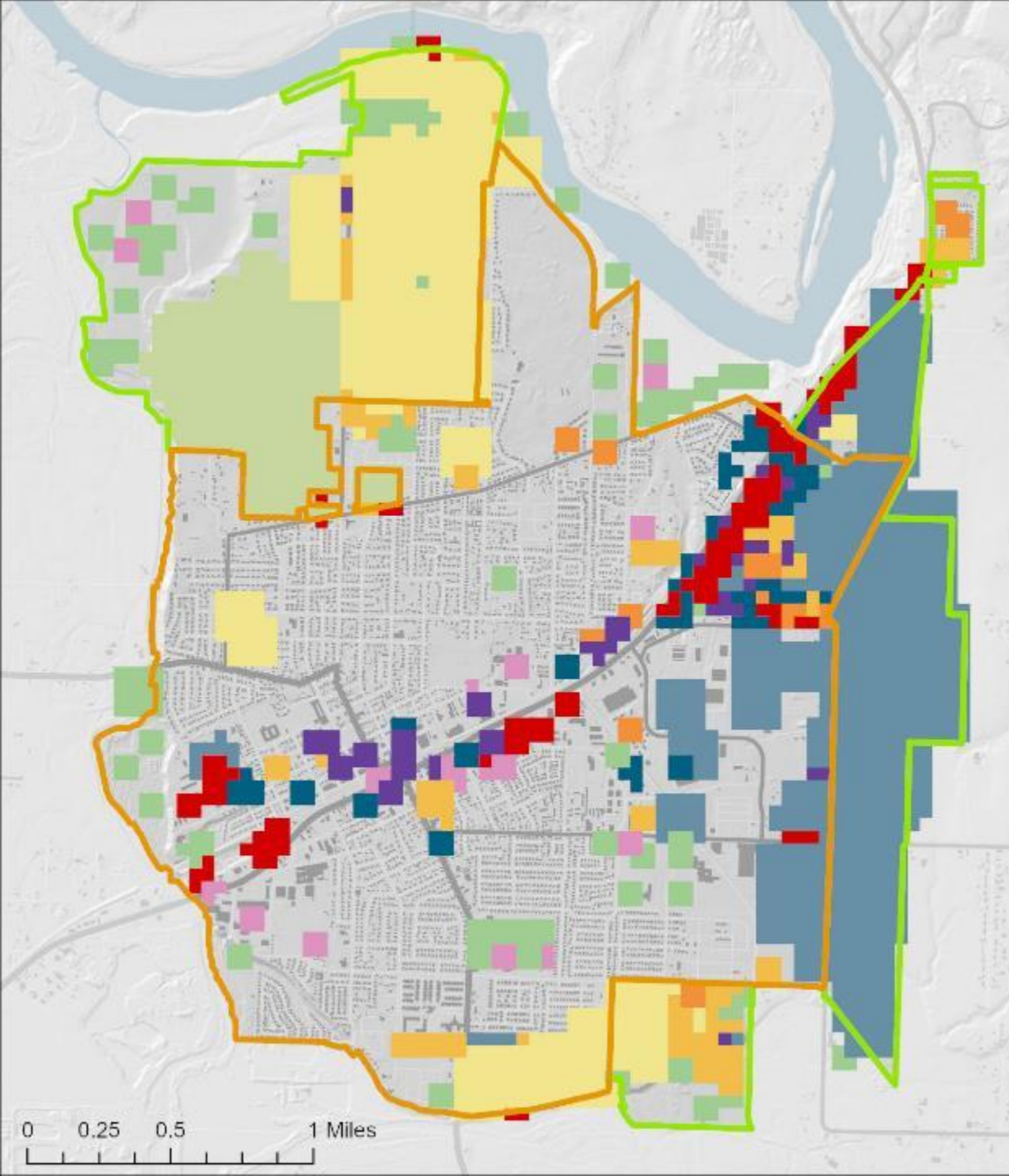
**Online survey: 44 pins placed**

## Big Ideas

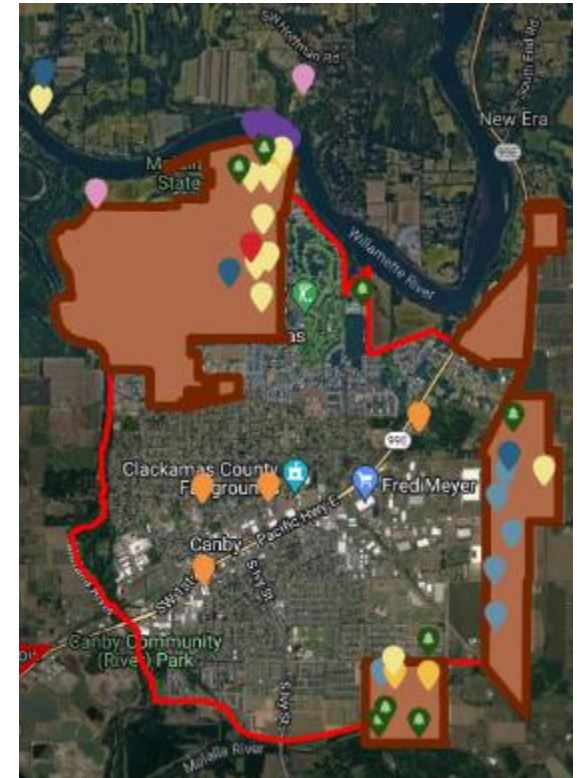
- Connect Logging Road to Molalla State Park and as part of “Emerald Necklace”
- Preserve valuable farmland
- Explore new connections to I-5
- Support new neighborhoods with parks and other amenities
- Develop a new community center and/or sports complex
- Pursue industries that provide living wages



# Composite Map



- Current UGB
- Expansion Area
- Mixed Use
- Office
- Commercial
- Mixed Manufacturing
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Community Services
- Parks
- Agriculture



Majority



# UGB Expansion



# UGB Expansion Process

## Prior to UGB Expansion

- Establish land need
  - Employment = Economic Opportunities Analysis (Adopted)
  - Housing = Housing Needs Analysis (In Progress)
  - Parks = Analysis based on 20-Year Population Growth and City policy of 10 park acres per 1,000 residents
- Enact “efficiency measures” to reduce land need

# Land Need

Land Use	Land Need
Residential (including public facilities)	73.1 acres
Parks	43.1 acres
Employment (including commercial and industrial properties and public facilities)	446.8 acres
Total UGB Expansion Land Area Need	563.0 acres

# UGB Expansion Process

**UGB expansion process is governed by Statewide Planning Goal 14**

- Create Preliminary Study Area
- Evaluate Preliminary Study Area / Exclusion of Lands
- Create Final Study Area
- Establish Parcel Prioritization
- ❖ Apply Goal 14 location factors

# Preliminary Study Area

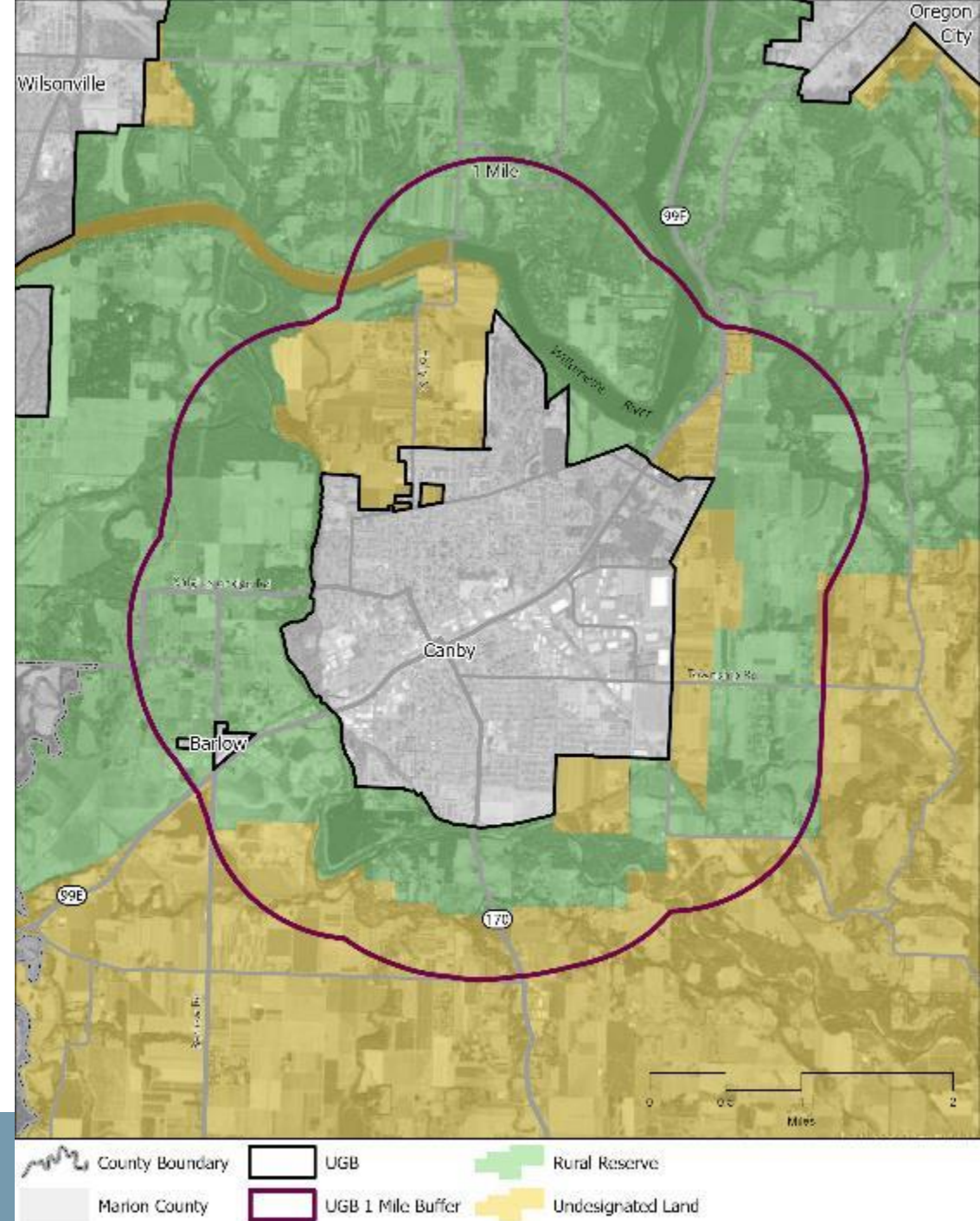
# Preliminary Study Area

**To establish a preliminary study area, the City must include:**

- All land in designated as “urban reserve” (Canby has none)
- All lands within 1 mile of the current UGB



# Preliminary Study Area



Rural Reserves and Undesignated Land

# Land Exclusions

# Land Exclusions

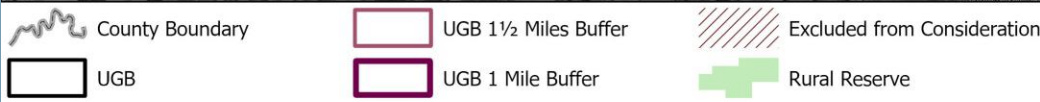
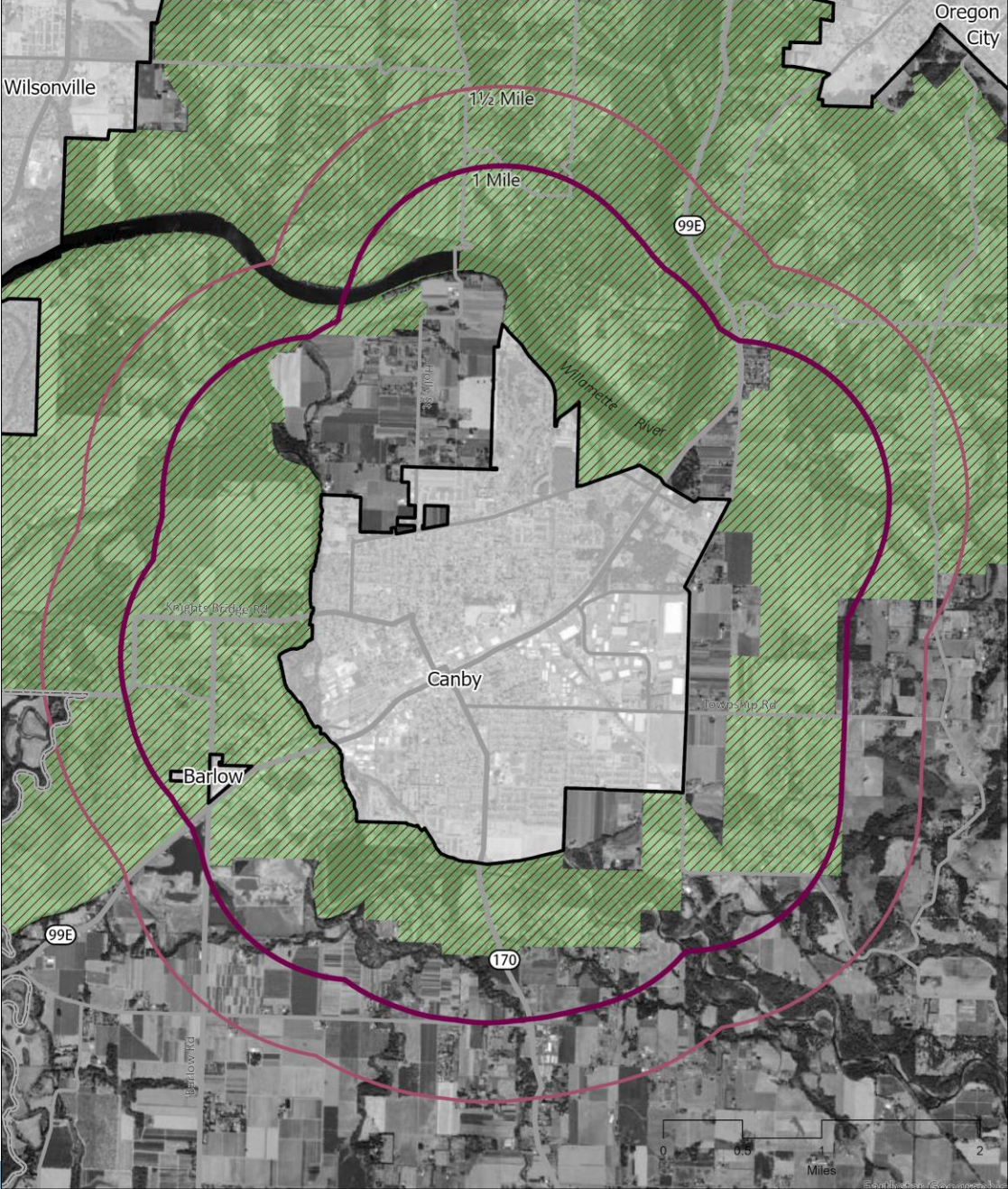
## **The City may exclude lands that:**

- Are impracticable to provide necessary public facilities or services
- Are subject to significant development hazards
- Consist of significant scenic, natural, or cultural or recreational resources
- Are owned by the federal government and managed for rural uses

**The study area must include at least twice the amount of land needed for the deficiency.**



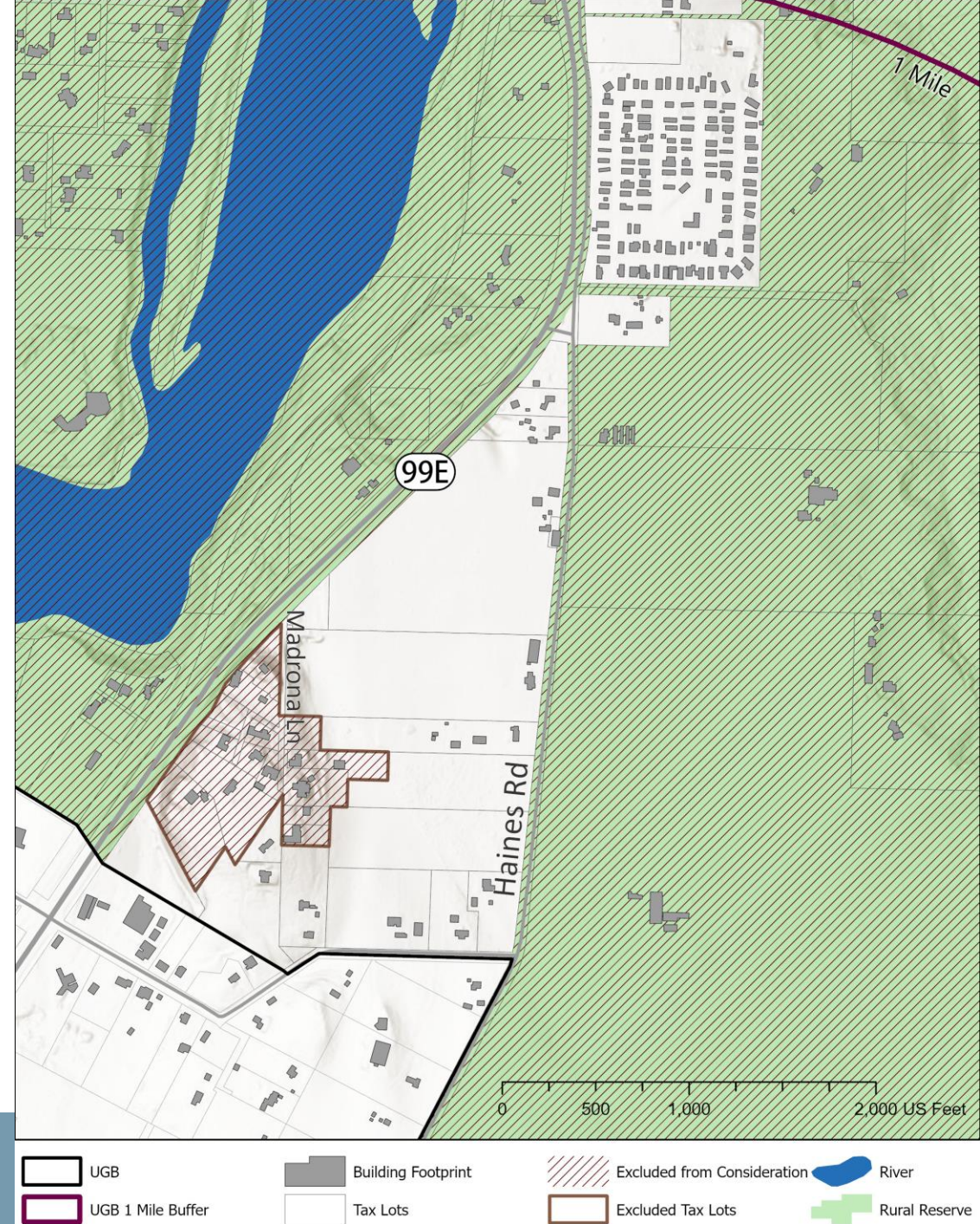
# Rural Reserves





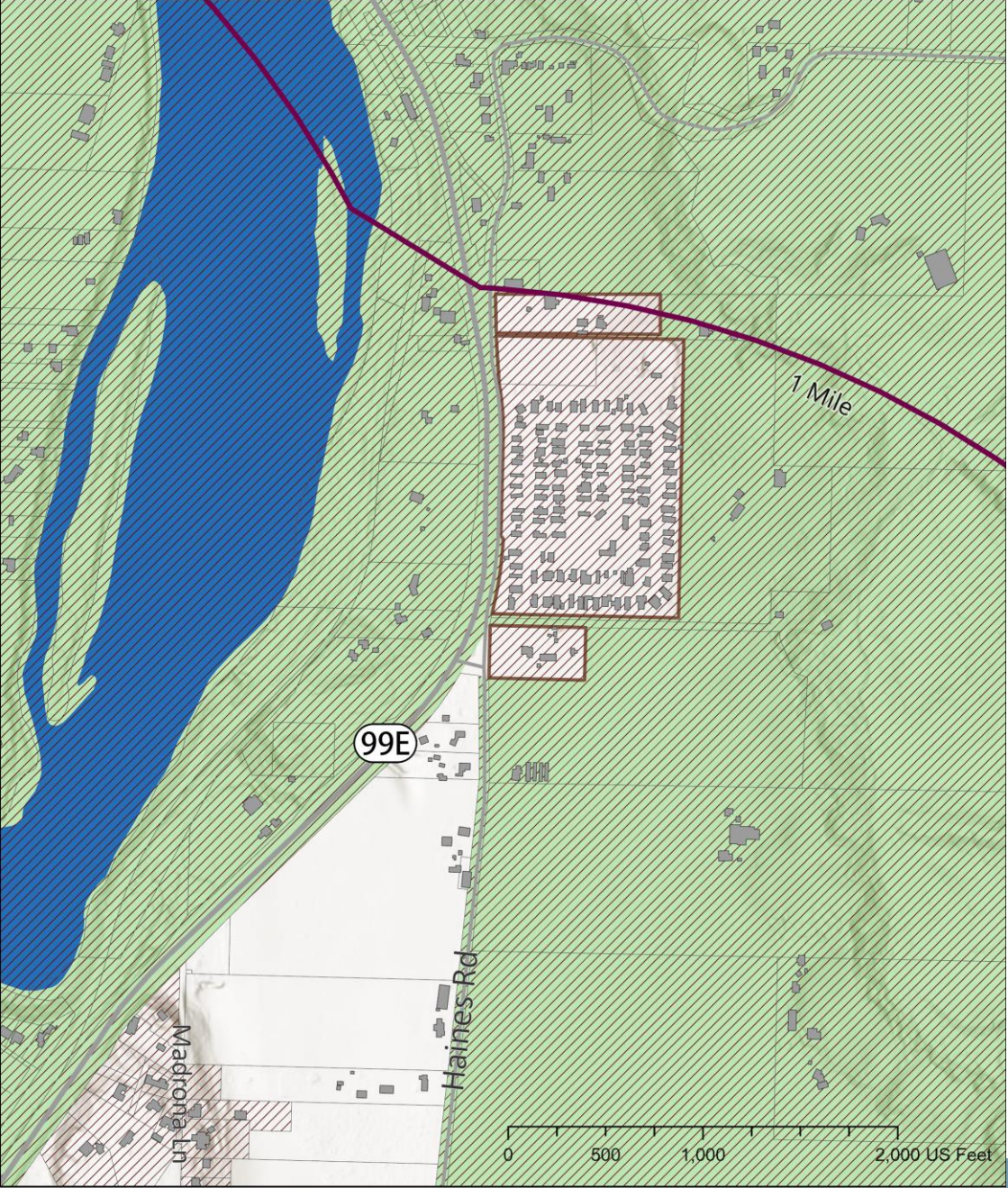
# Impracticable to Provide Services

## Madrona Lane



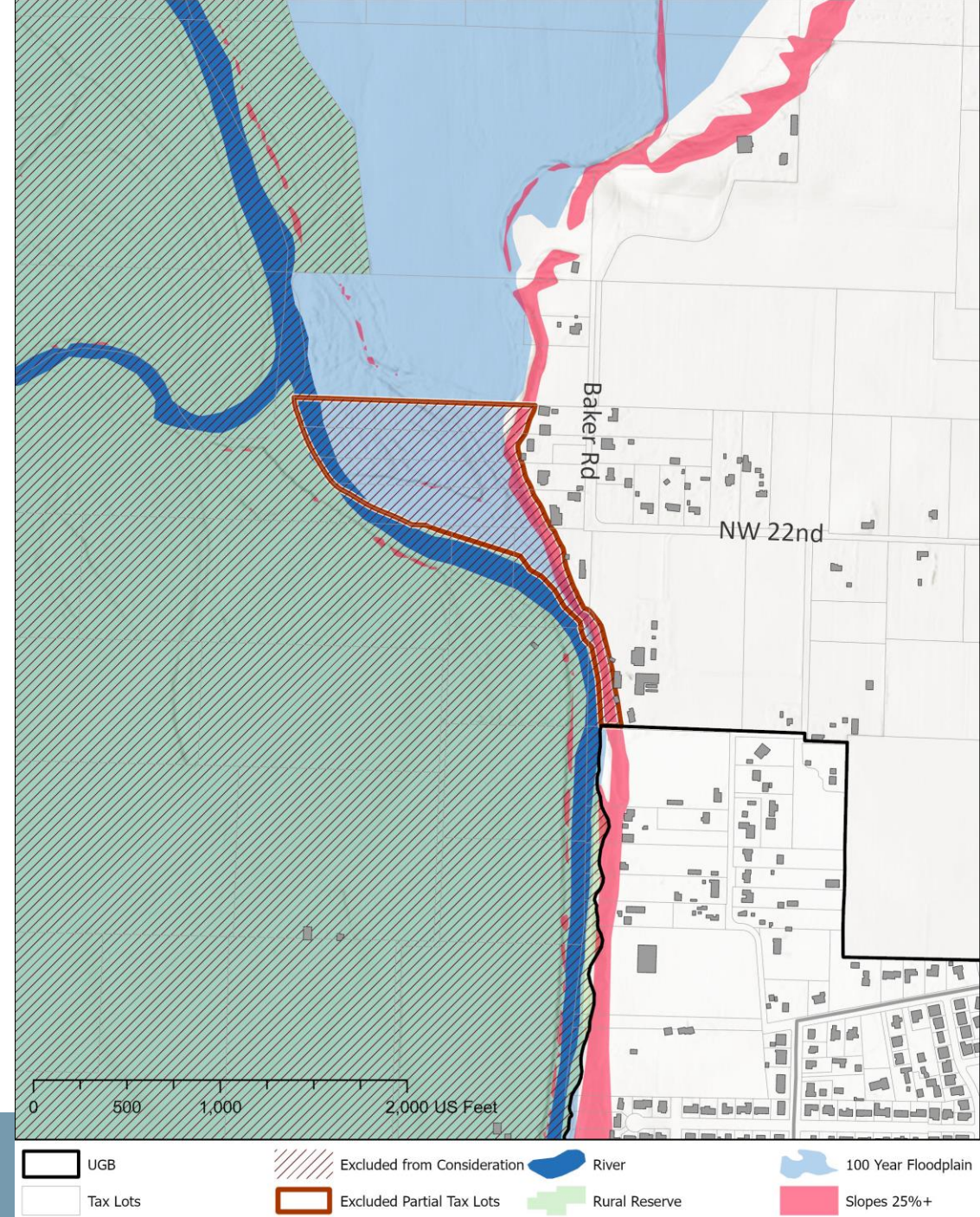


# Impracticable to Provide Services



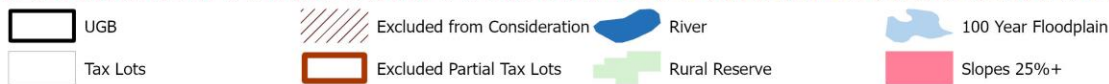
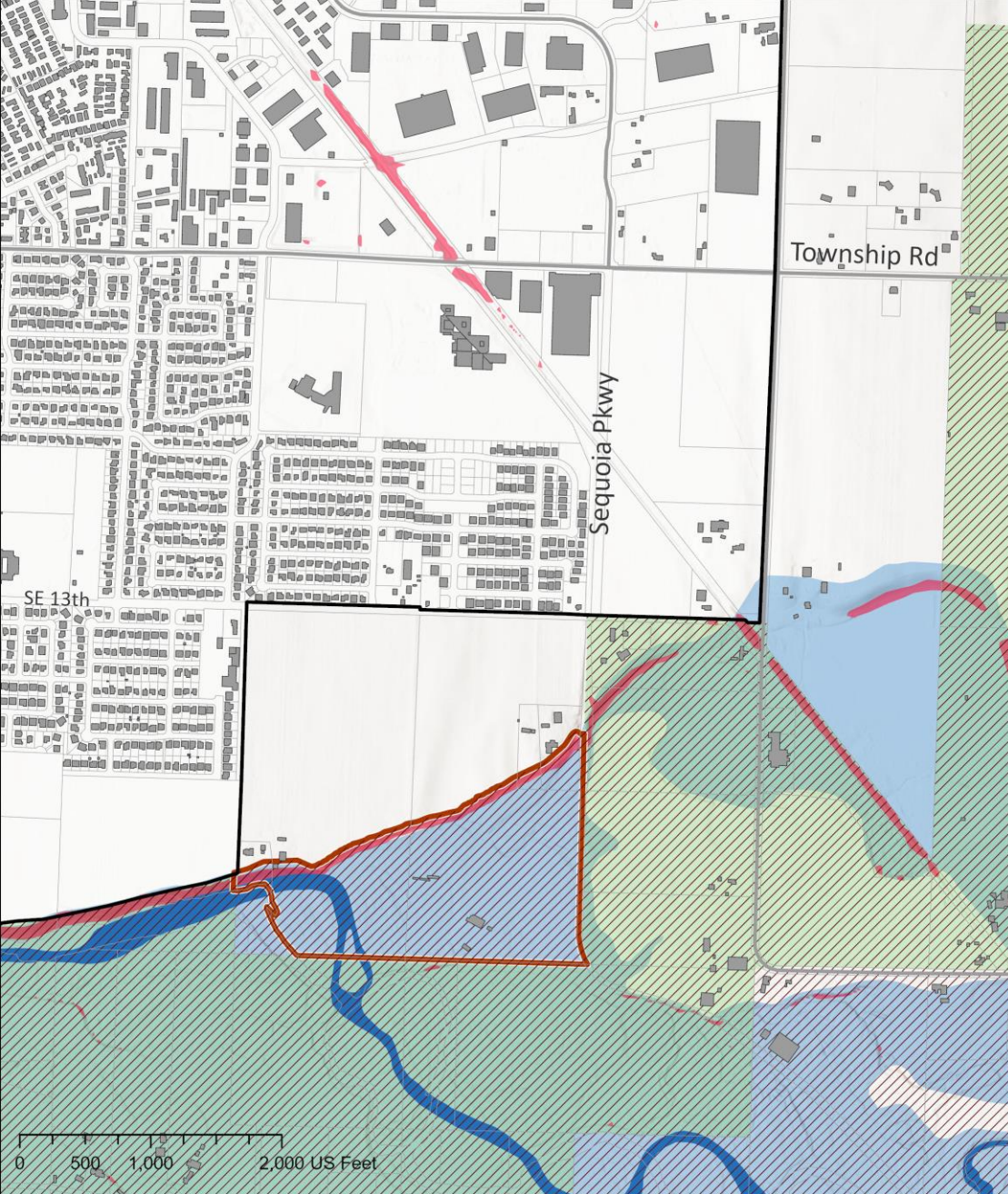


# Significant Flood Hazard Areas and Steep Slopes





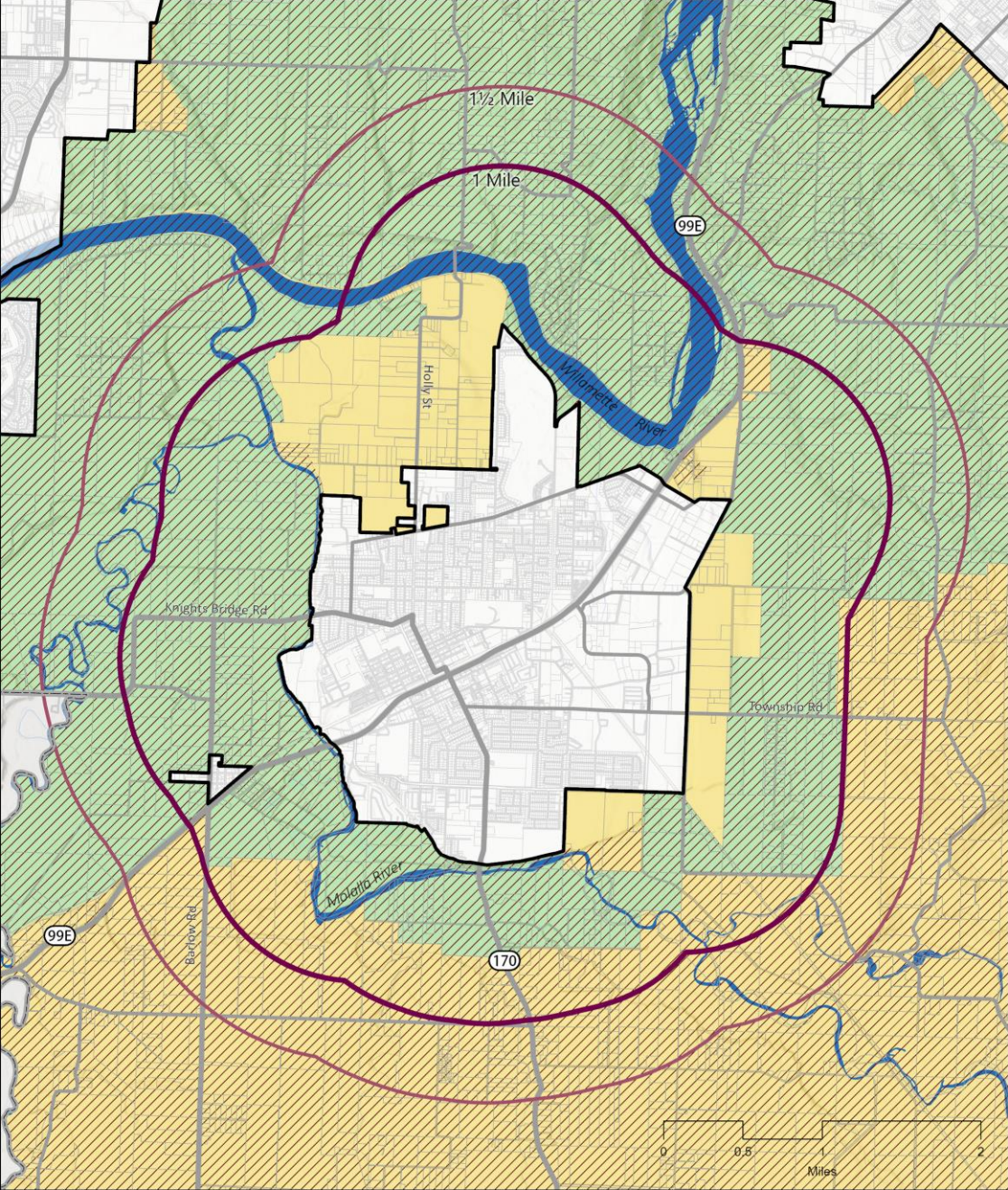
# Significant Flood Hazard Areas and Steep Slopes



Southeast



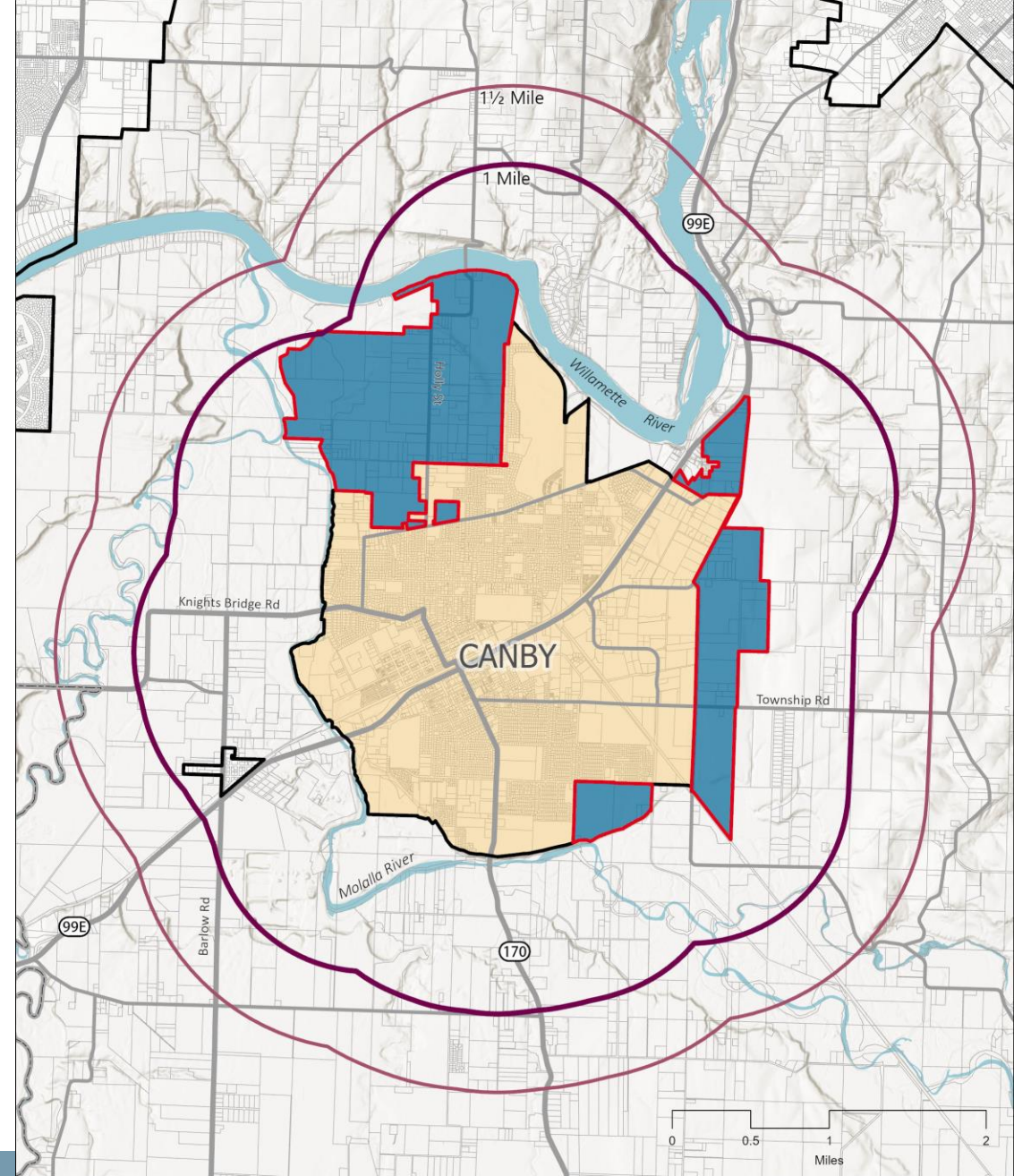
# All Exclusion Areas



# Parcel Prioritization



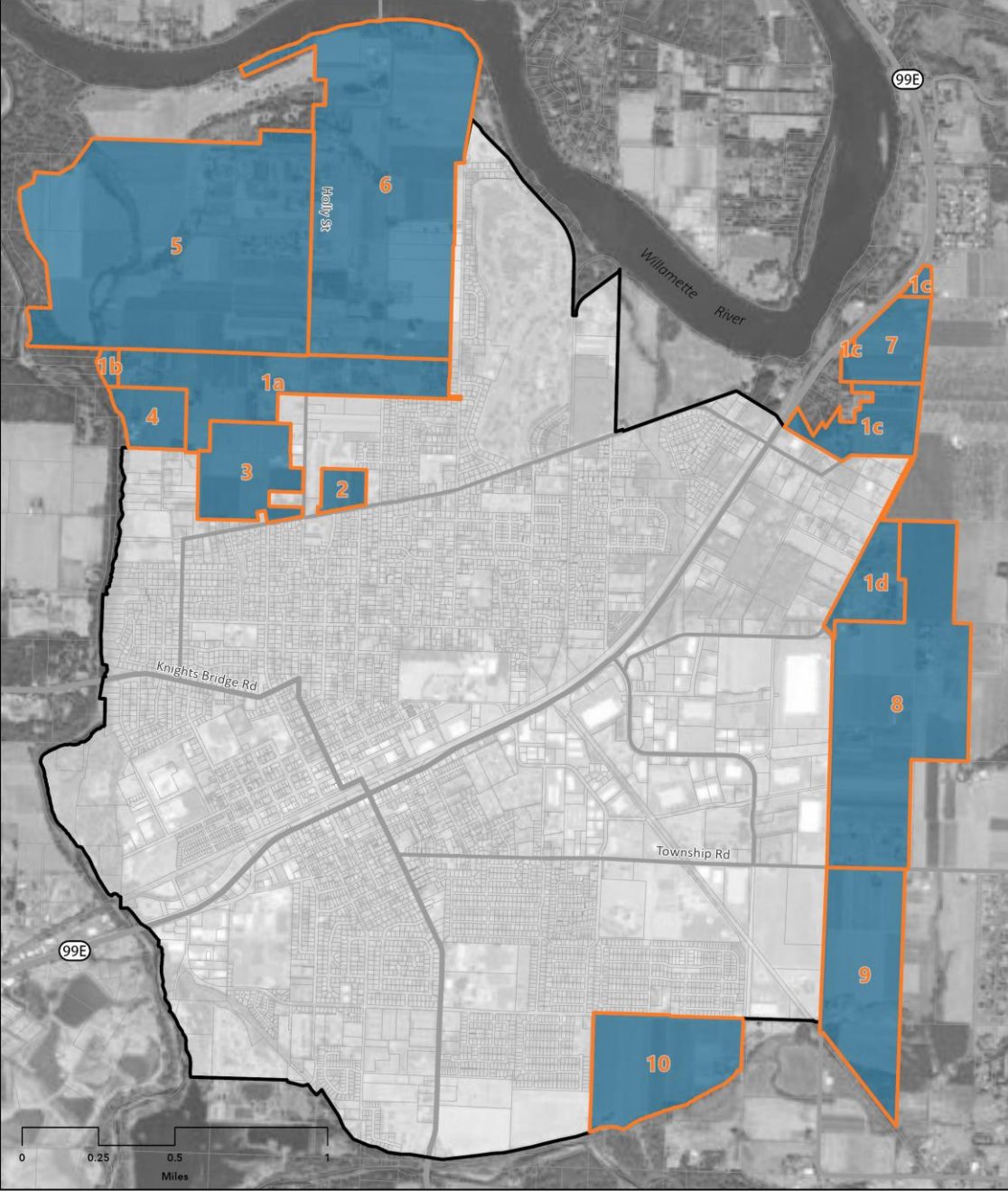
# Final Study Area



# Parcel Prioritization

Canby	Priority	Applicability to Canby
✓	1. Urban reserves, exception lands, non-resource lands	Canby has no urban reserves or applicable non-resource lands. Canby does have exception lands.
✗	2. Marginal lands	Canby has no marginal lands.
✗	3. Low Value Farmland	Canby has very little low-value farmland within the UGB Study Area.
✓	4. High Value Farmland	Land within the Canby UGB Study Area is predominantly high-value farmland.

# Subareas



Subarea	Number of Tax Lots	Total Acres (Gross)
1a	44	110.9
1b	5	4.9
1c	16	49.9
1d	14	34.3
2	1	13.0
3	3	60.8
4	3	27.8
5	26	392.4
6	60	345.8
7	3	40.5
8	19	227.9
9	2	112.0
10	5	95.9
Total	201	1516.1

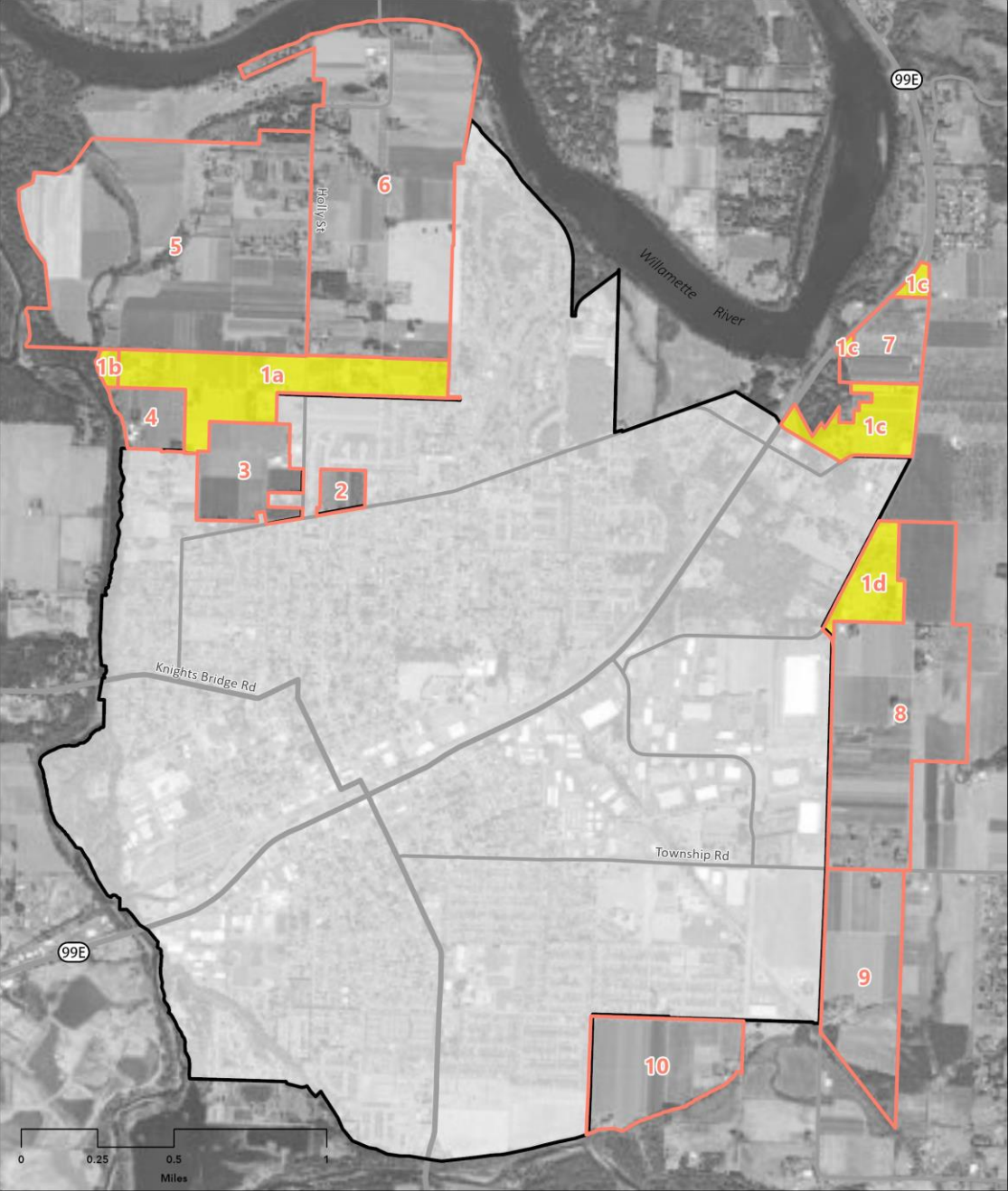





# Priority #1: Exception Lands

## Subareas 1a, 1b, 1c, 1d

Exception lands are those outside of the UGB, but containing urban zone designations:

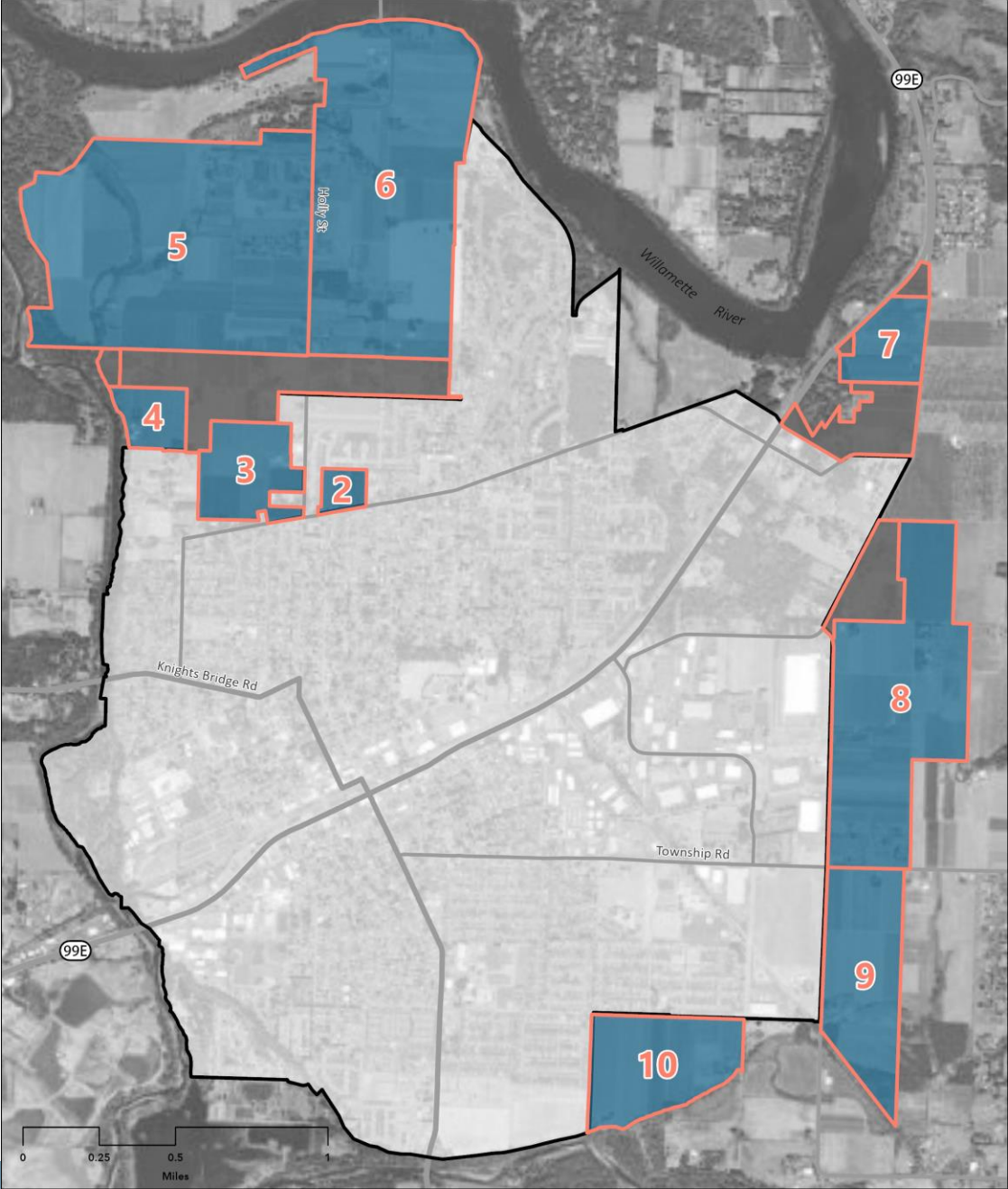
- Rural Residential Farm Forest 5-Acre (RRFF5)





	UGB		Exception Lands			
	Subareas					
Subarea	1a	1b	1c	1d		
Acreage	111	5	50	34		

# Priority #4: High-Value Farmland

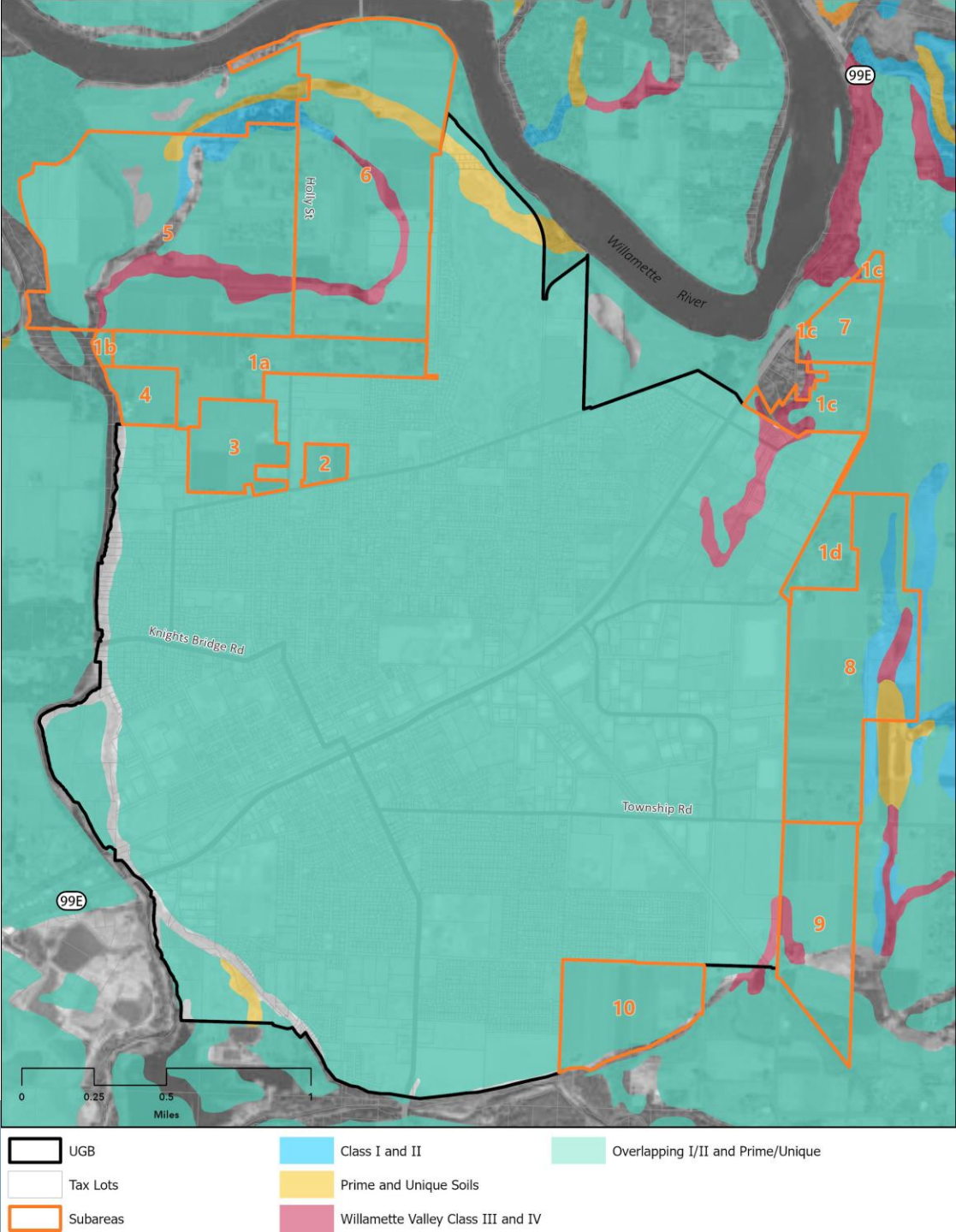
## Subareas 2-10



	UGB	Subarea	1	2	3	4	5	6	7	8	9	10
	Subareas	Acreage	200	13	61	28	392	346	41	228	112	96



# High-Value Farmland



# Next Steps: Goal 14 Boundary Location Analysis

## Four Factors:

1. **Efficient accommodation of identified land needs**
2. **Orderly and economic provision of public facilities and services**
3. **Comparative environmental, energy, economic, and social consequences**
4. **Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB**

# Questions?









# Future Multimodal Conditions and Needs



# Agenda

- 1) Transportation System Plan (TSP) overview
- 2) Review of initial technical findings, how the City system works today and how it may change by 2043
- 3) Group exercise on your experience with the transportation system



# Purpose of a TSP

Long-range plan to guide transportation investments within the City's UGB through the future horizon year of 2043.

- Based on the City's transportation system needs, opportunities, and anticipated available funding
- Developed through technical system evaluation, community and stakeholder input.
- Used to make strategic decisions about transportation system investments and will help provide support for grant applications to fund future projects

## REQUIREMENTS OF A TRANSPORTATION SYSTEM PLAN

A TSP IS REQUIRED BY THE STATE OF OREGON TRANSPORTATION PLANNING RULE (TPR). OREGON ADMINISTRATIVE RULE 660-012-0015 DEFINES THE PRIMARY ELEMENTS OF A TSP. THE TPR REQUIRES THAT A CITY TSP INCLUDES THE FOLLOWING COMPONENTS:

- 1 Comprehensive understanding of the existing multimodal transportation system that serves the city and how well that system performs its expected function today
- 2 Reasonable basis for estimating how the city and the surrounding region might grow in its population and employment over the next 20 or more years
- 3 Evaluation of how the expected growth could change system performance
- 4 Goals, policies and transportation system improvements that address community multimodal transportation needs
- 5 Understanding of the on-going funding required to build and maintain the transportation system as the city grows



# TSP Performance-Based Planning Process

- TSP will utilize a performance-based planning process.
- A **community vision** is distilled into measurable **goals** and supporting **objectives**.
- **Performance measures** for these goals and objectives will be used in two way:
  - **System Performance:** To evaluate and monitor the performance of the transportation system.
  - **Project Prioritization:** To inform the selection and prioritization of projects and programs for the plan.



# Key Development Stages of the TSP



**TSP Deliverables (completed):**

- Policy and Plan Investigation
- Performance Measures and Prioritization Framework
- Existing Multimodal Conditions
- Future Traffic Forecasting
- Future Multimodal Needs

**TSP Deliverables (next steps):**

- Transportation Funding
- Transportation Facility Design and Performance Standards
- Transportation Projects and Programs
- Transportation Project Prioritization

**TSP Deliverables (compiled from earlier deliverables):**

- Draft TSP
- Adoption Draft TSP

# Community Review Process

## PUBLIC INPUT

### Community Input Opportunities for TSP Development Stages:

- Post TSP Deliverables to Project Website for Community Review and Comment
- Community Summits
- Discussions with Planning Commission / City Council

### Community Input Opportunities for TSP Adoption Process:

- Planning Commission Hearings on Draft TSP
- City Council Hearings on Draft TSP

Public input will be considered throughout decision-making via a project website, community summits, and public hearings.

#### SUPPORT

##### PROJECT MANAGEMENT TEAM (PMT)

City of Candy,  
and Consultants



#### ADVISORY

- Canby Planning Commission
- Project Advisory Committee (PAC)
- Technical Advisory Committee (TAC)
- Stakeholders and General Public



#### ADOPTS TSP

##### CANBY CITY COUNCIL



# Draft TSP Goals

- **Accessibility and Connectivity:** The transportation system is convenient, accessible, and connects people to destinations throughout the city and beyond.
- **Safety and Security:** The transportation system is safe and secure for people of all ages and abilities.
- **Healthy People and Environment:** The transportation system protects the environment and encourages healthy living through convenient lower-polluting transportation alternatives.
- **Equity:** The transportation system eliminates transportation-related disparities and barriers and is affordable for all users.
- **Reliability and Efficiency:** Manage and optimize the transportation system to ease congestion so people and goods can affordably, reliably, and efficiently reach their destinations.
- **Fiscal Responsibility:** Strategically design, operate and maintain the transportation system to maximize assets, minimize costs, and enhance the surrounding community through right-sized infrastructure.
- **Collaboration:** Transportation system decisions are made in a transparent and collaborative manner, and the benefits and burdens of investments are distributed equally among all users.



# Trends and Targets:

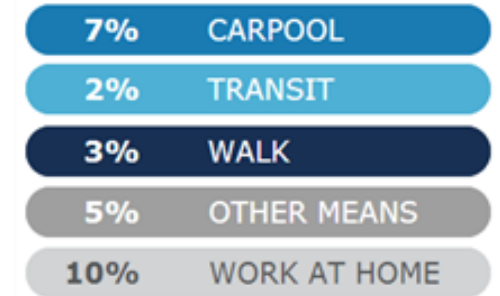
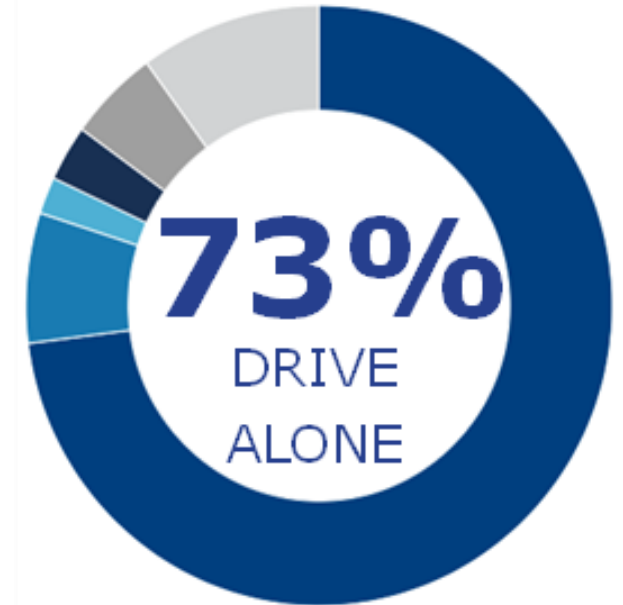
## Travel Demand and Characteristics

### Where People in Canby Work:

- 85% of Residents commute to work outside of the UGB.
- 82% of Jobs in the UGB are filled by people who live outside of the area.

### How People Commute in Canby:

- 73% use single-occupant motor vehicles
- 7% carpool
- 2% transit
- 10% walk, bike, take transit, or use some other means of travel
- 10% work from home



Source: US Census Bureau, 2017-2021 American Community Survey

# Trends and Targets:

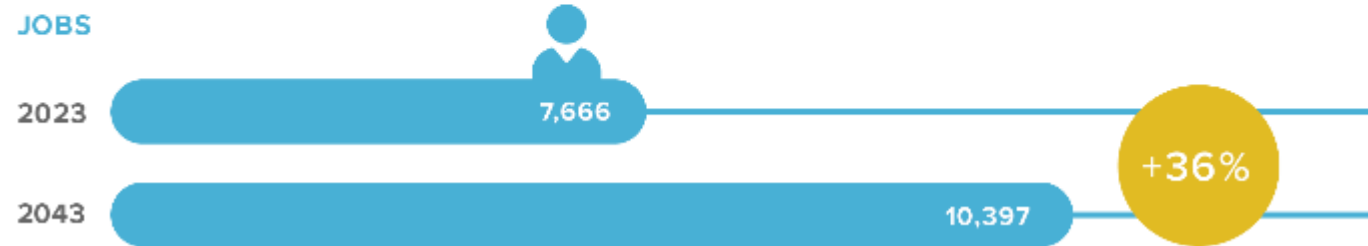
## Forecasted Land Use Growth (2023 to 2043)

- Land use in the Canby UGB from two key sources:
  - **City of Canby Housing Needs Analysis:** number of households by unit type
  - **City of Canby Economic Opportunities Analysis:** amount of employment by sector type
- **Existing 2023 land use** in the Canby UGB distributed based on an inventory of existing uses.
- **Future 2043 land use projections** in the Canby UGB distributed based on current build-out of vacant or underdeveloped lands assuming Comprehensive Plan zoning.

### HOUSEHOLDS

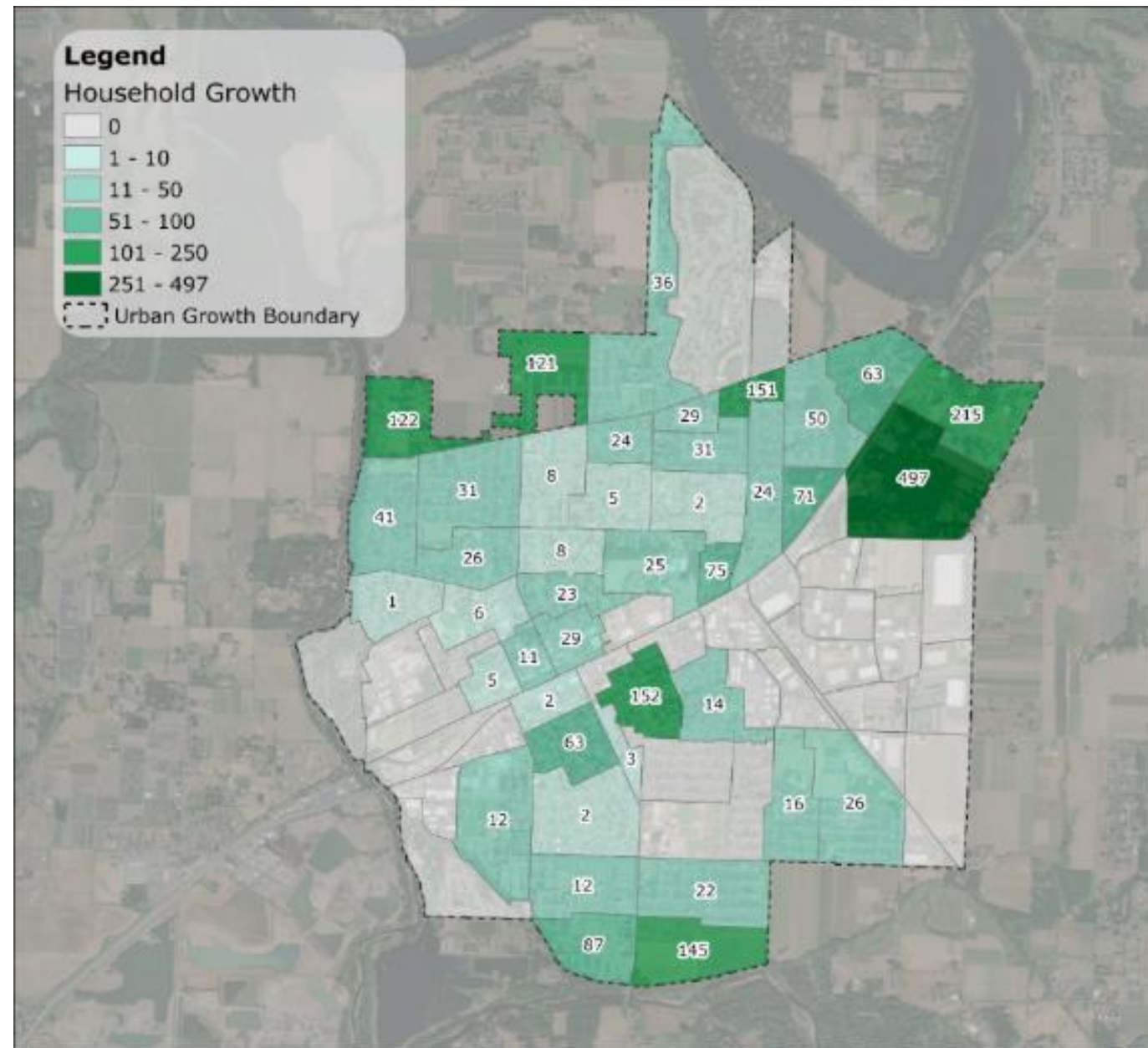


### JOBS



# Trends and Targets: Forecasted Household Growth (2023 to 2043)

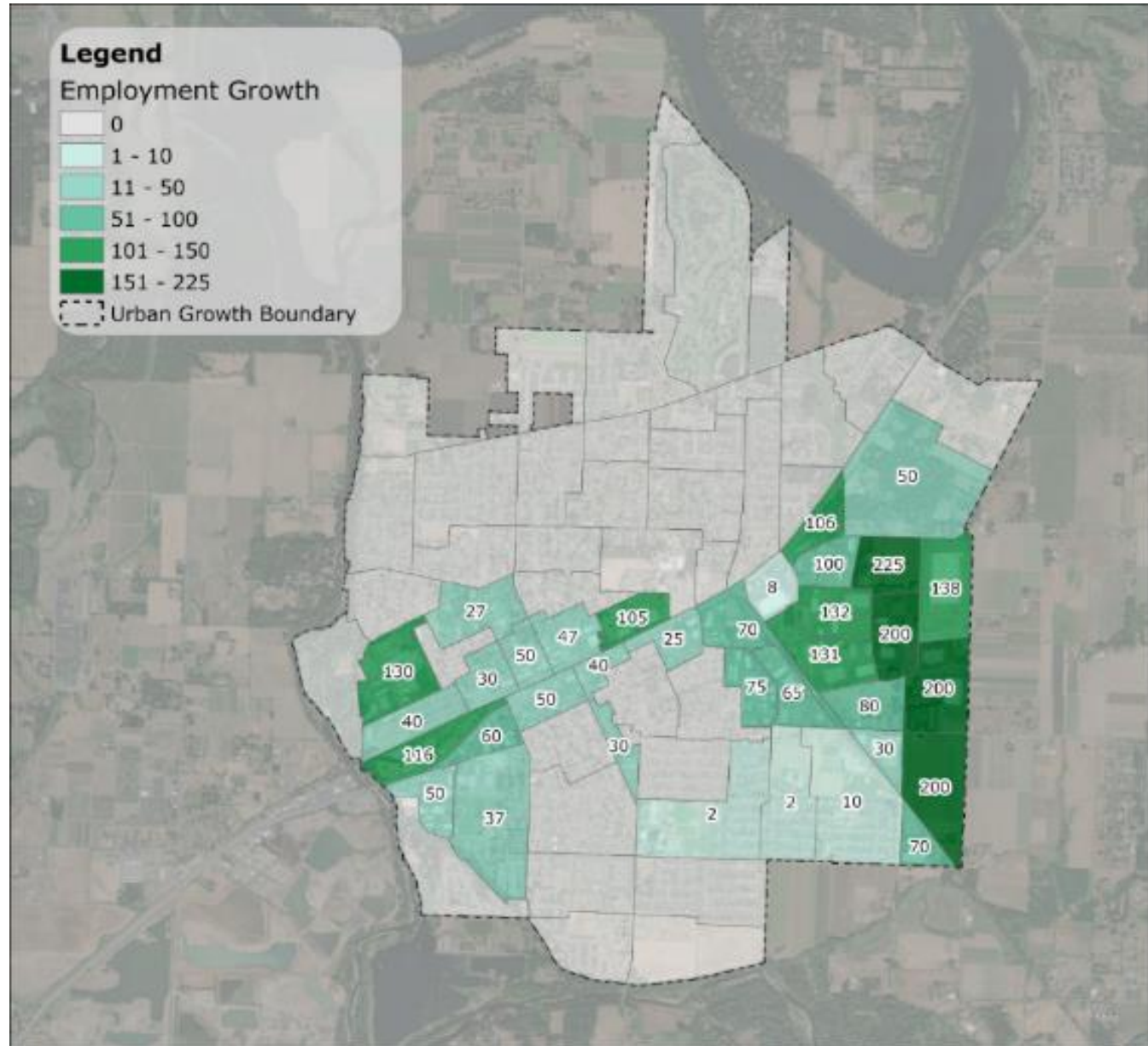
- +5,931 residents
- +2,286 households
  - 32% growth from 2023
- Forecasts based on 2023 City of Canby Housing Needs Analysis





# Trends and Targets: Forecasted Employment Growth (2023 to 2043)

- +2,731 jobs
  - 36% growth from 2023
- Forecasts based on 2023 City of Canby Economic Opportunities Analysis



# Trends and Targets:

## Current and Future Estimates of Trips

- Count data collected in 2023 to inform current travel demand
- The Canby travel demand model is the primary tool used to determine future traffic volumes in 2043.
  - Translates land use into motor vehicle trips
  - Trips are assigned to the network based on travel times and delay at intersections.

AVERAGE WEEKDAY TRIPS BY MODE (PM PEAK)	2023 TRIPS*	2043 TRIPS*	TRIP GROWTH (2023-2043)
DRIVE ALONE TRIPS (SOV)	9,349	12,164	+2,814
SHARED RIDE TRIPS	975	1,268	+294
TRANSIT TRIPS	378	491	+114
WALK TRIPS	1,259	1,638	+379
BIKE TRIPS	252	328	+76
TOTAL TRIPS	12,213	15,889	+3,677
TOTAL NON-SOV TRIPS	2,864	3,726	+862
TOTAL BIKE, WALK, TRANSIT TRIPS	1,889	2,457	+569

Source: Daily Household Travel Survey (ODOT, 2019) and the Canby travel demand model.  
\* This analysis assumes the mode split remains the same in the years 2023 and 2043.

# Street Network Performance Assessment – 2043 PM Peak

- **Locations with highest increases in traffic volumes through 2043:**
  - OR 99E
  - N Territorial Road
  - the new Walnut Street Extension
  - S 13th Avenue
- **Intersections forecasted to exceed their mobility target:**
  - OR 99E/Ivy Street
  - OR 99E/Pine Street
  - NE Territorial Road/N Redwood Street
  - S Township Road/Ivy Street
- **Roadway Segments forecasted to have Higher Delay:**
  - OR 99E – through downtown Canby
  - Side street approaches to OR 99E





# Safety Evaluation

## Total Collisions (total over 5 years)

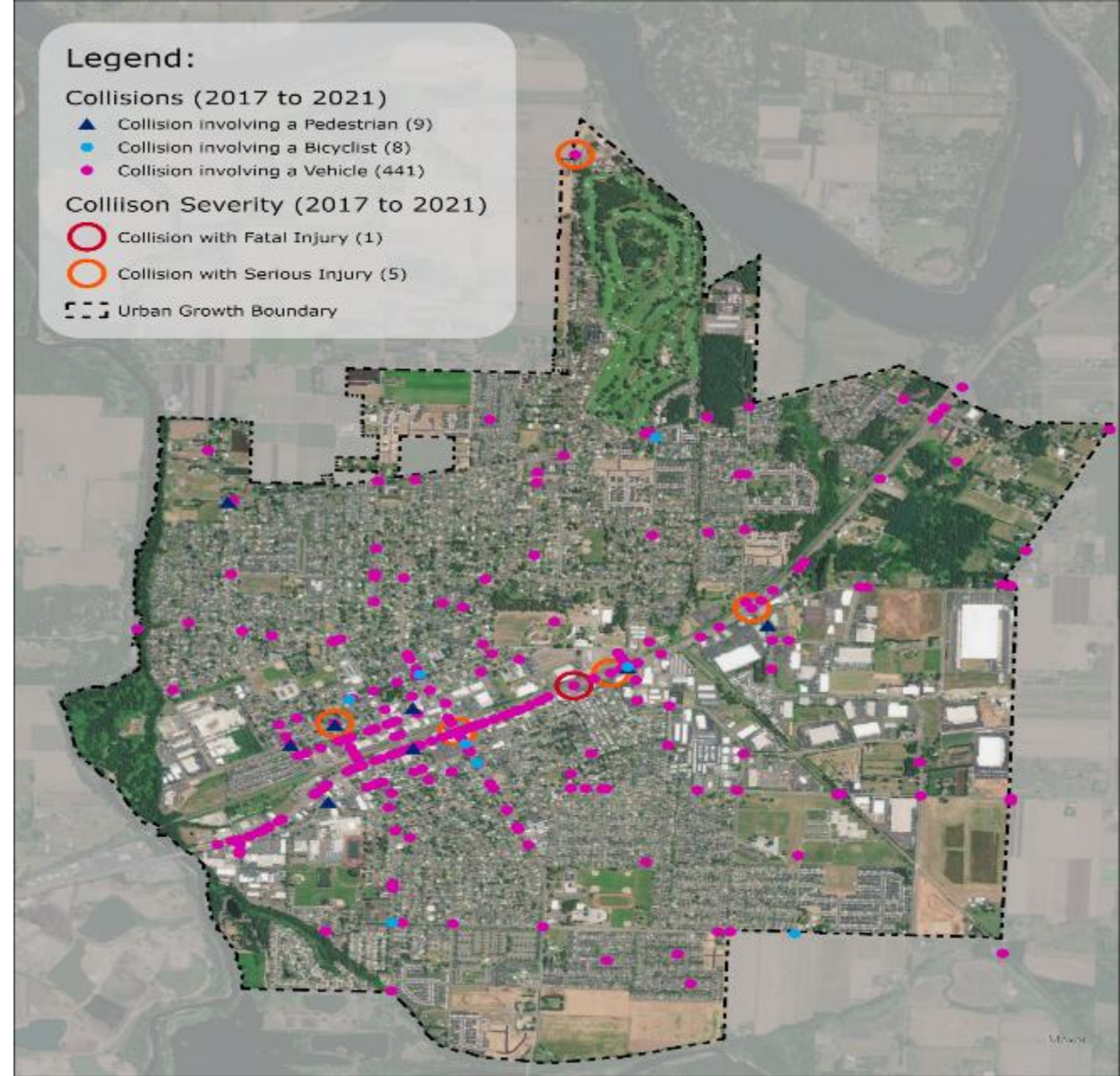
- Involving a Pedestrian: 9
- Involving a Bicyclist: 8
- Involving a Vehicle(s): 441

## Collision Severity

- Collision with fatal injury: 1
- Collision with serious injury : 5

## Areas of Concern:

- Segment of OR 99E from S Elm Street to Pine Street
- OR 99E and SW Berg
- OR 99E and S Ivy Street
- NW 3rd Avenue/N Cedar Street



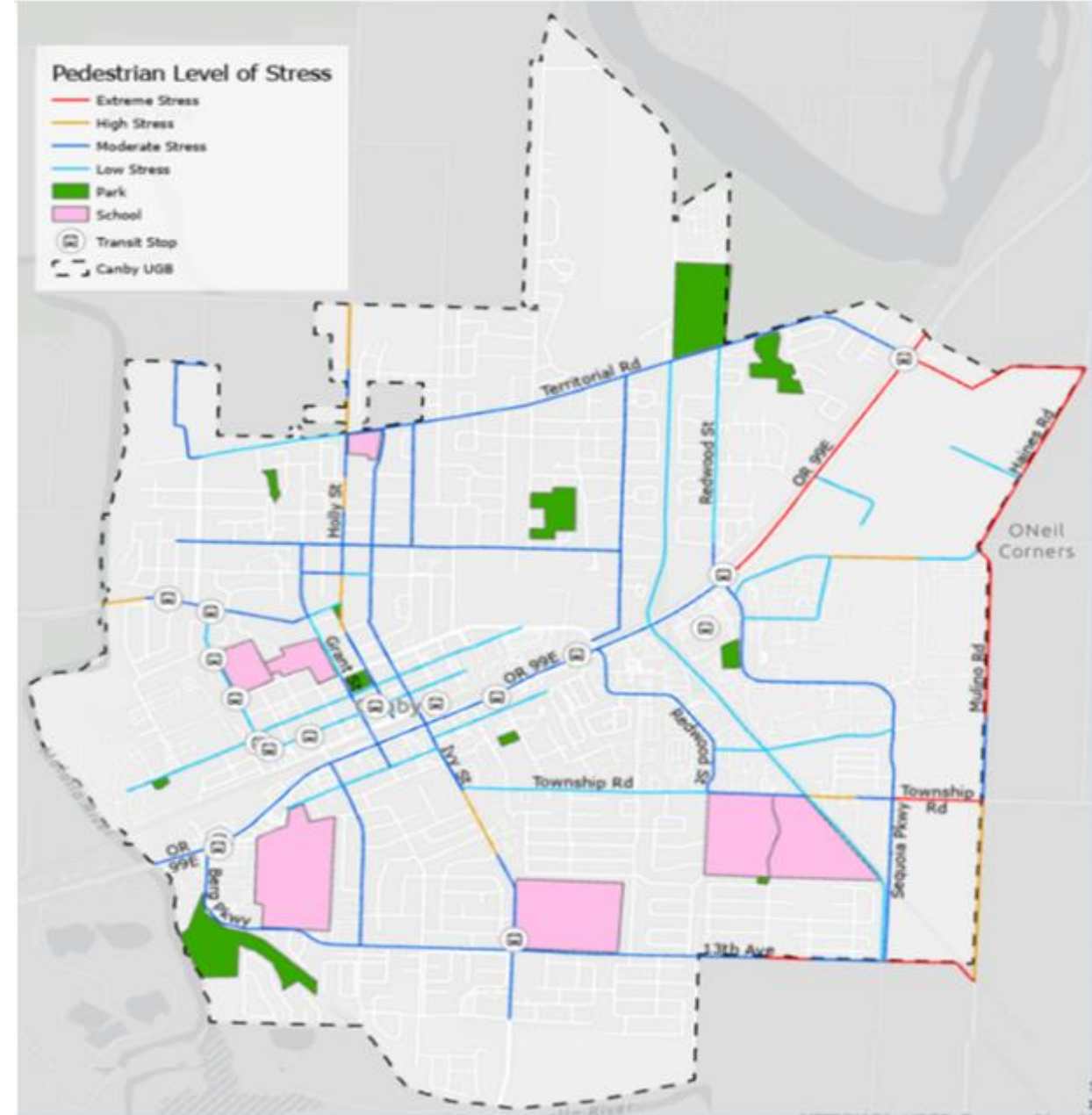
# Pedestrian Network Assessment

## Extreme or High Stress Miles:

- 17% of all facility miles analyzed in Canby
  - OR 99E
  - Mulino Road
  - Township Road

## Needs and Deficiencies

- Fill gaps in sidewalk network, especially near schools
- Provide safe crossings, especially on OR 99E, UPRR and collectors





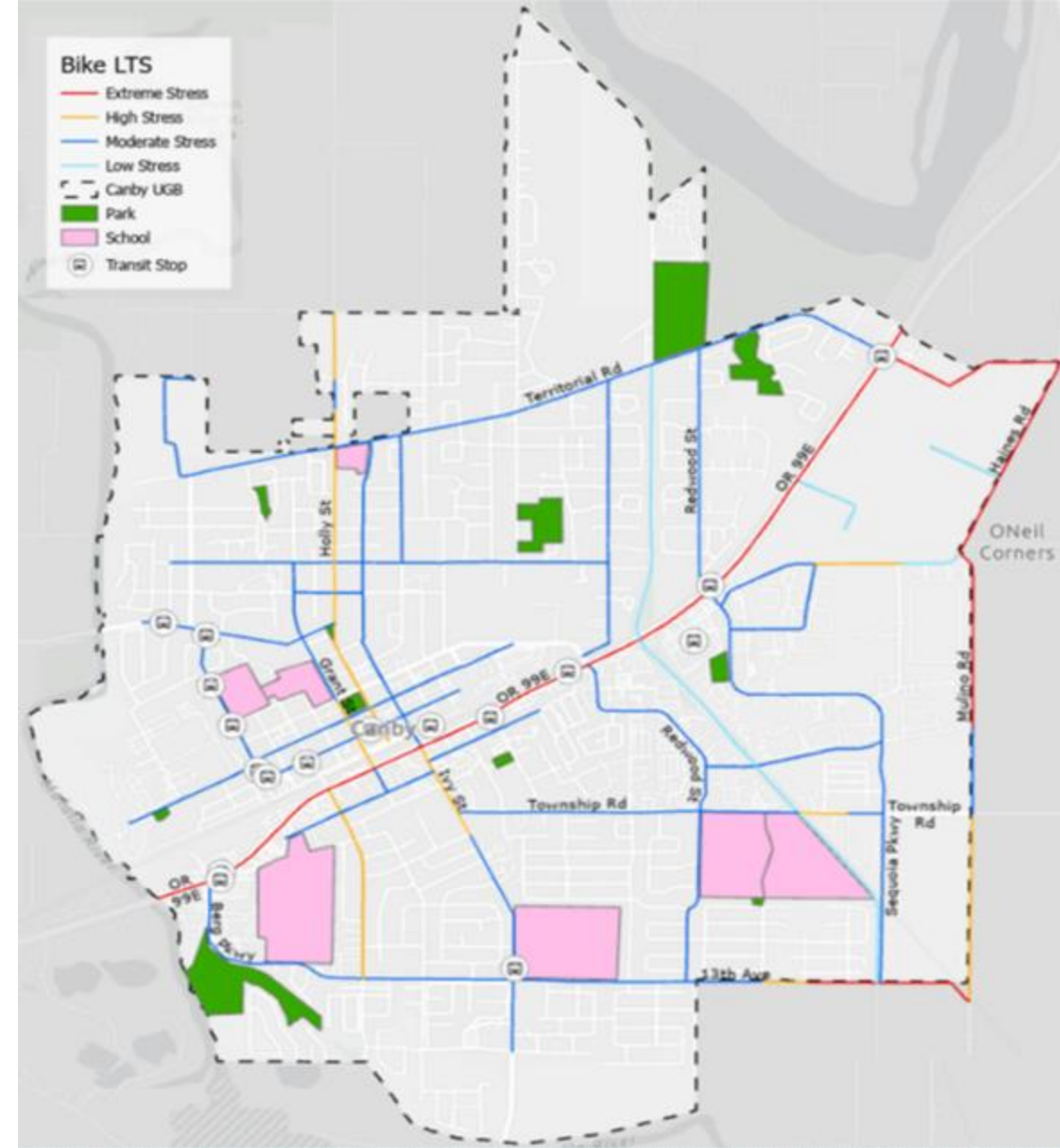
# Bicycle Network Assessment

## Extreme or High Stress Miles:

- 28% of all facility miles analyzed in Canby
  - OR 99E
  - Haines Road
  - Mulino Road
  - Holly Street
  - 13<sup>th</sup> Avenue

## Needs and Deficiencies

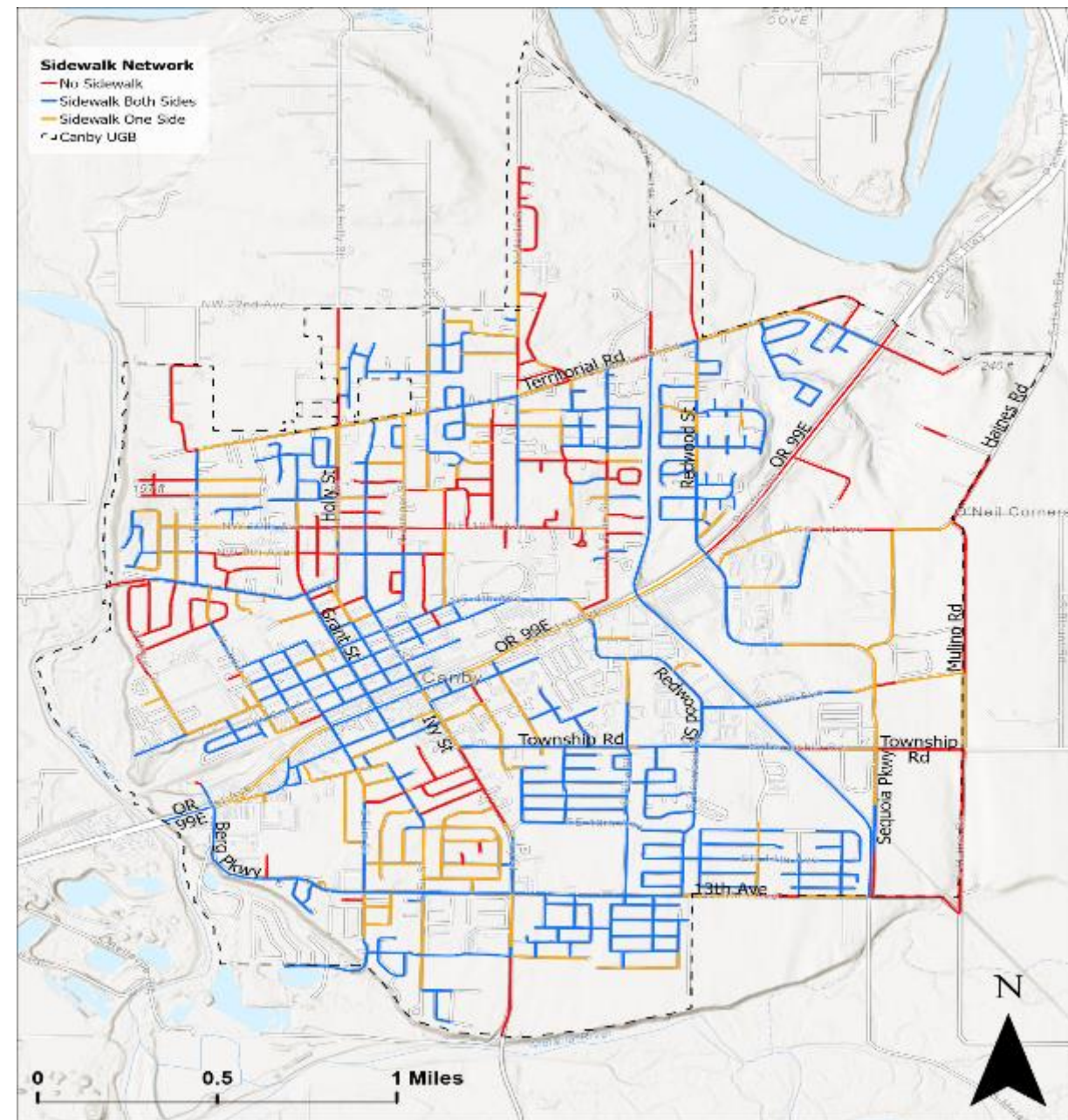
- Fill gaps in bike lane network
- Add buffers and/or physical barriers to enhance safety on bike lanes



# System completeness- sidewalks

## Incomplete Sidewalk Miles

- Total: 18 (23% of total lane miles)
- Near Transit Stops: 11 (20% of lane miles)
- Critical Gaps:
  - N Pine Street
  - OR 99E
  - Mulino Road

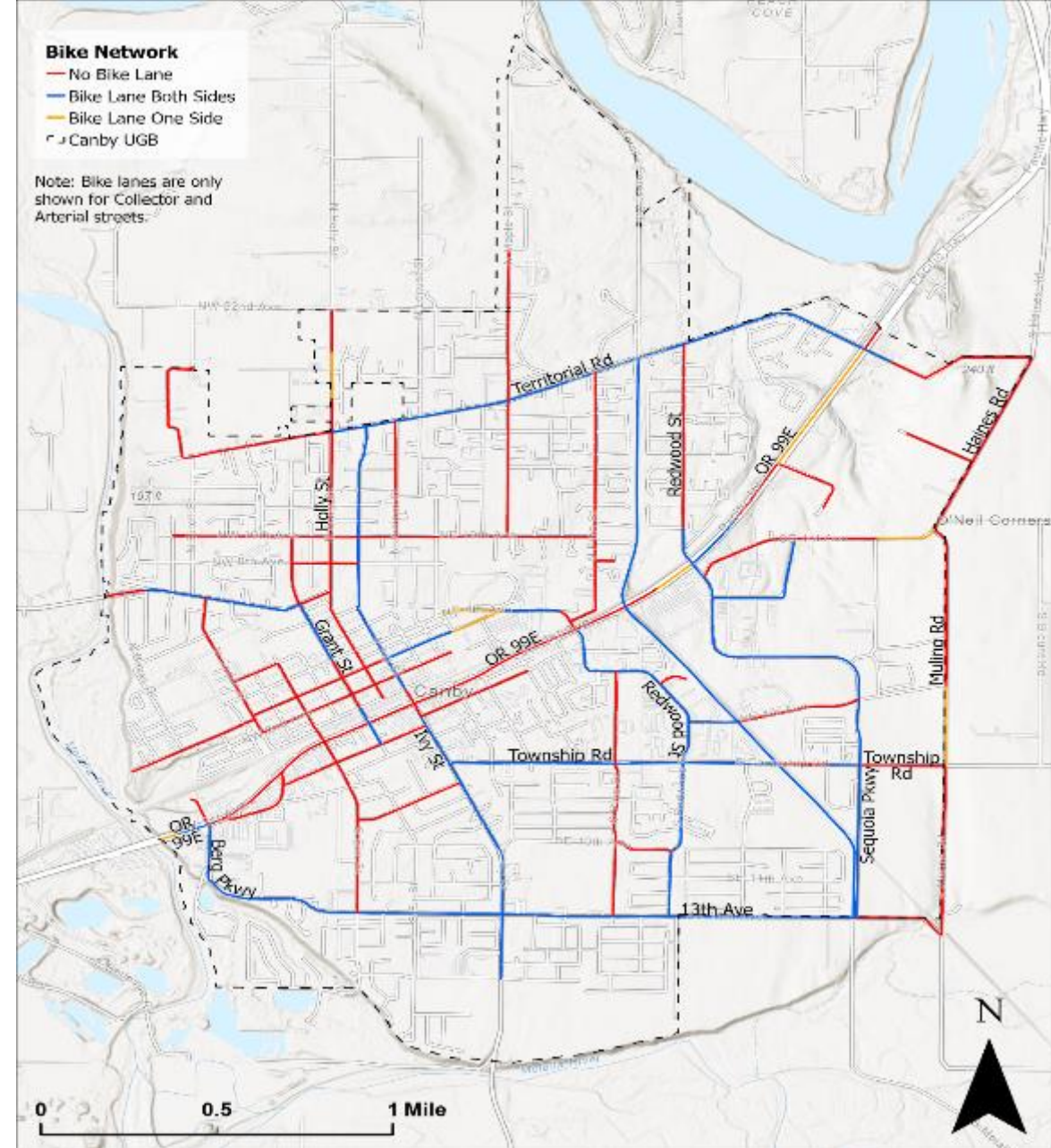




# System completeness- bikeways

## Incomplete Bikeway Miles

- Total: 28 (56% of total bikeway miles)
- Near Transit: 17 (55% of bikeway miles near transit)
- Critical Gaps:
  - OR 99E
  - Mulino Road
  - N Redwood Street

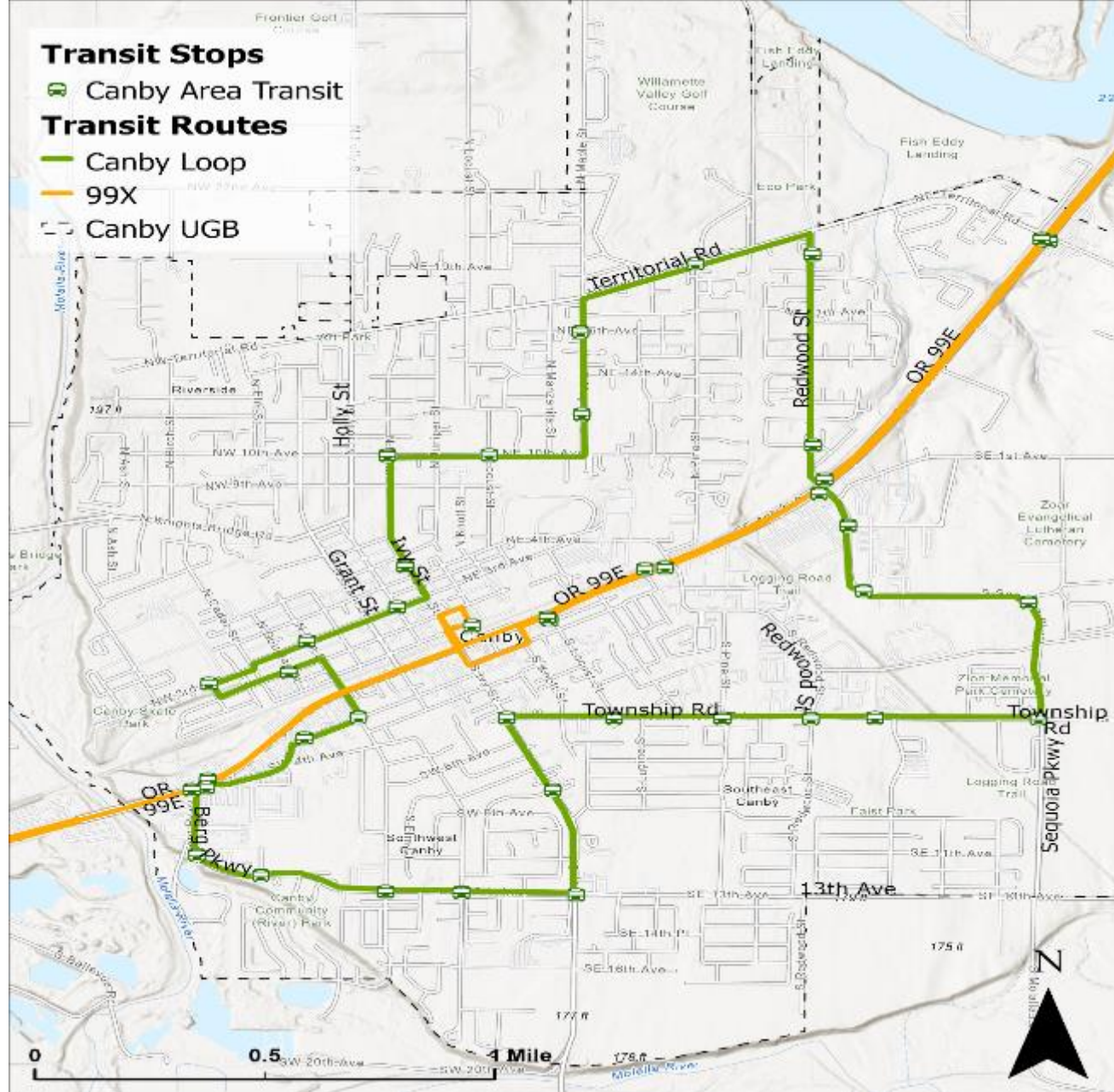


# Transit Access

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

## Access to Transit:

65% of households in the UGB are within ¼ mile of a bus stop along CAT routes.



# Group Exercise – Top constraints, issues, opportunities or big ideas

The transportation system performance evaluation completed as part of this TSP 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.

## Next Steps for the TSP

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.

# Next Steps



# Upcoming Dates

- July 17 – Housing Needs Analysis, City Council Hearing
- Summer TBD – Hispanic/Latino Summit
- Fall TBD
  - Council work session
  - PAC #5
  - Summit #5

# Thank you!

