

EXHIBIT A

MONROE TRANSPORTATION SYSTEM PLAN (2040)

The 2039 Monroe Transportation System Plan (2040 TSP) was initiated in conjunction with Benton County's Transportation Plan and completed in 2019. The completion of the 2039 TSP satisfies the requirements for Goal 12 and is timely. In 2018, the community developed a vision for the future, called Monroe Tomorrow, and a key component of this vision is developing an efficient and balanced multi-modal transportation system. The 2039 TSP supports that vision, addresses community needs, communicates the City's aspirations, and conforms to state and regional policies.

The Oregon Revised Statutes require that the transportation plan be based on the current Comprehensive Plan land uses and that it provides for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of the 2039 TSP was guided by Oregon Revised Statute 197.712 and the Department of Land Conservation and Development (DLCD) Transportation Planning Rule contained in Oregon Administrative Rule 660-012.

The TPR requires that alternative travel modes be given consideration along with the automobile, and that reasonable effort be applied to the development and enhancement of alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

Additionally, transportation planning in Monroe is shaped by opportunities and constraints as much as by transportation needs. Growth within the City and the surrounding South Benton Community increases travel demand and associated congestion, while the built environment also makes major roadway expansions costly to construct. At the same time that these costs rise, competition is high for scarce transportation funding resources. There is also a greater awareness of the negative impacts that come from creating an environment geared toward reliance on personal automobile travel. There is growing concern about greenhouse gas emissions as well as dependency on foreign oil and rising fuel costs. Reliance on automobile travel instead of active transportation, such as walking and cycling, is also one culprit in the rise of obesity, including among children. While there are myriad strategies to combat these issues, a critical role for transportation is the provision of a balanced, multi-modal transportation system.

These challenges—the built environment, high costs, limited funding, environmental impacts, and personal health issues—were significant in shaping the 2039 TSP. At the same time, they helped direct the plan toward opportunities to integrate Monroe's transportation system with regional and state investment plans; to promote land use patterns that support those investments; to minimize impacts to the local community; and, to provide Monroe residents with options for personal, recreational, and commute travel.

GOING FORWARD

Our Comprehensive Plan and TSP work together to set the POLICY framework guiding the growth and operation of the City's transportation system, as well as a refined set of specific projects identified for implementation to improve particular elements of the overall system. Combined with a strong emphasis on data collection, technology integration, and innovation, these policies and investments ensure that

the City can be proactive in identifying and addressing transportation needs. Monroe is taking a holistic approach to building a multi-modal system, from re-examining street designs to account for different neighborhood contexts when promoting safety, to continuing to emphasize access to walking, biking, and transit options to reduce overall dependence on the automobile for daily needs.

TRANSPORTATION – GOALS & POLICIES

SAFETY – Goal 1

Develop and maintain a transportation system that seeks to eliminate fatalities and serious injuries.

POLICY TR 1.1 Safety for All Modes. Develop and maintain the transportation system to enable users of all modes, including pedestrians, cyclists, drivers, and those taking transit, to be equally safe and comfortable.

POLICY TR 1.2 Pedestrian Network Safety. Improve pedestrian safety throughout the City, particularly near schools, transit stops and stations, public facilities, and street crossings.

POLICY TR 1.3 Safety Monitoring and Mitigation. Monitor the City transportation system to identify, prioritize, and mitigate safety issues, and improve high-crash locations for all modes.

POLICY TR 1.4 Education, Awareness, and Enforcement. Partner across agencies and departments to improve transportation system safety education, build awareness, and ensure enforcement across the community.

POLICY TR 1.5 Emergency Services. Require that major new developments provide both primary and secondary access for emergency services and residents/employees.

MULTI-MODAL – Goal 2

Provide a complete, connected, and efficient multi-modal transportation system.

POLICY TR 2.1 Multi-Modal Corridors and Facilities. Design transportation corridors and facilities that support and promote the use of multiple modes of travel to move people, goods, and services. Establish and enhance citywide networks for pedestrian, bicycle, automobile, transit, and freight traffic that are integrated and interconnected into a comprehensive, easily-navigable multi-modal system.

POLICY TR 2.2 Connecting Destinations. Provide multimodal transportation options within, between, and in close proximity to City Center, Regional Center, Transit Stations, Neighborhoods, the Highway 99W Corridor, and current and future major destinations.

POLICY TR 2.3 Low-Stress Alternatives. Develop pedestrian and bicycle-friendly alternatives to arterials and collectors for multi-modal travel to improve connectivity and serve local needs.

POLICY TR 2.4 Transit Expansion. Collaborate with local and regional transit providers to improve and expand transit service as needed, particularly the availability of frequent transit service including evening and weekend service, in all areas of the City.

POLICY TR 2.5 High-Capacity Transit. Coordinate with local and regional partners to expand high-capacity transit service where consistent with the City's needs and interests, to enhance

mobility options, increase overall transit use, and better connect local and regional employment, commercial, and residential areas.

POLICY TR 2.6 Bicycle and Pedestrian Facilities and Access. Improve and expand bicycle and pedestrian facilities that accommodate users of various abilities. Ensure safe and convenient access to existing and planned bike and pedestrian facilities, including bicycle parking, from nearby schools, transit, parks, public facilities, employment, and retail areas.

POLICY TR 2.7 Trails Connectivity. Connect local off-street trails with regional trail systems and local pedestrian and bicycle networks as part of an integrated transportation system.

POLICY TR 2.8: Reduce Conflicts. Ensure an adequate truck route network to reduce commercial/neighborhood conflicts.

TRIP REDUCTION – Goal 3

Reduce the number of motor vehicle trips and per capita vehicle miles traveled by providing viable travel options.

POLICY TR 3.1 Reduce Vehicular Miles Traveled. Foster the reduction of single-occupancy vehicular miles traveled to improve efficiency of the existing system.

POLICY TR 3.2 Mode Options. Plan an efficient transportation system that encourages users to choose modes and transportation alternatives that reduce single-occupancy car use.

POLICY TR 3.3 Transportation Demand Management. Support the use of Transportation Demand Management measures and incentives including carpools, vanpools, shuttle services, telecommuting, current and emerging technologies, parking strategies, and staggered work hours as a means of reducing transportation demand.

SYSTEM DESIGN – Goal 4

Plan and implement a City transportation system that accommodates current and future needs.

POLICY TR 4.1 Coordinate Land Use and Transportation. Align land use and transportation planning efforts to create an efficient and effective multi-modal transportation system that supports densities, land uses, and development types envisioned in the Comprehensive Plan, community plans, and/or other adopted land use plans.

POLICY TR 4.2 Functional Classifications. Organize the street network around a street classification hierarchy that describes how different types of streets address mobility and access to, through, and between different land uses.

POLICY TR 4.3 Standardized Cross-Section Designs. Develop and maintain standardized cross-section design standards for public streets that reflect intended land uses and design characteristics and envision future needs.

POLICY TR 4.4 Special Street Classification Design Standards. Establish specialized design standards when necessary to address unique context of individual streets and/or surrounding land uses. Allow deviation from standardized and special street classification design

standards where proposed designs support adjacent uses, address unique constraints, and provide for acceptable performance.

POLICY TR 4.5 Right-of-Way Protection. Identify and protect right-of-way for potential public use necessary to accommodate future needs and demands.

POLICY TR 4.6 Parking Supply. Establish and maintain context sensitive standards to ensure appropriate parking capacity for all modes, while also considering parking management for the efficient use of resources. Create area specific parking management plans where appropriate, and ensure parking standards address neighborhood livability and needed capacity to support development.

POLICY TR 4.7 Emergency Services Access. Require appropriate access to properties for emergency services vehicles throughout the City. Coordinate with law enforcement and emergency response agencies in the planning and design of transportation facilities and emergency response operations.

POLICY TR 4.8 Regional Consistency. Apply regional street design guidelines on streets identified in the Benton County Transportation System Plan within the context of local needs.

PERFORMANCE – Goal 5

Manage the City transportation system to maximize capacity while ensuring efficiency and safety.

POLICY TR 5.1 System Performance Standards. Meet system performance standards consistent with local and regional goals.

POLICY TR 5.2 Emerging Performance Measurements. Explore the feasibility and applicability of emerging methods of measuring and evaluating transportation system performance and safety.

POLICY TR 5.3 Address Congestion. Invest in the transportation system to manage congestion consistent with local performance and safety goals.

POLICY TR 5.4 Additional Capacity. Support additional capacity on arterials and highways, where appropriate, to relieve congestion and improve mobility.

POLICY TR 5.5 Development Impacts. Identify strategies and measures to proactively address projected impacts of new development, infill development, and redevelopment on local and regional transportation systems, including placing appropriate conditions of approval on land use decisions. And also, partner with ODOT every 5 years to conduct a traffic study to determine the impact on transportation.

POLICY TR 5.6 Systemwide Technologies. Collaborate with regional and state partners to develop, operate and maintain Intelligent Transportation Systems including coordination of traffic signals, transit prioritization, and the integration of other emerging technologies to improve the efficiency and safety of the transportation system.

POLICY TR 5.7 Preserve Investments in Transportation Facilities. Inspect, maintain, and manage transportation system assets to provide a system that is safe, reliable, and efficient over the long term.

ECONOMY – Goal 6

Utilize the transportation system to support and sustain local and regional economic development.

POLICY TR 6.1 Regional Role. Collaborate with regional partners to ensure that the City and regional transportation networks can support regional growth while maintaining livability and economic viability.

POLICY TR 6.2 Goods and Services Movement. Design the transportation system to facilitate the efficient movement of goods, services, workers, and equipment.

POLICY TR 6.3 Freight Industry Collaboration. Work with local and regional freight users and agency partners to understand their unique needs, and develop mutually-beneficial strategies and initiatives to improve freight mobility.

POLICY TR 6.4 Standards Compliance. Ensure compliance with federal, state, and local safety and design standards in the operation, construction, and maintenance of the transportation system to move freight and goods.

POLICY TR 6.5: Thriving Economy. Preserve and protect transportation corridors essential to the economic vitality of the city and region.

POLICY TR 6.6: Well Organized. Promote efficient and affordable ground transportation to existing regional airports (Portland, Eugene and Salem) and the Albany Amtrak Station

LIVABILITY – Goal 7

Integrate the transportation system with neighborhoods and places to increase livability and improve quality of life.

POLICY TR 7.1 Impact Mitigation. Design and manage the transportation system to mitigate significant potential livability and environmental impacts.

POLICY TR 7.2 Attractive Pedestrian Environment. Develop attractive pedestrian environments by coordinating sidewalks, landscape design, street trees, utility placement, safety features, lighting, transit stop amenities, and other streetscape amenities that support pedestrian use in compliance with applicable City standards.

POLICY TR 7.3 Minimize Unsafe Behaviors. Incorporate design features to decrease speeding and other unsafe behaviors on local and neighborhood routes.

POLICY TR 7.4 Health and Wellness Impacts. Promote positive health outcomes for individuals, families, and neighborhoods through investments in measures such as active transportation and physical activity, while reducing pollution and environmental impacts.

POLICY TR 7.5 Natural and Green Infrastructure. Increase integration of natural and green infrastructure into the transportation system, including street trees, pervious pavement, the use of vegetated storm water management, and alternative design techniques, where appropriate.

POLICY TR 7.6 Live Harmoniously. Encourage transportation services that preserve and protect scenic and natural resources.

POLICY TR 7.7 Resiliency. Plan for a transportation system that allows a community to absorb the impact of and quickly recover from natural disasters.

POLICY TR 7.8 Protect the Eco System. Protect Minimize conflicting uses on the transportation system that degrade neighborhoods.

POLICY TR 7.9 Disaster Preparedness. Develop a comprehensive Hazard Event Plan to implement the recommendations of the Transportation System Plan and to further refine community evacuation needs, designated routes, system standards, needed improvements, and potential funding.

FUNDING – Goal 8

Provide adequate funding for transportation system maintenance and enhancement.

POLICY TR 8.1 Transportation Financing Plan. Develop and maintain an overall Transportation Financing Plan that addresses planned long-term investments, prioritizes investments to meet community goals, and identifies stable funding sources and mechanisms.

POLICY TR 8.2 Capital Improvement Program. Develop and maintain a prioritized capital improvement program for transportation projects.

POLICY TR 8.3 Leverage Public and Private Investments. Identify opportunities to make public transportation investments that complement and leverage other public and private capital investments.

POLICY TR 8.4 Diverse Revenue Sources. Provide a cost-effective transportation system with a variety of revenue sources. Support exploration of creative, non-traditional transportation funding sources that align with City needs and priorities.

POLICY TR 8.5 Maintenance Funding. Include applicable transportation maintenance expenditures in short and long-term financing and capital improvement planning, and consider long-term maintenance costs as part of any proposed capital improvement project.

POLICY TR 8.6 Collaboration. Identify opportunities for partnerships and collaboration between departments and agencies to share resources and ease mutual financial and/or resource burdens where appropriate.

EQUITY - Goal 9

Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes.

POLICY TR 9.1: Develop a transportation system that ensures mobility to the transportation disadvantaged.

POLICY TR 9.2: Prioritize transportation projects that address the needs of citizens that are unable to afford housing in close proximity to employment and daily needs.

HEALTH - Goal 10

The transportation system should encourage healthy lifestyles.

POLICY TR 10.1: Recreation. Support access to public spaces and encourage active transportation and social interaction.

POLICY TR 10.2: Safe Routes to School. Facilitate healthy transportation options for students traveling to school.

POLICY TR 10.3: Regulate Emissions. Seek to limit or mitigate negative impacts of transportation projects, such as increased particulate emissions from vehicles.

POLICY TR 10.4: Teamwork. Work with the County to identify and promote opportunities to commute to and around the city by means other than single occupant vehicles.