BEFORE THE CITY COUNCIL FOR THE
CITY OF ADAIR VILLAGE, OREGON

An Ordinance Approving and  
Adopting the City of Adair Village’s  
Transportation System Plan (TSP) and  
Amending Section 9.700 Transportation  
of the Comprehensive Plan as Adopted  
by Ordinance 2015-02 for the  
City of Adair Village, Oregon

ORDINANCE NO. 2019-04

WHEREAS, a Transportation System Plan (TSP) is required by the State’s Transportation Planning Rule (TPR) documented in the Oregon Administrative Rule 660-012-0015; and

WHEREAS, Adair Village does not have an independent TSP and is bound by the goals and policies of Benton County’s Transportation System Plan (TSP) that was last adopted in November 1999; and

WHEREAS, the Adair Village Transportation System Plan (TSP) is a long-range plan that sets the vision for the City’s transportation system for the next 20 years and beyond; and

WHEREAS, Adair Village will use this information to periodically update their pursuit of state and federal grant funding and to prioritize their capital improvement list for City facilities.

WHEREAS, the TSP establishes new baseline conditions and identifies transportation strategies and improvements that will be necessary to address existing system deficiencies and accommodate growth through 2040.

WHEREAS, the 2019 TSP will be the transportation element of the City’s Comprehensive Plan and provides recommendations and appropriate amendments to various sections of the Transportation section of the Comprehensive Plan to address new data, growth and legislative changes; and

WHEREAS, the 2019 TSP will support the City’s Comprehensive Plan, Statewide Planning Goals, and other applicable regulations by developing a transportation system for all modes that will serve existing residential, commercial, and industrial uses and projected growth; and

WHEREAS, the Adair Village Planning Commission reviewed the TSP at multiple meetings and did hold a public hearing on October 15, 2019 recommending approval to the City Council; and
WHEREAS, the City Council held a public hearing on November 5, 2019 and believes that it is in the best interest of the City to adopt the Transportation System Plan (TSP) as the Transportation Element of the Comprehensive Plan and update Section 9.700 Transportation of the Comprehensive Plan; now, therefore,

THE CITY OF ADAIR VILLAGE ORDAINS AS FOLLOWS:

Section 1. The City of Adair Village Transportation System Plan (TSP) dated February 2019, is hereby adopted in its entirety.

Section 2. Section 9.700 Transportation of the City’s Comprehensive Plan is hereby amended to now read as follows:

SECTION 9.700 TRANSPORTATION

Statewide Planning Goal 12 reads: "To provide and encourage a safe, convenient and economical transportation system". In response to this goal, the transportation element of the Comprehensive Plan contains an inventory, recommendations and policies concerning streets and highways, mass transit, bicycle and pedestrian ways, and railroads for the Adair Village area.

The Adair Village Transportation System Plan (TSP), adopted by the city on November 5, 2019, is the transportation element of the Comprehensive Plan. The TSP is the long-range plan that sets the vision for the city’s transportation system for the next 20 years and beyond. The TSP was developed as a part of the Benton County’s TSP update process, which included local and countywide community and stakeholder input. The Adair Village TPS is based on the system’s needs, opportunities for future improvements to support the growing community, and anticipated funding. The TSP is used in a variety of ways, including to:

- Identify priority transportation investments
- Provide background information to assist in pursuing grant applications to supplement city funds
- Establish requirements applicable during proposed land use and development review
- Serve as the basis for the facility standards applied for new or upgraded system improvements
- Demonstrate needed resources required to provide a transportation system that can support expected growth

City Streets
William. R. Carr Avenue
- 60 ft. row Vandenberg to Arnold
- 50 ft. row Arnold to Columbia
- 50 ft. row Columbia to Daphne Ct.

Columbia Avenue
- 50 ft. row Wm. R. Carr to Azalea
- 40 ft. row Azalea to Cedar Lane

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Azalea Drive 40 ft. row
Cedar Street 40 ft. row
Laurel Drive 40 ft. row
Willamette Avenue 40 ft. row
Holly Lane 40 ft. row
Carman Place 40 ft. row
Barberry Drive 50 ft. row to Daphne Ct.

Daphne Court 50 ft. row
Hibiscus Drive 50 ft. row
John’s Place 50 ft. row
Box Elder Street 50 ft. row
Cori Court 50 ft. row
Mulberry Drive 50 ft. row
Newton Road 50 ft. row
Cherry Drive 40 ft. row
Hyacinth Court 50 ft. row
Dot Street 66 ft. row
Weigel Street 66 ft. row
Ronelle Court 66 ft. row
Berg Drive 66 ft. row

**Street and Highway Functional Classification and Standards**
The streets and highways element of the Comprehensive Plan establishes a four-fold functional classification system based upon the type of traffic a street is intended to carry.

- **Principal Arterials (formerly Highways)** carry regional traffic with origins and destinations outside the area.

- **Minor Arterials (formerly Arterials)** carry major local traffic between communities or nearby areas, or between community districts.

- **Major Collectors and Minor Collectors (formerly Collectors)** carry major local traffic between communities or nearby areas, or between community districts. Major Collectors typically carry higher traffic volume than Minor Collectors.

- **Local Streets (formerly Local Service Streets)** carry primarily local traffic seeking access to adjacent property.

**Arterials**
There are four county-maintained arterials in the Adair Village area, each of which connects with OR Highway 99 W. The most significant of these is Arnold Avenue that serves as the City's primary arterial, dividing the residential area to the north from the institutional area on the south side. The northeast corner of Arnold Avenue and William R. Carr has seen a small amount of commercial development that will also transition the northern neighborhoods with the evolution of the city’s
commercial core along William R. Carr between Arnold and Vandenberg Avenues. Arnold Avenue joins with Ryals Avenue east of the City at the railroad tracks that connects with Independence Road outside the Planning Area.

**Local Streets**
The remaining streets in the area are Local Streets. The Local City streets in the Historic Loops (Adair Meadows) area are Laurel Drive, Willamette Avenue, Holly Lane, Columbia Avenue, Azalea Drive and Cedar Lane. These streets are all undersized, allowing only one lane of one-way travel with one curbside-parking lane and sidewalks only on one side. This condition can cause traffic congestion and vehicle-pedestrian conflicts that may be hazardous. Parking is limited within the Loops area. Since street widening cannot be accommodated, off-street parking facilities may be needed as new development occurs. Carmen Place is a court between the west entrances to the two Loops.

All of the Local City streets in the Loops area have a 40-foot right-of-way width. Barberry Drive is the primary collector for the northern part of the City. It connects William R. Carr Avenue to the Adair Frontage Road via Box Elder Street. There are four courts and three streets other than Box Elder that feed into Barberry. They are Daphne Court, Hyacinth Court, Hibiscus Drive, Newton Road, St. John’s Place, Cori Court, and Mulberry Drive, which is a private street.

Local private streets serving the institutional area south of Arnold Avenue are, Marcus Harris, Santiam Lane, Ebony Lane, Birch Lane and Vandenberg Avenue.

**SECTION 9.720 MOBILITY AND CIRCULATION (MASS TRANSIT)**

**Existing Services**
The 99 Express was developed to serve Adair Village four times a day on weekdays. It connects with the Corvallis Transit System and the Linn-Benton Loop at the Corvallis Transit Center after stops at the Samaritan Medical complex and on 9th Street in Corvallis.

Local bus service is also available to Senior Citizens and the handicapped from the Benton County Dial-A-Bus system. No fare is charged but donations are accepted. The system is subsidized by the Benton County Parks and Recreation Department and operated by the Senior Citizens Council of Benton County. The Dial-A-Bus system is a demand-responsive bus system. It serves Adair Village when requested.

**Existing and Potential Bicycle and Pedestrian Ways**
The plans for the Adair County Park include pathway connections from the City to the park at Azalea Drive and Willamette Avenue. The Benton County Parks Department has also discussed plans to provide a bicycle and pedestrian way along Arnold Avenue interconnecting OR Highway 99, the City and the Adair County Park.

The increased traffic that will be generated by Park visitors from outside the Adair area, suggests that strong consideration should be given to providing a pedestrian and bikeway link from OR
Highway 99 W through Adair Village to the Adair County Park. With new development on the NE corner of William R. Carr and Arnold Streets, the city has secured additional right of way across the now developed land along Arnold Avenue. By the city acquiring this new right of way it has striped a continuous bike path from OR Highway 99 W along Arnold Avenue to the Adair County Park for bicycle travel. As sidewalk does exist along both sides of Arnold Avenue it abruptly ends on the north side of Arnold Avenue at the county park boundary. Future pedestrian access to the interior of the park needs to be extended to provide protected access for pedestrians and bicyclists.

SECTION 9.790 TRANSPORTATION GOALS & POLICIES

GOALS & OBJECTIVES

1. To provide a transportation policy plan as a guide for a systematic network of traffic ways related to the patterns and needs of community activity.

2. To provide and maintain a safe transportation system that minimizes risks and conflict.

3. To ensure that transportation investments serve everyone in the community, recognizing disparities in people’s access to transportation modes.

4. To provide and maintain a transportation system that encourages healthy lifestyles.

5. To plan for a transportation system that efficiently connects people with where they want to go.

6. To ensure that the transportation system supports a thriving economy.

7. To manage transportation assets efficiently and responsibly through informed and prudent investments.

8. To plan for a transportation system that allows the community to live harmoniously with the environment.

POLICIES & RECOMMENDATIONS

Safety Policies

1. Prioritize projects that enhance safe facilities for all modes.

2. Work to proactively improve areas where crash risk factors are present to reduce the frequency of crashes and to strive to eliminate crashes resulting in serious injuries or fatalities.

3. Work with the Corvallis School District to improve safe, multi-modal access to schools.

4. Require that major new developments provide both primary and secondary access for emergency services and residents/employees.

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Equity Policies

1. Develop a transportation system that ensures mobility to the transportation disadvantaged.

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

3. The City supports the Benton County Dial-A-Bus service as a necessary and needed transportation system for mobility-challenged citizens, including the elderly and those with disabilities.

Health Policies

1. Support access to public spaces and encourage active transportation and social interaction.

2. Facilitate healthy transportation options for students traveling to school.

3. Seek to limit or mitigate negative impacts of transportation projects, such as increased particulate emissions from vehicles.

4. Work with the County to identify and promote opportunities to commute to and around the city by means other than single occupant vehicles.

Mobility and Circulation Policies

1. Ensure that the transportation system facilitates appropriate travel modes.

2. Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through the city.

3. Coordinate with local agencies and providers to expand transit services to the city.

4. Ensure an adequate truck route network to reduce commercial/neighborhood conflicts.

Economic Development Policies

1. Preserve and protect transportation corridors essential to the economic vitality of the city and region.

2. Promote the use of freight rail and air service to reduce trucking activity on city roads.

3. Promote efficient and affordable ground transportation to existing regional airports (Portland, Eugene and Salem) and the Albany Amtrak Station.

Financial Stewardship Policies

1. Maximize the useful life of existing facilities by requiring development provide transportation improvements consistent with the standards in the adopted Transportation System Plan and proportionate to the expected impacts.

2. Maximize the cost effectiveness of transportation improvements by exploring creative funding, phasing, and coordination with other facility projects, as well as through strategic partnerships with other transportation providers.
3. Seek adequate and equitable long-term funding mechanisms.

**Environment Policies**

1. Encourage transportation services that preserve and protect scenic and natural resources.
2. Plan for a transportation system that allows a community to absorb the impact of and quickly recover from natural disasters.
3. Minimize conflicting uses on the transportation system that degrade neighborhoods.

**Railroad**

1. The railroad is recognized as a community resource for possible future passenger and freight service for the area. Expansion of its use is encouraged.

**Section 3. Enactment.** The Adair Village Council enacts this document as an amendment to Section 9.700 Transportation of the Adair Village Comprehensive Plan – Ordinance No. 2015-02.

**Section 4. Severability.** Should any section or portion of this Ordinance be held unlawful or unenforceable by any court of competent jurisdiction, such decision shall apply only to the specific section, or portion thereof, directly specified in the decision. All other sections or portions of this Ordinance shall remain in full force and effect.

**Section 5. Effective Date.** Passed by the City Council and approved by the Mayor of the City of Adair Village this 5th day of November, 2019, the Adair Village Transportation System Plan (TSP) and amended Section 9.700 of the Comprehensive Plan shall become effective on December 5, 2019.

City of Adair Village, Oregon, November 5, 2019

CITY OF ADAIR VILLAGE

[Signature]

MAYOR

[Signature]

CITY RECORDER/CITY ADMINISTRATOR

Approved as to Form:

[Signature]

City Attorney

First Reading: November 5, 2019

Second Reading: November 5, 2019

By Title Only

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