

## **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 & HIGHWAYS**

### **Streets, Highways and Land Use**

The street and highway element of the Comprehensive Plan has a two-fold purpose. First is to provide an efficient circulation system for the community. Second is 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**

OR (Pacific) Highway 99 W Federal Aid Primary	120 ft. row width - 4,700 In.ft. West border of the City City Access at Arnold Ave and Vandenberg Ave.
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Adair Frontage Road Federal Aid Primary	60 ft. row width - 700 In.ft West border of City UGB City Access at Newton Rd. And Kiwi Lane
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**County Streets**

Arnold Avenue	60 ft. row - 1,600 ft. in City
Ryals Avenue Federal Aid Secondary	100 ft. row within the Planning Area
Tampico Road	100 ft. row within the Planning Area
Arboretum Road	80 ft. row within the Planning Area
Calloway Drive	60 ft. row within the Planning Area
Leslie Place	50 ft. row within the Planning Area
Tanya Place	50 ft. row within the Planning Area
Lorri Place	50 ft. row within the Planning Area

**City Streets**

Wm. 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
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  
 Santiam Lane  
 Ebony Lane  
 Birch Lane

Private Easement  
 Private Easement  
 Private Easement  
 Private Easement

**Fish & Wildlife Department Property**

Vandenberg Avenue

60 ft. row to Wm. R. Carr  
 Private Easement  
 North Boundary of Fish & Wildlife  
 Private Road

Purple Vetch Lane

**Traffic Volumes**

Updated Traffic Volumes for the Adair Village Planning Area can be obtained from the Oregon Department of Transportation Highway Division and the Benton County Road Department.

Arnold Avenue, the City's main access arterial to OR Highway 99 W, also serves as the main access to the Adair County Park. The Park's increased usage will increase traffic on Arnold Avenue.

Ryals Avenue connects OR Highway 99 W to Arnold Avenue and will be the arterial for the southern UGB expansion of the City. It then turns easterly to Independence Road connecting to Highway 20 and Albany. At present, the average daily traffic on Ryals Avenue remains relatively slight. However, it will be impacted by increased residential development in Adair Village.

Tampico Road is another major arterial in the Adair Village Planning Area connecting to OR Highway 99 W. Traffic on Tampico Road at OR Highway 99 W 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 (LUDC) establishes minimum rights-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 Oregon Department of Transportation (ODOT) or other State Agencies.

### **Highways**

OR Highway 99 W 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.

OR Highway 99 W 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's 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 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. Arnold Avenue joins with Ryals Avenue east of the City at the railroad tracks that connects with Independence Road outside the Planning Area.

Ryals Avenue is a county-maintained road that is part of the Federal Aid Secondary System. Ryals Avenue serves two functions. The western segment will become the primary arterial for the southern portion of the City. 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 OR Highway 99 W 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. Allowing urbanization to occur on both sides of Highway 99 West without a cross-traffic tie creates a split community separated by a limited access highway. A split community poses difficult but not impossible problems. Many communities are divided by highways or railroads and are still able to function, but it is not the preferred planning strategy
2. Extensions west across the OR Highway 99 W could occur at the Blake Lane/Tampico Road connection, and another at Calloway Drive. However, City expansion across Highway 99 West is not recommended.

### **Collectors**

Three interconnected roads are designated as City Collector Streets. Vandenberg Avenue, which was abandoned just east of William R. Carr Avenue, and its connection to William R. Carr Avenue and Wm. R. Carr Avenue's connection to Barberry Drive and Barberry Drive's connection to the Adair Frontage Road are the City's Collector Streets.

Vandenberg Avenue could provide an alternate eastern access to OR Highway 99 West from the City with links to William R. Carr Avenue and Arnold Avenue if it could be reinstated. It is now essentially an easement on the ODFW property. Vandenberg should be reinstated and become a connection down to Ryals Road when residential development begins in the southern UGB expansion area. William R. Carr Avenue connects to the historic Loops (Adair Meadows) area and Barberry Drive, which connects to the newly developed R-2 residential area north of Bowers Slough. William R. Carr Avenue is therefore the most significant collector tying the other collector streets together that service all of the local residential streets in the northern half of the City. William R. Carr Avenue between Vandenberg and Arnold is also intended to become the City's primary Civic Center Street.

Vandenberg Avenue and William R. Carr Avenue from OR Highway 99 W to Arnold Road have a 60 ft. right-of-way. William 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 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 eight courts and streets other than Box Elder that feed into Barberry. They are Daphne Court, Hyacinth Court, Hibiscus Drive, 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            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 9<sup>th</sup> 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.

## **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. Adjacent Routes are designated by signs, striping, or other visual markings only.

### **Existing and Potential Bicycle and Pedestrian Ways**

OR Highway 99 W passes along the western edge of the City. This Federal Aid Highway provides bicycle access to Adair Village from other areas of Benton County, while providing bicycle access to the Adair County Park. It has direct links to Corvallis, Independence, Monmouth, and McMinnville.

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

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. 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 provision of future bicycle and pedestrian pathways in the planning review process. Any major development proposals should include consideration for 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 AMTRAK 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 potential resource for existing and future industrial use. There are no sidings at Adair Village, but an unused 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.

## **SECTION 9.790 TRANSPORTATION GOALS & POLICIES**

### **GOALS & 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 & 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 policies and proposals enhance the livability of the city.
3. Transportation proposals shall be reviewed to minimize adverse social, economic, energy and environmental impacts and costs.

#### **Streets & Highways**

1. The City shall design new streets and retrofit existing streets to reflect the character, village scale, and development patterns of Adair Village.
2. The City shall design new streets and retrofit existing streets to be as safe as possible through passive design features that limit excess speed and engage driver attention.
3. The circulation network shall provide for convenient movement of traffic and access to all parts of the community. A Master Street Plan is needed to guide street development, particularly in the annexed UGB area. It is essential that the plan map be kept up-to-date to protect needed alignments and right-of-ways.



4. The circulation network shall help encourage compact community development, without disrupting or bisecting areas with a natural unity.
5. The Oregon Department of Transportation Street and Highway Functional Classification System and Standards for "highways", "arterials", "collectors", and "local service streets" shall apply to Adair Village Streets.
6. Arterials shall provide for the convenient movement of traffic around the periphery of main concentrations of community activity.
7. The use of land adjacent to arterials shall not be allowed to conflict with the safe and efficient movement of traffic.
8. Arnold Avenue and Ryals Avenue shall be preserved and maintained as the City's primary Arterial Streets.
9. Collector streets shall provide for movement between the City's neighborhoods and collect and distribute traffic from arterial streets and highways.
10. William R. Carr Avenue and Barberry Drive shall be preserved and maintained as the City's Primary Collector Streets and shall be connected to the Adair Frontage Road when extended to serve the North Urban Growth Area.
11. Local residential streets shall be designed and constructed to discourage through traffic.
12. The City shall seek alternatives to improve traffic and safety conditions on existing City streets and shall develop standards for new streets to prevent traffic congestion and hazards.
13. 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.
14. Marcus Harris and Vandenberg Avenue should be designated as public streets as the City expands south into the annexed UGB area or into some of the Fish & Game Commission property.
15. The alignment of new streets shall be determined with consideration given to existing property lines, natural features and maximum land utilization.
16. New streets shall provide for a logical pattern of street names and addresses.
17. 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.

### **Mass Transit**

1. The City shall support a regional transit system to transport area residents to nearby urban centers.
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 shall work with and support efforts by other governmental agencies or private industry concerned with future regional public transit.

### **Bicycle & Pedestrian Ways**

1. The network of sidewalks, bikeways and pedestrian right-of-ways represent an extension of the City's street system. The City shall support integration standards that facilitate bicycle and pedestrian travel.
2. The City shall develop a bikeway and pedestrian plan as part of its on-going planning program that contains a priority list of future bike and pedestrian ways.

3. The Planning Commission shall include consideration of bicycle and pedestrian needs as part of the project review procedure.
4. 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 passenger and freight service for the area. Expansion of its use is encouraged.