

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.

Although the major element of the transportation system is the street and highway network, the Plan seeks to strengthen all modes of transportation and thereby facilitate the improved flow of people, goods, and services.

It is important to recognize that transportation systems function as more than systems for the safe and efficient movement of people and goods. They also become the basic structural and organizational framework on which a community grows and develops. The Comprehensive Plan recognizes this interrelationship with other plan elements and seeks to improve it through recommended improvements to the primary transportation system.

Changes to the transportation system can have a wide variety of economic, social and environmental impacts. Major transportation facilities should efficiently meet economic and social needs, without disrupting urban social units, unique natural resources, or cohesive land use districts.

SECTION 9.710 STREETS AND HIGHWAYS

Streets, Highways and Land Use

The streets and highways element of the Comprehensive Plan has a two-fold purpose. First, to provide an efficient circulation system for the community. Second, to function as an organizational framework for community growth and development. Streets and highways must therefore compliment other elements of the Plan to form a coordinated and comprehensive planning program for the community.

Street and highway policies can affect the overall direction and pace of urban growth, can help determine appropriate areas for differing land uses, and can influence the character of individual neighborhoods.

As the street and highway network changes, traffic patterns also adjust and seek the most convenient route. As route choices increase, individual street traffic decreases. If choices are limited, traffic increases. As traffic increases, adjacent livability is affected due to such problems as noise, air pollution, traffic hazards and parking problems.

Discontinuous streets, stop streets, and curved streets discourage traffic and increase adjacent livability. Through streets, on the other hand, encourage traffic, which then becomes an attraction for commercial developments. As commercial developments occur along major thoroughfares, efficient movement of traffic decreases due to commercial access conflicts.

The interrelationship of street and highway networks with land use development patterns is clearly evident and requires careful coordination to achieve the desired goals and objectives of the Comprehensive Plan.

Table 9.700 A outlines the existing streets and highways and the agencies responsible for them.

TABLE 9.700 A
Adair Village Planning Area - Streets and Highways

State Highway

Pacific Highway Federal Aid Primary	120 ft. row width - 4,700 In.ft. West border of the City
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City Access at Arnold Ave
and Vandenberg Ave.

Adair Frontage Road Federal Aid Primary	60 ft. row width - 700 In.ft West border of City UGB
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City Access at Newton Rd.
And Kiwi Lane

County Streets

Arnold Avenue	60 ft. row - 1,600 ft. in City
Ryals Avenue Area	100 ft. row within the Planning

Federal Aid Secondary Tampico Road Area	100 ft. row within the Planning
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Arboretum Road Area	80 ft. row within the Planning
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Calloway Drive Area	60 ft. row within the Planning
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Leslie Place Area	50 ft. row within the Planning
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Tanya Place Area	50 ft. row within the Planning
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Lorri Place Area	50 ft. row within the Planning
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City Streets

Wm. R. Carr Avenue	60 ft. row Vandenberg to Arnold
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	50 ft. row Arnold to Columbia 40 ft. row Columbia to Barberry
Columbia Avenue	50 ft. row Wm. R. Carr to Azalea 40 ft. row Azalea to Cedar Lane
Azalea Drive	40 ft. row
Cedar Lane	40 ft. row
Laurel Drive	40 ft. row
Willamette Avenue	40 ft. row
Holly Lane	40 ft. row
Barberry Drive	50 ft. row to Daphne Ct. 60 ft. row from Daphne Ct north
Private City Streets	
Educational Facilities District	
Marcus Harris	Private Easement
Santiam Lane	Private Easement
Ebony Lane	Private Easement
Birch Lane	Private Easement
Fish and Wildlife Department Property	
Vandenberg Avenue	60 ft. row to Wm. R. Carr Private Easement South Boundary of City
Purple Vetch Lane	Private Road

Traffic Volumes

Table 9.700 B shows traffic volumes for the roads and highways in the Adair area. Traffic volume on Pacific Highway 99 West at Adair Village has increased from 4,950 vehicles a day in 1979 to 12,100 vehicles a day in 1999. The State Highway Department has no projections of future traffic volume for Highway 99 West at Adair Village, but using the Department's 20-year, rule-of-thumb growth factor of 1.9, indicates traffic on Highway 99 West at Adair Village, but using the Department's 20-year, West could exceed 23,000 vehicles per day by the end of the planning period. However, this is a rough estimate. Development in Adair Village, Corvallis and cities north of Adair Village could alter estimates substantially. Also it is uncertain what the future impact of energy costs will have on traffic levels.

TABLE 9.700 B
Adair Village Area - Traffic Volumes

<u>Highway/Arterial</u>	<u>Average Daily Traffic (ADT)</u>	<u>Year</u>	<u>Average Daily Traffic (ADT)</u>	<u>Year</u>
Pacific Highway 99 West				
@ Benton-Polk County Line*	4,300	1979	7,600	1999
@ Camp Adair Road (2 miles N of Adair Village)	4,300	1979	7,400	1999
@ Adair Village (South of Arnold Ave)	4,950	1979	12,100	1999
Arnold Avenue				
Between U.S. 99 West and Wm. R. Carr St. Ryals Ave.	1,198	1979	1,150 1,000	1985 1993
Ryals Avenue				
@ U.S. 99 West	208	1979	200	1991
@ Independence Road*	525	1979	700	1989
Tampico Road				
@ U. S. 99 West	525	1978	700	1989
@ Soap Creek*	263	1978	400	1991
Arboretum Road				
@ South end*	624	1977	600	1991
@ North end	137	1977	200	1991
Wm. R. Carr Ave.	200	1979	250	1981

Source: ODOT & Benton County

Arnold Way, the City's main access arterial to Highway 99 West, also serves as the main access to the Adair County Park. The Park could increase the average daily traffic on Arnold Way by 300 vehicles on an average day and by 1,000 vehicles on a peak day.

Ryals Avenue connects Pacific Highway 99 West with Independence Road south of Arnold Avenue serving as a bypass around the southern end of the City but carries

limited traffic at this time. The average daily traffic on Ryals Avenue remains relatively slight. However, it does provide access to the Albany area from the Adair Village area and could be impacted by increased development in Adair Village and increased usage in the Adair County Park.

Tampico Road is another major arterial in the Adair Village Planning Area connecting to Pacific Highway 99 West. Traffic on Tampico Road at Highway 99 West has increased only slightly due to development limitations on rural lands in Benton County.

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.

Highways carry regional traffic with origins and destinations outside the area.

Arterials carry major local traffic between communities or nearby areas, or between community districts.

Collectors carry traffic between sub-areas or neighborhoods of the community and between arterials.

Local Service Streets carry primarily local traffic seeking access to adjacent property.

The Adair Village Land Use Development Code (Code) establishes the minimum right-of-way, and roadway widths.

The City should maintain an ongoing street improvement program for all City streets and should cooperate with county, state and federal agencies to provide needed improvements to streets that extend beyond municipal jurisdiction.

Street improvements for Adair Village should include the following goals:

1. Minimum right-of-way widths should be provided in conformance with the City's Development Standards.
2. Pavement widths should be provided in conformance with the City's Development Standards.
3. Curbs, gutters, storm drainage and underground utilities should be provided throughout the community.
4. Sidewalks with street trees and landscape buffers between walks and curbs should be provided.
5. A logical continuation of collector and arterial streets should be provided for.
6. Curvilinear and discontinuous streets in residential districts should be utilized to discourage through traffic.

7. Future right-of-way expansion potentials should be protected by setback requirements and zoning Code standards coordinated with the Comprehensive Plan.

In order to implement the City's street improvement program, the City should seek funds from the State Highway Division or other state agencies.

In addition to carrying out improvements to existing City streets, the Plan recommends future extension of Columbia Avenue and Tampico Road as part of the City's long range plan.

Highways

Highway 99 West bisects the Planning Area from north to south. This highway is the major thoroughfare linking Corvallis and the Monmouth-Independence area of Polk County. From Monmouth, Highway 99 West continues north to McMinnville and Portland.

Highway 99 West is part of the Federal Aid Primary System and is maintained by the State of Oregon. The highway adjacent to Adair is two-lane with a central turn lane and is in good condition. All of the incorporated area of Adair Village abuts the highway on the east side. The major issues related to the highway include traffic safety, access, access control, and adjacent development controls. The Benton County Plan states that access control and frontage road development should occur in developable areas bisected by a highway such as Highway 99 West.

Arterials

There are four county-maintained arterials in the Adair area, each of which connects with Highway 99 West. The most significant of these to the City is Arnold Avenue which serves as the City's primary arterial, dividing the residential area to the south from institutional area to the north. Arnold Avenue joins with Ryals Avenue east of the City at the railroad tracks which connects with Independence Road outside the Planning Area.

Ryals avenue is a county-maintained road which is part of the Federal Aid Secondary System. Ryals Avenue serves two functions. The western segment, which skirts the Oregon Game Commission property on the south boundary of the City, serves in part as a southern bypass around Adair. The eastern segment, connecting Arnold Avenue and Independence Road, provides Adair Village with access to the growing North Albany area.

Tampico Road and Arboretum Road are the other two county-maintained arterials. Tampico Road links the Soap Creek area and parts of southern Polk County with Highway 99 West. Arboretum Road is part of the original old Highway 99 West that has now been bypassed in this segment by the present highway.

If future urban development occurs west of Highway 99 West, the basic street extension alternatives appear to be:

1. Allow urbanization to occur on both sides of Highway 99 West without a cross-traffic tie, creating a split community separated by a limited access highway. A split community is difficult but not impossible. Many communities are divided by

highways or railroads and are able to function, but it is not the preferred planning strategy

2. Extension of Arnold Avenue west across the Highway 99 West creating an intersection with the private road, Blake Lane that connects to Tampico Road. This would provide a good intersection for the Tampico Road area connecting both sides of Highway 99 West if urban expansion occurs in the Tampico Road area.

Collectors

Three interconnected roads are designated as City Collector Streets. Vandenberg Avenue and its connection to Wm. R. Carr Avenue and Wm. R. Carr Avenue's connection to Barberry Drive and Barberry Drive's connection to the Adair Frontage Road in the Creekside residential development are the City's Collector Streets.

Vandenberg Avenue, provides an alternate eastern access to Highway 99 West from the City and links Wm. R. Carr Avenue to Arnold Road, the Adair Meadows area and the newly developing Creekside residential area north of Bowers Slough. Wm. R. Carr Avenue is the major collector for all local residential streets in the City.

Vandenberg Avenue and Wm. R. Carr Avenue from Highway 99 West to Arnold Road has a 60 ft. right-of-way. Wm. R. Carr Avenue from Arnold to Barberry has a 50 ft. row and Barberry has a 50 ft. row width to Daphne Court and 60 ft. north of Daphne.

Local Streets

The remaining streets in the area are Local Streets. The Local City streets in the 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. This condition can cause traffic congestion and vehicle-pedestrian conflicts that may be hazardous. Parking is limited within the Adair Meadows area. Since street widening cannot be accommodated, off-street parking facilities may be needed as new development occurs.

Daphne Court in the Creekside residential development is a new Local Street

All of the Local City streets in the Adair Meadows area have a 40 foot right-of-way width. Daphne Court has a 50 foot right-of-way width.

Other future Local Streets in the Urban Growth Area north of the City will connect with Barberry Drive that will connect to the Adair Frontage Road.

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

MASS TRANSIT

Approximately 25 percent of the energy consumed in Oregon is consumed by the private automobile. The provision of mass transit can help in reducing this energy consumption.

Existing Services

The residents of Adair Village have limited access to public bus services.

Local bus service is 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. The only other bus system in Benton County is the Corvallis bus system that operates almost solely within the confines of the City of Corvallis.

Future Needs

Local transit service for residents of Adair Village is only available to Senior Citizens and handicapped persons. As discussed in the Population and Economy Element, many people living in Adair Village commute to work in Corvallis and Albany. These two cities also serve Adair residents as shopping and entertainment centers. Additional public mass transit service to Adair would be a convenience for many residents, particularly youth, elderly and people of low income. It would also assist in the conservation of energy, the reduction of air pollution, and the improvement of overall community livability.

Sometime within the planning period, a regularly scheduled public bus service to Adair Village should become a possibility, particularly with expanded use of the Adair County Park. A regularly scheduled public bus service to major communities in Benton and Linn counties would be of benefit to the citizens of Adair Village. Such a system would require cooperation by all governmental bodies within Linn and Benton counties.

SECTION 9.730 BICYCLE AND PEDESTRIAN WAYS

Bikeways and pedestrian ways are elements of a balanced transportation system. Bikeways can help meet daily travel needs and can particularly contribute to meeting recreation needs. Bikeways help in the conservation of energy and contribute to overall physical fitness.

Types of Bikeways

Funds are available from the Oregon State Highway Division for the construction of bike and pedestrian ways. The Division uses a three-fold classification system for bike and pedestrian ways. The classes are:

Class I: A separate trail for joint use by bicyclists and pedestrians.

Class II: A route that is adjacent to the travel lane of motorized traffic, but provides a physically separated through lane for bicycles and pedestrians (i.e. sidewalk).

Class III: A route that shares the roadway with motor vehicles. Routes are designated by signs, striping, or other visual markings only.

Existing and Potential Bicycle and Pedestrian Ways

The Highway 99 West passes along the western edge of the City. This federal Aid highway provides bicycle access to Adair Village from other areas of Benton and Linn Counties with direct links to Corvallis and McMinnville providing bicycle access to the Adair County Park.

There is a designated bicycle way in Adair Village along the north side of Arnold Avenue leading to the Adair County Park. A footpath exists, linking Columbia Avenue and Laurel Drive through the playground which lies between these two streets.

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 the Highway 99 West, 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 be given to the provision of a pedestrian and bikeway link from the Highway 99 West, through Adair Village, to the Adair County Park. Such a link could be provided by securing an easement across the vacant land along Arnold Avenue, creating a bike and pedestrian path. An alternative could be the striping of Arnold Avenue for bicycle travel. Allowing for the provision of a bicycle and pedestrian access to the park could reduce potential auto traffic while providing protected access for pedestrians and bicyclists.

As the community continues to develop, the City should include the need for future bicycle and pedestrian pathways in the planning review process. Any major development proposals should include consideration of these pathways.

The provision of pathways can often be combined with the preservation of open space greenways. Preservation of greenways is particularly desirable along Bowers Slough on the northern edge of the City. A pathway provided in conjunction with such a greenway could be connected into Azalea Drive and the system of trails planned for the Adair County Park.

SECTION 9.740

RAILROADS

A single-track Willamette & Pacific Railroad line lies just east of the City of Adair Village and forms the eastern boundary of the Adair Village Planning Area. The Willamette & Pacific Railroad operates 184 miles of former Southern Pacific/Union Pacific branch lines west of the Union Pacific main line linking communities west of the main line.

There is no passenger service. The AMTRACK station nearest to Adair Village is located eight miles away at Albany. The North Benton County Plan calls for "serious

consideration to be given to possible future utilization of the railroad for passenger and commuter transportation, as well as increased freight transport usage."

The North Benton Plan points out that rail passenger transportation is potentially a more efficient utilization of energy resources and land right-of-way resources than the automobile. Recognizing this, the State Department of Transportation is presently endeavoring to encourage increased passenger rail travel in the Willamette Valley and has begun an experimental state-subsidized expanded service. The experiment will help determine the direction for future passenger rail service in the Willamette Valley. The Corvallis-Adair Village area is off the main Eugene-Albany-Salem-Portland route therefore passenger rail service to the Corvallis-Adair area is doubtful.

The Willamette & Pacific line that passes by Adair is not the primary Union Pacific line but it does provide a resource for existing and future industrial site and the freight needs of the area. There are no sidings at Adair Village, but a siding does exist at the Adair Industrial Park northeast of the City.

Ryals Avenue crosses the Willamette & Pacific track immediately east of the Adair County Park. With increased traffic at the Park, the crossing may pose a potential hazard that will have to be considered.

SECTION 9.790 TRANSPORTATION GOALS AND POLICIES

Goals and Objectives

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.

Policies and Recommendations

General Policies

1. The City shall seek to develop a balanced transportation system that includes all transportation modes appropriate to the City's needs.
2. Transportation proposals shall be reviewed to determine whether they enhance or deter the overall growth policy for the Urban Growth Area.
3. Transportation proposals shall be reviewed to minimize adverse social, economic, energy and environmental impacts and costs.

New Public Transportation Policies

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New policy 1: The City shall design new streets and retrofit existing streets to reflect the character, village scale, and development pattern of Adair Village. The City shall consider appropriate design details—curb-less streets and sidewalks that manage stormwater, for example—that reinforce the image, identity, and character of Adair Village.

New policy 2: The City shall design new streets and retrofit existing streets to be as safe as possible to pedestrians, drivers, and passengers through passive design features that limit excess speed and engage driver attention.

New policy 3: The network of sidewalks and pedestrian rights-of-ways represents an extension of the City's streets. The Comprehensive Plan shall establish a connectivity standard that facilitates pedestrian travel. Walking should be the convenient first choice for all trips under one-quarter mile in distance.

New policy 4: The network of streets shall also serve as a network for bicycle transportation. Bikes should be the convenient first choice for all trips under one-half mile in distance.

New policy 5: Provide for a network of collector and local streets to provide a range of choices for traveling within Adair Village.

New policy 6: The City shall establish standards for block length and/or perimeter, the use of pedestrian rights-of-way, and limitations on the use of dead-ends and cul-de-sacs. Revise the Comprehensive Plan to discourage cul-de-sac development and discontinuous streets. Where cul-de-sac development and discontinuous streets already exist, encourage the provision of through-block pedestrian and bike paths.

New policy 7: Establish a hierarchy of streets that provide connectivity for all residents and for all modes of transportation.

New policy 8: Adopt context-sensitive design standards from the AASHTO Green Book and the ITE Manual for Context Sensitive Solutions for the Design of Major Urban Thoroughfares as the primary criteria for street design.

Streets & Highways

1. Future streets and highways shall contribute to the creation of an efficient circulation network and provide for convenient movement of traffic and access to all parts of the community.
2. The circulation network shall help encourage compact community development, without disrupting or bisecting areas with a natural unity.
3. The street element of the Comprehensive Plan shall be the Official Street Map for the City of Adair Village.
4. The Street and Highway Functional Classification System and Standards for "highways", "arterials", "collectors", and "local service streets" shall apply.
5. The City shall investigate alternatives to improve traffic and safety conditions on existing City streets and shall develop standards for new streets to prevent traffic congestion and hazards.

6. The City shall cooperate with the County and State to guarantee that safety conditions on County and State roads are maintained for the protection of area residents.
7. Arterials shall provide for the convenient movement of traffic around the periphery of main concentrations of community activity.
8. The use of land adjacent to arterials shall not be allowed to conflict with the safe and efficient movement of traffic.
9. Arnold Avenue shall be preserved and maintained as the City's primary Arterial Street.
10. Collector streets shall provide for movement within the City's neighborhoods and collect and distribute traffic from arterial streets and highways.
11. Wm. R. Carr Avenue and Barberry Drive shall be preserved and maintained as the City's Primary Collector Street and shall be connected to the Adair Frontage Road when extended to serve the North Urban Growth Area.
12. Local residential streets shall be designed and constructed to discourage through traffic within residential neighborhoods.
13. Existing local residential streets of narrow width shall not be widened. Increased street width would eliminate off-street driveway parking and reduce needed front yard space.
14. Marcus Harris and Vandenberg Avenue should be designated as public streets if the City expands south into some of the Fish & Game Commission property.
15. New streets shall provide a logical continuation of the existing street system.
16. The alignment of new streets shall be determined with consideration given to existing property lines, natural features and maximum land utilization.
17. New streets shall provide for a logical pattern of street names and addresses.
18. Existing and proposed street alignments and right-of-ways shall be protected from encroachment by future developments through adherence to the standards and review criteria of the Development Code.
19. Hillside developments shall be designed for a minimum of cut and fill to avoid adverse environmental conflicts wherever possible.

Mass Transit

1. The City has a need for a public transit system to transport area residents to nearby urban centers and shall encourage development of a regional transit system.

2. The City supports the Benton County Dial-A-Bus service as a necessary and needed transportation system for elderly and handicapped citizens.
3. The City supports the need for Adair Village to be included in a general inter-city bus service.
4. The City shall support additional mass transit services to meet the transportation needs of the community and to assist in the conservation of energy, the reduction of air pollution and the improvement to overall community livability.
5. The City shall support the provision of improved mass transit services to meet the needs of the transportation-disadvantaged, including those individuals who have difficulty in obtaining transportation because of their age, income or physical or mental disability.
6. The City shall work with and support efforts by other governmental agencies or private industry interests concerned with future regional public transit within the Linn-Benton County area.

Bicycle & Pedestrian Ways

1. The City shall develop a bikeway and pedestrian plan in the future, as part of its on-going planning program.
2. In developing the bicycle and pedestrian plan, consideration shall be given to relating bike and pedestrian pathways to the Adair County Park, the City park and playground, and future potential greenways and buffers.
3. The bike and pedestrian plan shall contain a priority list of future bike and pedestrian ways.
4. The Planning commission shall include consideration of bicycle and pedestrian needs as part of the project review procedure.
5. The City shall continue to provide and improve sidewalks and pedestrian ways as part of its continuing street improvement program.
6. The City shall cooperate with the County in providing connections or extensions to future bike or pedestrian ways within the Planning Area.

Railroad

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