



# Oregon

Kate Brown, Governor

Department of Transportation

Region 2, Area 4 Office  
3700 SW Philomath Blvd  
Corvallis, OR, 97333

**DATE:** August 31<sup>th</sup>, 2022

**TO:** Patrick Depa, Associate Planner, Benton County  
Patrick Wingard, Regional Representative, DLCD  
Pat Hare, City Manager, City of Adair Village

**FROM:** James Feldmann, Sr. Transportation Planner

**SUBJECT:** Proposed UGB Expansion involving Benton County and Adair Village

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Thank you for the invite to the June 14, 2022 meeting regarding the proposed Urban Growth Boundary expansion of the Weigel property (bounded by highway OR 99W to the west, Ryals Avenue to the north, Crane Lane to the south and the rail line to the east) involving Benton County and the City of Adair Village.

Region 2 Traffic Engineering, Roadway Engineering, and Planning & Development Review staff received a question after the meeting regarding ODOT's perspective on locating the UGB expansion east of the highway versus an alternative location west of the highway that avoids resource lands. Here are our comments on that subject:

- Highway intersections in the vicinity of Adair Village (e.g., Ryals Avenue and Tampico Road) are not expected to be improved with traffic signals or roundabouts in the near-term. An urban growth boundary expansion on the west side of the highway would create new motor vehicle, bicycle, and pedestrian trips across the highway between existing City destinations (e.g., city hall, businesses, parks, and school) and newly urbanized west side residential areas. The increased number of trips across the highway (especially for walking and biking) may present a safety concern without intersection improvements. Maintaining urbanization on the east side is expected to minimize such highway crossings.
- Region 2 Traffic Engineering would discourage any new urban access along the west side of the otherwise rural highway where the posted speed is 55 mph.

Let me know if you have any additional questions regarding this subject.