



## MINUTES

(Chair May Alter the Agenda)

### BENTON COUNTY BOARD OF COMMISSIONERS CORVALLIS CITY COUNCIL JOINT WORK SESSION

February 15, 2024, 4 PM

#### PRESENT:

##### BENTON COUNTY

Xanthippe Augerot, Chair  
Nancy Wyse, Vice Chair  
Pat Malone, Commissioner  
Rachel McEneny, County Administrator  
Vance Crony, County Counsel

##### CITY OF CORVALLIS

Charles Maughan, Mayor  
Jan Napack, Councilor, Ward 1  
Briae Lewis, Councilor, Ward 2  
Hyatt Lytle, Councilor, Ward 3  
Gabe Shepherd, Councilor, Ward 4  
Charlyn Ellis, Councilor, Ward 5  
Paul Shaffer, Councilor, Ward 7  
Tony Cadena, Councilor, Ward 9  
Mark Shepard, City Manager  
Jeff McConnell, City Engineer

##### STAFF

Laurel Byer, Engineer, Public Works;  
Maura Kwiatkowski, Administrative  
Supervisor, Board of Commissioners;  
Amanda Makepeace, Recorder, Board of  
Commissioners

Rory Rowan, Transportation Division  
Manager

##### GUESTS

Phill Worth, Kittelson & Associates, Inc.  
Darren Hippenstiel, Kittelson & Associates, Inc.

Daniel Wood  
Jon Polansky  
Kosiso Ugwuode  
Judy Dugan  
Roberta Smith  
Barb Bull

David Rabinowitz  
Connie G (Philip Gutt)  
Wendy B  
Peggy Lynch  
Steve Harvey  
Cody Meyer

Blair Girard  
Rollie Baxter  
Katherine Bremser  
Sheila Coxon PCP  
Liz Irish

## 1. Call to Order

Benton County Board Chair Xanthippe Augerot called the meeting to order at 4:05 PM.

## 2. Introductions and Announcements

Introductions were made. There were no announcements.

## 3. Comments from the Public

### Daniel Wood

Wood thanked the project team and everyone involved in this process; it is greatly appreciated. Wood expressed continuing concern that traffic from the Marys subdivision at full buildout, combined with traffic south of the Technology Loop Extension, will create safety issues at the new Elgin and West Hills Road intersection. It seems logical and prudent to designate sufficient right-of-way for a future roundabout at this location to eventually replace the two-way stop and vision there. Funding this project will be challenging, beginning with inclusion of the design, and a roundabout at the Western Boulevard triangle in the TSP (Transportation System Plan). In the meantime, the suggested interim safety measures to be installed by the county will help mitigate some of the well-documented safety concerns. Wood thanked the city and county staff for their work.

Augerot also thanked staff of both entities for their collaborative work on this matter.

### Jon Polansky

Polansky stated his address as Deon Drive and thanked everyone that has been involved to date with the fabulous job on this proposal, and stressed how important and integral is a traffic circle replacing the traffic triangle where West Hills Road joins Western Boulevard. The project is not complete without that traffic circle as traffic currently backs up heading toward Corvallis, and it will back up more without the traffic circle. The traffic circle would further help to improve pedestrian safety on Western Boulevard due to a blind curve there and a lot of speeding traffic approaching that crosswalk, so the traffic circle would really serve a lot of purposes. Polansky offered thanks.

### David Rabinowitz

Rabinowitz brought a PowerPoint Presentation; he noted two different suggestions while trying to develop a road design that is safe and convenient for everyone. The first was on the West Hill Road issue, and the other one was about Philomath Highway and 53<sup>rd</sup> Street. One problem is that eventually on West Hills Road there is going to be bus service, especially if the new development goes in. Rabinowitz proposed a road with a chicane (a serpentine curve in a road, added by design) with spaces for the buses to stop so that motorists can continue driving past it; the buses do not stop traffic. That chicane also serves as a traffic calmer, causing traffic to go more slowly and comfortably more slowly. This avoids the issue of placing signage; using lines in the road to slow down vehicles. Rabinowitz wished to talk

about traffic circles; if a road has a speed limit of 75 miles per hour and a red light that is red 25 percent of the time, the total capacity on that road is less than it would be if there were no traffic light and the speed limit were 20 miles an hour. The PowerPoint contains all of the details, including the math. If a traffic roundabout were put in place of a traffic light, the capacity is increased on both roads feeding into it, as well as a corresponding increase in safety leading to overall improvements in the situation. Unfortunately, the Powerpoint will not project on the meeting screen, so a copy was sent after the meeting to the Board of Commissioners and City Council.

### **Blair Girard**

Girard thanked Byer for all her work, thanked Rowan for his outreach, and thanked Jeff McConnell; all of those involved on the team have been wonderful. The opportunity to speak to and weigh in is appreciated. Girard noted the purpose of this project is to enhance safety. Attendees may have been on West Hills Road at some point and may be aware there are children on this route who wait for the school bus and drivers go by at a high rate of speed. There is no protection for pedestrians or cyclists, and the team's approach to combining multiple traffic calming features to achieve that goal of safety is appreciated. Girard emphasized the importance of this project. Research shows that these features must be implemented in order to reduce the speeds that our drivers are currently driving. Unsafe straightaways without any calming features are greenways or simply drag strips. This is a wonderful opportunity to look at how streets might best function. Girard noted appreciation for the collaborative approach and offered thanks. Though the roundabout at Western Boulevard and West Hills Road is a separate project, Girard felt that would be a critical component of the West Hills corridor redesign and wished to recognize that 100 percent of the community members who have weighed in have been in favor of Option C. As President of the West Hills Neighborhood Association, Girard stated the association's community members are 100 percent in support. Girard offered thanks.

## **4. Work Session**

### **4.1 Update on SW West Hills Road Corridor Plan**

Byer presented and noted the previous public comments did provide snippets regarding the purpose of the meeting, the West Hills Road corridor. The county and city county met jointly in fall 2023 and today will provide an update of how the project got started, how it got to this point, and where it is hoping to end up. West Hills Road is a rural road within an urban interface with additional development occurring soon. The neighborhood wanted to talk to the city and county about traffic speeds but had been talking to each entity separately. As West Hills Road is a county road and at some point will be transferred to the City of Corvallis, it was decided between the two entities to take this on as a joint effort. It was important that any kind of design considerations be met with city approval if they were going to take over that road in the future. The goals

were to develop a context-sensitive cross-section for the corridor, given the constraints which will be explored further in a few minutes including environmental concerns and existing or future rights-of-way; to identify spot improvements that could help slow down traffic speeds as well as increase safety for those crossing at intersections. Byer noted design implementation was explored to improve safety along the whole corridor for all users, not just vehicles. The city and county are looking at roundabouts to determine if they are a feasible resolution at West Hill Road and Western Boulevard. The most important goal was engaging the neighborhood in a very broad open house environment and accepting feedback from the neighborhood as well as any other member of the public.

Rowan thanked the Board for scheduling a special meeting. Some of this information is a repeat for those who were in attendance or looked at the materials from the September 2023 work session. Rowan displayed slides that established context between the city, county, and the consultant project team and provided background information. December 2022 marked the initial meeting with the neighborhood specifically before including feedback from the general public, which was intended to look at existing challenges. The county and city could view the situation from an engineering perspective and hear from the neighborhood residents. An important thing to remember is that both the city and county have what are called typical roadway sections in their respective Transportation System Plans (TSP), and West Hills Road is classified as an arterial roadway in the functional classification hierarchy. It was recognized early on that what it would have taken to reconstruct and urbanize this corridor was not realistic. One of the bigger challenges was to determine what could correctly fit in an area in terms of the context sensitivity, with one example being a creek with a culvert running through an existing section of road with a weight restriction on it. There are hillsides that present challenges, from the grading that would be required if reconstruction were to be done to a previous widening project by the county about a decade ago to add shoulders to the road that currently function as bike lanes or for walking, with walls constructed at that time; these challenges go hand-in-hand with the very limited right-of-way that is publicly owned, within which the street fits. There are no separate sections for biking, walking, or placing out recycling and trash bins. Rowan introduced the engineering consultants, Kittelson and Associates, who have been with the project since the beginning, helping to shape the project.

Worth reviewed the public engagement piece, noting a December 2022 initial meeting with West Hills Corridor members, completed a corridor walk with the community members to become familiar with how they use it themselves and how they see everyone else using it. The primary concern was the need to find ways to manage travel speeds as motorists are traveling much too quickly in all sections of this corridor, often well above posted speed limits. A second concern was creation of facilities that were well-suited to each traveler, whether walking, biking, or driving.

Hippenstiel provided additional background. This facility is classified in the TSP document as an arterial, visible in this snippet from the document with West Hills at the

top of the screen colored in orange; the bottom snip is what a typical arterial cross-section could look like. There are generally three lanes, but it could be a five-lane facility with two lanes in each direction, bike lanes on the pavement adjacent to the travel lanes with a two foot buffer, a nine-foot planter strip, and then a six-foot wide sidewalk on each side. Presented at the fall 2023 meeting, these materials highlight some of the tools considered at the outset of developing concepts for the corridor ideas to break up the cross section, with medians in the center to reduce the overall width, places to put trash cans and mailboxes with the sidewalk meandered out to provide that space, a raised intersection where the concrete panels are raised up slightly for the pedestrian crossing and provide a vertical cue for drivers in the corridor, rather than the road going straight through the intersection. Geometry could be introduced into the corridor that would push the lane around to prevent motorists from driving straight through the portal at high speed. From the two concepts initially developed, the first was a narrower two-lane facility that would have 11-foot lanes in each direction, with buffered bike lanes still on the pavement adjacent to the travel lanes. Left turn lanes would be introduced at key intersections; a cross-section view of those key locations would show a third lane in the center for the turn lane; introduce narrower planter strips, as narrow as five feet in some locations to minimize the amount of property right-of-way and passing of Board orders in an attempt to get everything to fit. The second concept was a 12-foot shared-use path on the north side of the roadway, two 11-foot travel lanes, widening out for left turn lane at key intersections, and then planter strips and 6-foot sidewalk on the south side. A sketch was prepared showing the roundabout at West Hills Road and Western Boulevard as a feasibility or proof of concept to make sure that the geometry preferred for roundabouts specifically for speed control and providing facilities for pedestrians could actually fit within the space that available for the project. Other considerations such as access to properties and vehicle turning ratios were considered as part of the layouts. A sketch showed at a conceptual level that a roundabout could fit at the intersection and would have pretty minimal impact to adjacent properties.

Worth noted after completing the review, this two-concept design information was shared before Kittelson and Associates presented on it September 2023 and provided a briefing on that information. The end of that briefing indicated there might be an even better concept to be had. The return to the drawing board to figure out next best concept included taking in all of the input received, as well as additional thoughts developed between city and county and with the consulting team involved. Today's meeting is to share that third concept. With respect to the key considerations shown on the slide, as the agencies and Kittelson came out of the development of those first two concepts and had the opportunity to share them with the public and to hear their reactions, one of the two concepts really resonated with the public, and that was with respect to the shared use path, but through further discussions, especially between the two agencies, came the recognition that the city's TSP has quite decisively, and deliberately chosen to move away from shared use paths as a part of an urban treatment to their streets. In recognition of that fact, the issue became what should be done as a potential treatment in light of the inability to pursue a shared use pathway that is not administratively appropriate for that corridor. In addition, how does this project

provide dedicated facilities for each user type: pedestrians, bicyclist, and motorist that ensure ease of movement along the corridor while also providing safety for all. Other challenges must be addressed: trash bins placed curbside are placed in the literal pipeline, which can be problematic; the mail delivery truck has to occupy the bike lane in order to reach the mailboxes, so these problems must be solved with the design treatments. The question becomes what can be done from an engineering perspective how to communicate with motorists the appropriate roadway speed while also minimizing the range at which those driving speeds can practically vary. This next slide shows the third concept, maintaining those two travel lanes, but keep the curbs as tight as possible to those two travel lanes and pick up the bike lanes that were otherwise in the curbs and take them outside of the planter strip wherever it is possible to provide one. There is a notion that the bike lanes are directional and on both sides of the street; now bicyclists are not forced to cross the street to be able to use the bicycle lane. Another benefit of this design concept, pulled curbs as close together as possible, shortening the crossing distance for pedestrians reducing their exposure and inherently increasing their sense of safety and comfort. Without the bike lanes inside the curbs, the basic issue of garbage cans or mail trucks impeding the flow of bicycle traffic is overcome. All of the accumulated challenges were considered. This typical cross-section does not show the notion of other spot treatments, such as tabletop intersections, which are accommodating for pedestrians but less comfortable for the motorist to speed through. Worth showed a photograph of a street called Metro Drive in Nanaimo, British Columbia, showing this concept design. This does not exist exclusively in Canada; they are also here in the United States. This is very representative; in the foreground a side street is approaching the main street; the first thing that driveway crosses is the sidewalk, the light gray area, and immediately adjacent to that sidewalk is the bike lane in black asphalt; often the black asphalt bike lane is separated from the roadway by the planter strip, or in the case of where this street is intersecting, the apron used to get to street grade. The value of that treatment is that a pedestrian or a bicyclist crossing that street that is approaching West Hills Road won't be going up and down, they will stay at the same grade when crossing people's driveways and intersecting streets, which is the most comfortable way to accommodate pedestrians and bicycles along the corridor. The street has that an 11-foot lane in each direction, repeating the treatment on the far side. This is helpful to understanding how the roadway, side street, and driveway approaches would be treated.

Maughan posed a question regarding the growth of trees in the planter strip eventually blocking the field of view for motorists making a left-hand turn.

Hippenstiel replied that as part of any design effort where plantings would occur, whether trees or shrubs, a sight distance or sight triangle check would be performed at the side streets like that. Hippenstiel was unaware if that were true for the Canadian design, but it would be included in the design element for any West Hills Road or future unknown project.

Ellis self-identified as a bicyclist and walker, then asked if there were anything between the bike path and the sidewalk. Ellis noted different textures shown in the Metro Drive photo and related knowledge of the practice in Copenhagen, Denmark, of placing the road, bike lane, and sidewalk adjacent to each other but was not convinced that is what is needed for West Hills Road.

Hippenstiel referred to the previous slide, noting the cross-section colors may be less representative of what was seen in the Metro Drive. There is a 1.5-foot buffer included between the bike lane and the sidewalk to provide that separation. It is not necessarily a vertical change, so they would all be at the same level to make it easier to maintain and clean. It could be a concrete curb or some other material that provides visual separation.

Ellis stated there appear to be benefits either way.

Rowan replied that materials shared at the open house included a careful consideration of that Metro Street concept presented via the lens of the criteria shared on previous slides and existing street maintenance challenges such as sweeping and snow removal. The City of Bend has a street that was reconstructed about 20 years ago, prior to Rowan's time with them, that went through similar exercises in an effort to manage speed and create context-sensitive solutions. At that time, they had decided on two different levels from sidewalks and bikes, for Reed Market Road, near the river. Unfortunately, they have experienced challenges maintaining that in the winter due to cinders; for Corvallis, the issue would be leaves with occasional snow events. The design team walked through that and developed a pro-con matrix analysis tool that is available on the handouts from the open house last Fall 2023. One of the real benefits to this, which is very similar to what some other communities have done, that is similar to a shared-use path; rather than putting up signs indicating bike and pedestrian traffic location and flow, this is the attempt to enforce with more physical infrastructure. Other places have pursued different methods. To be clear, Canada does not have the same requirements for accessibility and separation.

Ellis liked this method.

Lytle had a question that had been answered in the cross-section slides presented by Worth of Kittelson & Associates.

Worth said once this idea was developed and internally tested, it was shared with the public at an open house in November 2023; the image shown is at the Benton County Fairgrounds. All three concepts were shown with an eye to people deciding for themselves the positives and negatives and which merits could be identified in each. The third option drew the most favorable reactions. This meeting has now heard directly from community members that there is strong support for this concept.

Hippenstiel noted that one of the activities since the November 2023 open house introduced this third concept was generating a cost estimate for the preferred third concept. An opinion of cost was also prepared for the roundabout at Western Boulevard

and West Hills Drive, assuming a full road reconstruction for West Hills Road. This is likely the easiest and most conservative way for the improvement, ensuring the road is completed to a fully produced cross-section, despite not really knowing what the existing road grades would allow for as far as savings in the existing facilities. For the issue of the culvert, an analysis was completed through the entire roadway corridor looking at the drainage basin and completed rough calculations on what drainage improvements might be needed. The creek is fish passable so the culvert will need to be updated. It cannot simply be extended to account for the widening of the road, so that update cost was included as well. A high-level analysis was completed on West Hill to investigate the requirements to make improvements. Much of the community feedback throughout the project is the sight distance on the hill itself is constrained due to road grades and the tightness of the vertical curvature at the top of the hill with additional roughed-out cost calculation. Kittelson believes these costs could include sight distance improvements on the hill as well, perhaps some slight grade changes, which could be then offset by retaining wall costs that would be required, based on the impacts and the hill slopes that exist today. Costs are inclusive of everything: a high-level estimate of right-of-way acquisition because the corridor is not wide enough; design time and engineering, construction, and management costs. Most everyone is aware the existing construction environment from a cost perspective is volatile, so these costs were developed using unit pricing and costs to date from current projects. This is a current-year cost estimate. At this level of detail, industry practices of plus or minus 30 to 50 percent of costs are considered. That may seem like a huge range, but without doing a lot of detailed design engineering, it is challenging to narrow that down to a tight figure. There is a relatively high contingency value applied to projects at this level of design; 30 percent is added to the bottom line to account for those future conditions that are unknown until more detail is provided. The projected cost is \$6.5 million for the West Hills Road and Western Boulevard roundabout; the corridor improvement that begins at the west edge of the roundabout to 53<sup>rd</sup> Street is \$22.2 million.

Napack asked if there were any information on the cost, if there were a cost, for the residents that live out there, or is any financial revenue from development of the Marys annexation contributing to and funding this, directing the question to Rowan.

Rowan stressed the importance of remembering that no funding source has been identified at this time by either city or county agency and noted West Hills Road is still currently a county-owned road within the city's urban growth boundary and city limits that have been identified for future improvements. There are no strategies and no anticipated timeline for construction. Although the Marys annexation occurred a number of years ago, which drove a lot of the interest in starting this corridor development project being considered now, the city is unaware of any active interest on moving forward with a development application and construction that would possibly require work. Here are the next steps that would possibly enable some of the costs discussed today to be addressed, potentially, by development. Of great concern to both agencies, the neighborhood's residents, general community members, and meeting attendees, is



the separate but very important question of how to fund the work. The question of how to fund is separate from the completion of the corridor plan adoption.

Napack asked whether there had been an evaluation around contribution from existing residences for modifications, fees for sidewalks, or similar work.

Rowan replied that nothing like that has been discussed or proposed.

Shepherd asked if this would be increasing capacity and thus eligible for SDC (System Development Charges) funds as it appears to have the same number of lanes.

Rowan replied that Corvallis Public Works is working through the rural program areas not just related to transportation, but specific to this. For transportation-related SDCs to be collected, there needs to be an identified project on the eligible list and there must be an associated cost. That was not the sole purpose of the corridor plan, but a very key part of our goals. The city is primarily being the agency in this position to collect SDC as that separate project linked to all our SDC areas for infrastructure. Rowan noted with the next slide that he was not with the city when the Marys Annexation occurred, but there has been interest in the neighborhood starting in December 2022. Rowan mentioned positive interactions with neighborhood residents while learning about this process together. The thrust of this effort was to identify the concept that would work best here from an engineering, staff support, and community standpoint while considering that costs are important. There are a number of possible future activities within the corridor, including a larger development area on the western side that likely will be developing in the next few years, while some other corridor areas that were previously built out will not be changing. It may take other work, such as a capital project by one or both agencies to make that work happen. The reason for preparing the plan is to develop, all at one time, a unified plan that is different than the adopted typical sections in the city's unified transportation system plan. Three corridor concepts were developed and the meeting has indicated unanimous support for Concept 3 or Concept C that met the goals expressed during the process of how to manage speeds, provide safe and comfortable facilities for different transportation modes, operational, maintenance considerations, and constructability to encourage the work. The county's transportation system plan defers to the city's documents for streets like West Hills Road that are within the urban growth boundary. The future action coming back to the Corvallis City Council would be to adopt a final report based on the direction received today. One key action is to have the typical sections reflected in the final design, which would guide our development review team when a development application does come forward in an area. Another action would be to add this to our SDC list and then have that cost associated with it, which would allow the city to collect fees against it, while items within it will be SDC reimbursable. The roundabouts, as mentioned, could be a separate item; there has been a lot of interest in that roundabout at Western Boulevard, which could be integral to the project. Either way, having those identified as projects on the SDC-eligible list but ultimately a formal action of coming back with a preferred concept corridor plan and formal adoption of the plan by the Council would be the next step. While there is no currently identified public funding source, it allows for more

certainty for staff and developers or landowners to be aware of next improvements needed in a particular area. Today, the assembly is asking for a three-lane road and on-street bike lanes. At the beginning, it was recognized that whatever was considered for design concepts might not be the right treatment; it was just confirmed that something else was desired instead for that location. The purpose of the work sessions was to transition into discussion; the city did make a recommendation in the staff report. Today, if the meeting members concur with Concept C, the plan is to return to Corvallis City Council with a final report primarily related to adoption of the additional work in there, but primarily adoption of the concept plan seen here; typical sections that allow some certainty related to development.

Shepherd wished to follow up on his earlier question and confirmed with Rowan that the project would be SDC eligible, and then asked if there are ways to make it SDC-eligible without increasing capacity, or is it being defined as increasing capacity. That was the crux of the question.

Rowan replied that the way Corvallis currently calculates SDCs, there are two sources, a reimbursable and an improvement; SDC-R and SCD-I. While the capacity does not need to be increased, the capacity must be defined. However, depending on how capacity is defined, the addition of a new sidewalk is equivalent to adding in a new transportation facility. One can think of it strictly as the road, with modes, facilities, and treatments that create eligible SDC components. The City of Corvallis is currently working through new SDC update processes.

Shepherd voiced support for Concept C and thanked the consultants for their engagement with the public and expressed gratitude for their approach. The community appears supportive of this proposal, so this is a positive situation for all.

Malone noted that today's discussion was about one project that is fairly expensive compared to the resources available, and reported being unsure as to how the process works. The assembled bodies may be able to come to the conclusion that this project is a priority for our area. If that is the case, in the 2025 Legislature, there will be a transportation package; Malone believed a project like this fits in. What Malone has learned on large projects is to take them in bite-sized pieces, finding funds for design work then moving from sketches to a serious proposal that indicates how wide the project is in a specific area and what the project would look like. While Malone understands that moving the project forward is coming up quickly, he prefers to avoid a situation similar to the 53<sup>rd</sup> Street overpass project discussed for the last four decades and trying to develop a sense of urgency as important safety concerns are not being met and need to be met. After a great deal of planning and community outreach to this point, Malone hopes to get organized enough to make some kind of ask, perhaps try to get a sense of urgency for prime placement for potential funding sources. It is Malone's understanding the focus will be taking care of what already exists rather than developing new projects. The county and city need to design a project that fits what the legislature is thinking about. The Transportation Committee will be doing outreach starting in spring 2024 to solicit community input. Malone advocated for getting

organized enough to ensure Benton County voices are heard when the committee travels around the state.

Shaffer stated that he believes Option C makes the most sense. Having bikes in both directions as in Option B is concerning as it might invite motorists to forget to look the other way. Shaffer also thanked the consultants for the engagement that has been occurring on this topic, noting his appreciation for this as the way things of this nature ought to be done. Shaffer reiterated that motorists are not used to looking for bikes set back from the street and was wondering if there is a learning curve in locations where that design has been implemented or if residents adapted well. Shaffer speculated about motorists forgetting about the bike lane being part of the roadway and might pull up or out into a roadway without looking for bicyclists. Shaffer wondered how to educate motorists.

Rowan noted this is how roundabouts work. An example is the one that can be seen at 53<sup>rd</sup> Street and West Hills Road; they are set back about a car length at minimum, typically. When one stops at a typical intersection that has no other controls, or even a signal, there are a lot of decision points going on all once. Signs must be paid attention to, and there is nothing really preventing a person from ignoring them or simply not seeing them, even if it is a signal light. That is built into a roundabout, not that there cannot be a motor vehicle crash or something that tends to happen at a different angle. The roundabout lowers speeds and pulls apart movement. As an example, the first thing a motorist does is to pull up and notice the crossing or crosswalk. The motorist should yield but not always, then proceed past that, then there is a separation before then yielding to the traffic in the roadway, the roundabout circulatory traffic, then enter that lane, and then, decide on the exit point in the roundabout, exit that and there is another decision point usually about a car length back. This is a basic example of the setback design principle incorporated here. The setback is by design to assist with several safety features, it is not just for trash. The bonus is that it is a buffer for trees. Also envisioned is keeping the setback raised through almost every intersection, especially those lower volume side streets, which was not envisioned in the earlier concepts. Looking at the roll plot maps, it was on the street, everything was closed in, there was nothing preventing a driver from veering over into that area. Similarly, with the shared used path option, it would go up and down. It looked attractive when drawn on the roll plot map because there was always undeveloped land to the north. But in the future, with further development, many multiple crossings need to be envisioned here. One of the advantages of these types of designs being implemented is keeping things raised up, literally. Referring back to Shaffer's question, Rowan said education is always an important thing; this meeting talked about the ease, education, engineering, encouragement, evaluation, and enforcement. The engineering component is important here; there will be a design that forces motorists to slow down as they turn or as they are coming down the side street. They cannot ignore a stop sign by blowing through it; over time, motorists will learn they must move across this like a driveway apron. Roundabouts have features incorporated by design to help with self-enforcing safety.

Ellis wondered if it were like a speed bump and then shared her understanding of the road design, comparing it to her understanding of Rowan's explanation, noting differences from the one in the presentation.

Rowan explained that for the design shared in the presentation, one must look carefully to see the curbs on the side road. They start at full height and then start to go down. It is a kind of optical illusion that the road is going up to meet the side street, which is going up to reach the same level as the sidewalk and the bike lane, which is different than most intersections today. Where there are curb ramps that drop down across the side street, even though the side street in some cases could be a lower volume than whatever is crossing it. This is a different way of saying here is how the right-of-way would work and how a driver would yield at that street if there were a stop sign. This is a way to simply rely upon signs, education, and the rules of the road; this design further enforces those generic features.

Shaffer noted the second question was more straightforward. Taking into account the section where West Hills Road is narrowest going over the knoll, are there any problems anticipated from broadening the right-of-way that will encroach on people's access to their homes or anything that will create a significant problem for those landowners? Landowners will lose some property where that bank is, though Shaffer was unsure if there were a solution to that particular problem, and possibly setting up a situation where a resident no longer desires to be in that house.

Rowan confirmed that when the city and county held a joint work session at the Fair Grounds in fall 2023, that particular section was extremely challenging. At this point in the process, it is difficult to confirm this will be the final footage as this is not the final design. It is important to be realistic, as being off by 20 or 30 feet would make a difference to someone's property or right-of-way impact due to how tight the roadway is in that section. It was decided to go into the November open house during the development phase with some level of certainty of what the vertical impacts were thought to be; that was worked through as much as possible. The east segment of the corridor was narrowed in the design because of a bigger vacant area to the north and properties very close to the south with a high level of support, almost unanimous, not just from the open house, but from email comments received. It is not possible to answer definitively at this time what their driveway might look like; that will have to be worked out. Rowan displayed the approximate limits based on this concept design; this is how it looks now. Many of those comments have been positive.

Lytle thanked the Kittelson consultants for a successful public engagement process, noting meaningful contributions from city and county staff to the project as well. Lytle strongly advocated for planter strip buffers, which may have been researched for the Route 99 South Corvallis corridor project. Lytle concurred with colleagues on Option C, asking if there has been any discussion about phasing projects within the concept, considering \$6.5 million for the traffic circle and \$22.2 million, potentially for the whole project.

Rowan reiterated the answer given to Councilor Napack earlier in the meeting: at this point, the project has not yet reached the proposal stage. Rowan emphasized that the original goal since the beginning of the project was identifying and getting to an adoption of the typical road sections. When the annexation occurred, it was a different economic environment than compared with two or three years ago when interest rates were lower. The big concern at this time is to try to get this project started because within a month perhaps, the developer could potentially look at phasing within the larger land area, and Corvallis wanted to be able to state that this plan has been adopted or has been placed on the SDC list now, thus reimbursable within these particular improvements, and Corvallis city planning believe there is community support for an important phase that reduces some of that cost from the public standpoint of a future capital project, and a grant ask. The very first and important step is the finalization of this report and meeting jointly to adopt it, because it allows for strategic positioning for that possibility, whether it occurs near term or at any future point.

Augerot noted the county learned the valuable lesson that if there is a vision and a big plan, people can be recruited to pieces of it; without the vision and plan, it is very difficult to get started at all. Augerot believes the city is heading in the right direction and appreciated the joint work of the city, county, and community to get to a workable plan for implementation. The work completed so far makes Option C look desirable. Augerot liked the idea of the ramped treatment of the side roads, noting it is a natural method to slow down traffic. Augerot asked if there were comments from councilors or from fellow commissioners.

Wyse stated support for the third option, "C".

Cadena wished to state the staff report was very well prepared and this was a great process, noting his support.

Lewis, who uses public transportation, appreciated the roundabout for safety reasons. Lewis has experienced speeding motorists who caused the bus to immediately stop, otherwise the outcome could have been disastrous. Lewis wished to verify that the entire concept, the \$22.2 million includes that roundabout cost of \$6.5 million, or is that amount separate? Lewis noted some confusion about the two amounts.

Rowan confirmed the two amounts are separate.

Augerot agreed this is typical; once a design is closer to 100% completed, those numbers may either go up or down due to 30 percent contingency.

Rowan stated that if a development occurred that took a portion of that off the table, costs would go down and noted that while planning is highly valued in Oregon, plans can be different. This type of planning effort, with positive community feedback and the return for its adoption, could potentially leverage private investment construction if the plan is moved forward after its adoption in the near term. Other plans may have value, but they can be categorized or conceptualized differently, where there may not be a

direct tie to SDC reimbursements and development. Rowan recognized people might feel frustrated with a process that could be viewed as yet another planning effort.

Augerot had one other question to echo public comment from Mr. Rabinowitz about thought given to eventual transit stops on this corridor.

Rowan responded that the city completed its transit development plan, or update to its plan, about five years ago with an envisioned long-term transit in this exact area on this portion of West Hills Road. Corvallis' transit system is actually within the Transportation Division. The section was flagged a short time ago, because if there were an existing route there, it would be easier in some ways. Conveniently, the Canadian example shown today has transit along it and has some designs for transit islands; there would be a higher level of investment with that model. The example looks a little different with the protected bike lanes and sidewalks and the more traditional transit stops. Ensuring bus stops are included in this plan is important, though more difficult because that corridor does not currently have stops. The city is working through how that might be incorporated in the final report as an item to allow for either development to construct transit stops in the future, or to pursue a dedication or a right-of-way for the West Hills Road corridor, even though those transit stops may not be in service on an active route at the time. Transit stops for buses are absolutely on the planning list; the plan is to develop the facilities even if the service is not in place in the next few years.

Chair Augerot inquired if there were any other questions from the assembly.

## 5. Adjournment

Benton County Board Chair Augerot adjourned the Joint Work Session at 5:15 pm.

APPROVED:

  
\_\_\_\_\_  
Xanthippe Augerot, Chair  
Benton County Board of Commissioners

APPROVED:

  
\_\_\_\_\_  
Charles Maughan, Mayor  
City of Corvallis

  
\_\_\_\_\_  
Amanda Makepeace, Meeting Recorder

Exhibits:

1. West Hills Neighborhood Association Testimony email
2. Rabinowitz email with text and supporting materials
3. Rabinowitz slidedeck
4. Rabinowitz image exhibited during meeting



**From:** [Downing, Alex](#)  
**To:** [KWIATKOWSKI Maura](#)  
**Cc:** [Rowan, Rory](#)  
**Subject:** FW: West Hills Neighborhood Association Testimony for the 2/15 Joint Work Session Regarding West Hills Road  
**Date:** Wednesday, February 14, 2024 7:19:29 AM  
**Attachments:** [West Hills Rd. Redesign Project Testimony\(1\).pdf](#)

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Maura,

Not sure if you got a copy of this for the record.

Thanks!  
Alex

---

**From:** west hills <whna.corvallis@gmail.com>  
**Sent:** Tuesday, February 13, 2024 8:33 PM  
**To:** pat.malone@bentoncountyor.gov; nancy.wyse@bentoncountyor.gov;  
xanthippe.augerot@bentoncountyor.gov; Mayor and City Council  
<MayorAndCouncil@corvallisoregon.gov>; Shepard, Mark <Mark.Shepard@corvallisoregon.gov>;  
Napack, Jan <jan.napack@corvallisoregon.gov>  
**Cc:** Daniel Wood <oddtthings12@gmail.com>; Ken Pate <ikabaud48@gmail.com>; Claire Pate  
<clairepate48@gmail.com>; Lester Oehler <lhenricko@gmail.com>; Jessica Wheeler  
<jessicawheeler2@me.com>; Nancy Votrain <votrain@gmail.com>; Doug Parker  
<dtone@hotmail.com>; Cody Meyer <codemeyer@gmail.com>; Wayne Gibson  
<gibsonwp@comcast.net>; JON D POLANSKY <JDPOLANSKY@msn.com>; Wayne Gibson  
<gibsonwp54@gmail.com>; Lester Oehler <les@tobypomeroy.com>; Deborah Sether  
<debbiesuesether@gmail.com>  
**Subject:** West Hills Neighborhood Association Testimony for the 2/15 Joint Work Session Regarding  
West Hills Road

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear County Commissioners, Mayor, and City Council Members,

We are respectfully submitting written public testimony in preparation for the joint council work session on February 15th at 4pm on the West Hills Road Redesign Project. We are so grateful for the opportunity to provide feedback regarding our County and City policies and plans. Thank you.

We, The Executive Board Members of the West Hills Neighborhood Association, applaud the efforts of the staff members involved in this process, and would

like to express our sincere gratitude for their efforts in community outreach and responsiveness to community feedback.

Our written testimony is attached to this email. Please do let us know if you need this in a different format or submitted elsewhere for documentation. It was unclear where to submit testimony in the packet and on the city website.

Thank you for all you do in serving our community,

Blair Girard  
West Hills Neighborhood Association President

**Disclaimer:** This e-mail message is a public record of the City of Corvallis. The contents may be subject to public disclosure under Oregon Public Records Law and subject to the State of Oregon Records Retention Schedules. (OAR: 166.200.0200-405)



To: Benton County Commissioners, Corvallis City Counselors  
From: West Hills Neighborhood Association Executive Board  
Re: The West Hills Rd. Corridor Redesign Project

Councilors and Commissioners,

First, we would like to thank the Corvallis city council and the Benton County Commissioners for creating this project team to redesign West Hills Rd., an important road in Southwest Corvallis running through our neighborhood that has several significant safety issues. We would also like to thank the team itself for their effort in researching, listening to our community members, and creating a design that resolves these safety issues for Corvallis residents and for Benton county as a whole. We would especially like to shout out to Laurel Byers, Jeff Blaine, and Rory Rowen for praise. They spent many hours in evening meetings getting feedback from those of us who live here, and incorporating those ideas into the final concepts.

In the end the project team came up with 3 design concepts labeled A, B, and C. ([see projects website for details](#)) They first presented concepts A and B, both of which included a necessary roundabout where SW West Hills Road angularly connects to SW Western Blvd, to community members for feedback. After hearing from stakeholders they went back to the drawing board and created concept C. In meeting with our community members we have not heard a single word in opposition to this concept. It is our understanding that the project team also received unanimous support for Concept C as well. After thorough Board discussions and analysis, we on the Executive Board of the West Hills Neighborhood would like to wholeheartedly endorse Concept C (including constructing a traffic circle where SW West Hills Rd intersects with SW Western Blvd) and the design features therein.

Concept C provides important solutions to the many issues West Hills Road has, that have continuously posed a threat to pedestrian, bicycle, wildlife, and ADA user safety, as well as driver safety. There are many features within Concept C that contribute to this effect. Transportation policy in these times of climate change has undergone significant change. We can no longer anticipate being able to drive our cars anywhere and anytime we'd like. Active transportation, including micro-mobility, must play a significant role in future transportation planning, especially along this corridor that is situated so close to Oregon State University. Concept C provides for a safe and convenient road design for all users by providing the protected features of separate lanes of travel for all means of transportation, which include dedicated pedestrian/ADA lanes separated from dedicated bicycle lanes, that are protected from vehicle lanes by a 9ft planter strip. Design C contains multiple traffic calming features including partially raised intersections, raised median islands, transitions of road narrowing throughout, horizontal shifts known as Chicanes, and colored paint to enhance visibility of lane separations and the traffic calming elements. The cumulative effects of development in our area, along with impending future large-scale development, has added and will continue to add significant numbers of facility users onto West Hills Rd., and it is of critical importance that the transportation infrastructure along this corridor is able to provide for safe transportation for all users..

Thank you for your time,  
WHNA Executive Board

## MAKEPEACE Amanda

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**From:** KWIATKOWSKI Maura  
**Sent:** Friday, February 16, 2024 8:53 AM  
**To:** MAKEPEACE Amanda  
**Subject:** FW: Powerpoint from 2/15 joint council/commission meeting  
**Attachments:** BOC240215.pptx; WestHillsRdplan.png

Public comment exhibits for the joint meeting with Corvallis yesterday. Thanks.

-----Original Message-----

From: Downing, Alex <Alex.Downing@corvallisoregon.gov>  
Sent: Friday, February 16, 2024 8:17 AM  
To: KWIATKOWSKI Maura <maura.kwiatkowski@bentoncountyor.gov>  
Subject: FW: Powerpoint from 2/15 joint council/commission meeting

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Maura,

I'm not sure if you all attach community comments to your meeting records, but wanted to pass this along.

Thanks!  
Alex

-----Original Message-----

From: David Rabinowitz <davr@freeshell.org>  
Sent: Thursday, February 15, 2024 7:46 PM  
To: City Recorder <City.Recorder@corvallisoregon.gov>; Mayor and City Council <MayorAndCouncil@corvallisoregon.gov>; rachel.mceneny@bentoncountyor.gov  
Subject: Powerpoint from 2/15 joint council/commission meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I made a presentation to the joint meeting today and was unable to display the PowerPoint slides I had prepared. I've attached the file and also the image I did show about preparing for transit service on West Hills Rd.

The point of the PowerPoint is that replacing the traffic signal at the intersection of Philomath Highway and 53rd Street with a roundabout would provide greater capacity for both roads while increasing safety for all users and reducing fuel use and pollution since cars would not have to stop at a red light, idle and then accelerate to speed from a stop. When traffic is not at the saturation point, cars would be able to maintain the current speed of 45 mph on both roads until they approached the roundabout, just as they do at the current roundabout at Western.

The first 4 slides derive the math to compute road capacity presented in the later slides, and the 7th slide shows that with a traffic light which is red only 25% of the time the total road capacity with a speed limit of 75 mph drops to below what it would be without the light but with a speed limit of 20 mph (if the traffic light is red only 25% of the time for one road, it is red more than 75% of the time for the intersecting road, massively reducing the capacity of that road). The last 2 slides show the

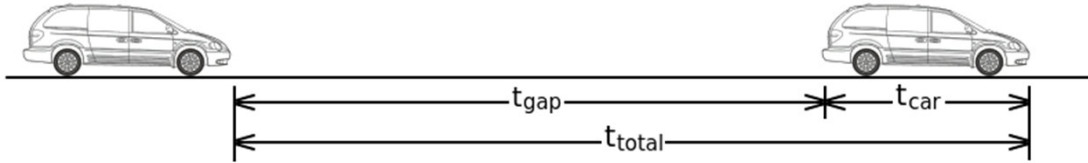
present and proposed configuration of the intersection. The final image is just a concept, not a final design proposal.

Thanks for looking at the presentation,  
Dave Rabinowitz

PS: Rachel, please pass this on to the county commissioners - I couldn't find their email addresses.  
Thanks.

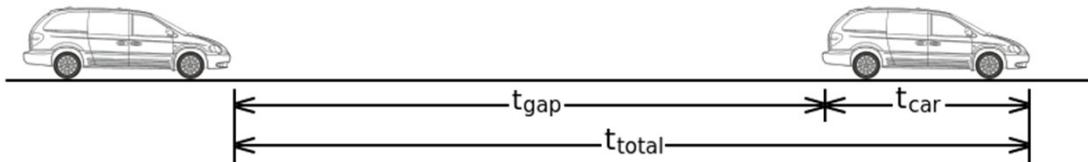
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$$\frac{\text{cars}}{\text{min}} = \frac{1}{\text{min car}} = \frac{60}{\frac{\text{sec}}{\text{car}}} = \frac{60}{t_{\text{total}}}$$



1

$$\frac{\text{cars}}{\text{min}} = \frac{1}{\text{min car}} = \frac{60}{\frac{\text{sec}}{\text{car}}} = \frac{60}{t_{\text{total}}}$$



$$t_{\text{gap}} = 2 \text{ sec}$$

$$t_{\text{car}} = L * \text{sec/ft}$$

$$L = 20$$

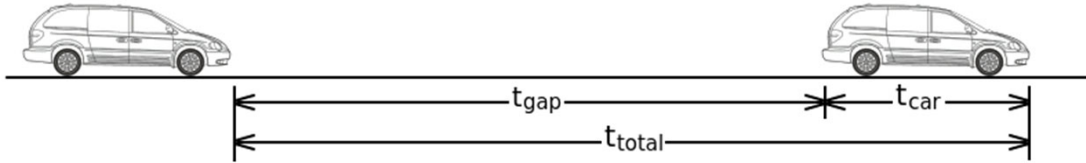
$$\text{ft/sec} = \text{speed} * 5280 \text{ ft/mi} / 3600 \text{ sec/hr}$$

$$= \text{speed} * 1.47$$

$$t_{\text{car}} = 20 / (1.47 * \text{speed}) = 13.6 / \text{speed}$$

2

$$\frac{\text{cars}}{\text{min}} = \frac{1}{\frac{\text{min}}{\text{car}}} = \frac{60}{\frac{\text{sec}}{\text{car}}} = \frac{60}{t_{\text{total}}}$$



$$t_{\text{gap}} = 2 \text{ sec}$$

$$t_{\text{car}} = L * \text{sec/ft}$$

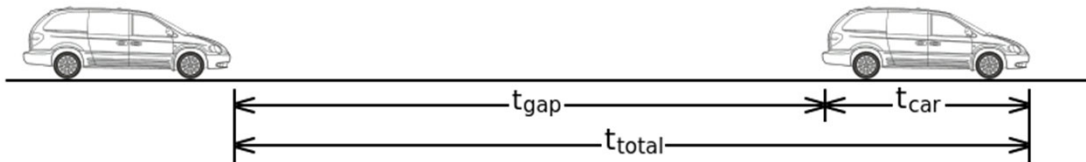
$$t_{\text{total}} = 2 + 20 / (1.47 * \text{mph}) = 13.6 / \text{speed}$$

$$\text{cars/min} = 60 / (2 + 13.6 / \text{speed})$$

$$\text{cars/hr} = 60 * \text{cars/min}$$

3

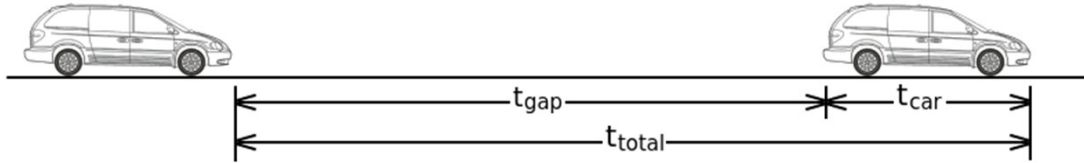
$$\frac{\text{cars}}{\text{min}} = \frac{1}{\frac{\text{min}}{\text{car}}} = \frac{60}{\frac{\text{sec}}{\text{car}}} = \frac{60}{t_{\text{total}}}$$



mph	t <sub>gap</sub>	t <sub>car</sub>	t <sub>total</sub>	cars/min	cars/hr
10	2	1.36	3.36	17.85	1,071
20	2	0.68	2.68	22.39	1,343
30	2	0.45	2.45	24.45	1,467
35	2	0.39	2.39	25.12	1,507
45	2	0.30	2.30	26.06	1,564
55	2	0.25	2.25	26.70	1,602
65	2	0.21	2.21	27.16	1,629
75	2	0.18	2.18	27.51	1,650
99999	2	0.00	2.00	30.00	1,800

4

$$\frac{\text{cars}}{\text{min}} = \frac{1}{\frac{\text{min}}{\text{car}}} = \frac{60}{\frac{\text{sec}}{\text{car}}} = \frac{60}{t_{\text{total}}}$$

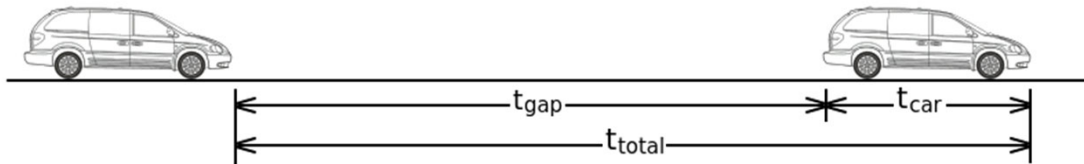


mph	t <sub>gap</sub>	t <sub>car</sub>	t <sub>total</sub>	cars/min	cars/hr
10	2	1.36	3.36	17.85	1,071
20	2	0.68	2.68	22.39	1,343
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65	2	0.21	2.21	27.16	1,629
75	2	0.18	2.18	27.51	1,650
99999	2	0.00	2.00	30.00	1,800

While there is a red light, capacity=0

5

$$\frac{\text{cars}}{\text{min}} = \frac{1}{\frac{\text{min}}{\text{car}}} = \frac{60}{\frac{\text{sec}}{\text{car}}} = \frac{60}{t_{\text{total}}}$$

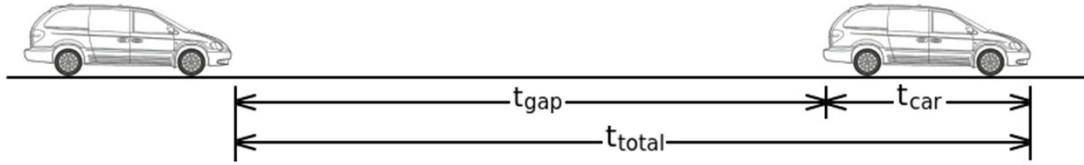


mph	t <sub>gap</sub>	t <sub>car</sub>	t <sub>total</sub>	cars/min	cars/hr	Red %				
						25	30	35	40	50
10	2	1.36	3.36	17.85	1,071	803	750	696	643	536
20	2	0.68	2.68	22.39	1,343	1007	940	873	806	672
30	2	0.45	2.45	24.45	1,467	1100	1027	954	880	734
35	2	0.39	2.39	25.12	1,507	1130	1055	980	904	754
45	2	0.30	2.30	26.06	1,564	1173	1095	1016	938	782
55	2	0.25	2.25	26.70	1,602	1201	1121	1041	961	801
65	2	0.21	2.21	27.16	1,629	1222	1141	1059	978	815
75	2	0.18	2.18	27.51	1,650	1238	1155	1073	990	825
99999	2	0.00	2.00	30.00	1,800	1350	1260	1170	1080	900

6



$$\frac{\text{cars}}{\text{min}} = \frac{1}{\frac{\text{min}}{\text{car}}} = \frac{60}{\frac{\text{sec}}{\text{car}}} = \frac{60}{t_{\text{total}}}$$

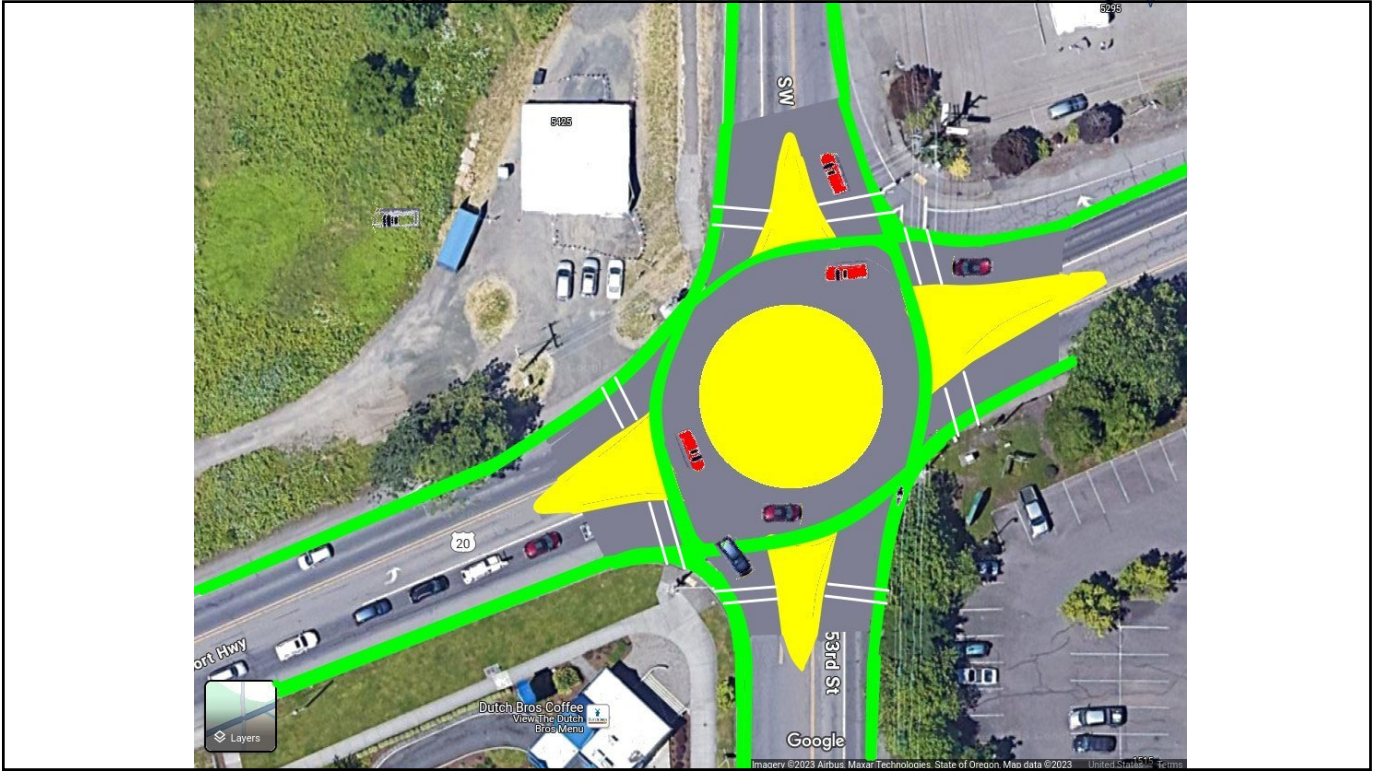


mph	t <sub>gap</sub>	t <sub>car</sub>	t <sub>total</sub>	cars/min	cars/hr	Red %				
						25	30	35	40	50
10	2	1.36	3.36	17.85	1,071	803	750	696	643	536
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35	2	0.39	2.39	25.12	1,507	1130	1055	980	904	754
45	2	0.30	2.30	26.06	1,564	1173	1095	1016	938	782
55	2	0.25	2.25	26.70	1,602	1201	1121	1041	961	801
65	2	0.21	2.21	27.16	1,629	1222	1141	1059	978	815
75	2	0.18	2.18	27.51	1,650	1238	1155	1073	990	825
99999	2	0.00	2.00	30.00	1,800	1350	1260	1170	1080	900

7



8





Horizontal shift in the roadway to allow bus stops without impeding traffic while also calming traffic

SW WEST HILLS RD

