



BENTON COUNTY PUBLIC WORKS
SW 53RD STREET OVERPASS NEIGHBORHOOD INFORMATIONAL MEETING
TUESDAY, NOV. 14, 2017, 5:30 – 7:00 PM
BENTON COUNTY FAIRGROUNDS CONFERENCE ROOM
COMMENTS & RESPONSES

This is a summary of the comments or concerns the County gathered from the comment cards at the SW 53rd Overpass Neighborhood Meeting. There will be an additional neighborhood meeting later in 2018, so please be on the lookout for another invitation in the mail. Thank you again for being a part of this important process!

Concern: Configuration of the Willow/53rd and Cherry/53rd intersections; including proximity to each other, ease of access to 53rd Street, congestion, sight lines for vehicles turning onto 53rd Street, pedestrian crossings, and the potential for a single intersection or roundabout.

The design presented at the open house was a preliminary design. Before moving forward with final design, Benton County and the David Evans and Associates will look at the current proposal and determine what changes or modifications are needed; including the possibility of a roundabout, signal, or pedestrian crossing. Final design will provide easy and safe access to 53rd Street for residents, as well as safe crossing for bicyclists and pedestrians.

Concern: There should be guard rails or concrete rails on the overpass.

Barriers will be included in the final design as required in the AASHTO Green Book to prevent vehicles and pedestrians from falling off the overpass. The railroad owner will also require fencing so that objects may not be tossed over the edge.

Concern: Multi-use path functionality and safety.

Realignment of the multi-use path to the east side of the old portion of 53rd Street shall be considered during design in order to reduce conflicts between the path and existing driveways. Otherwise, the multi-use path will stay on the west side of 53rd Street north and south of the project limits (in its current location). Careful consideration will be given to path crossings at all intersections.

Concern: Noise and accounting for additional lanes and traffic.

A noise study will be conducted as part of the design. The analysis will include consideration for future conditions. Appropriate noise reducing measures will be implemented where needed.

Concern: Impact on privacy and aesthetics experienced by single story neighborhood; including continued funding for any beautification.

At a minimum, trees and other vegetation will be planted to help with privacy and aesthetics. Any treatments would be maintained by the County.



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Concern: What will happen to the existing bus stop at Cherry?

Benton County will work with Corvallis Transit to determine if the bus stop can remain in its current location or if it will need to be relocated to the new intersection with 53rd Street. Either way, a stop will be provided for residents.

Question: Can a street light be added to the light pole on Willow between 54th and 55th Streets?

A street light on Willow Avenue is probably outside the scope of this project. Willow is a City of Corvallis street and therefore a request for a new street light would need to go through them.

Comment: 56th Street is in need of resurfacing due to construction traffic.

A resurfacing project on 56th Street is outside the scope of this project. 56th Street is a City of Corvallis street and therefore a request for a resurfacing project should be directed to them.

Question: Will a time study be done to look at the change in emergency vehicle response times into and out of these neighborhoods due to this project?

The impact of the overpass on response times for emergency vehicles should be minimal. The overpass will provide continued connectivity of 53rd Street during flood events which will be a benefit for emergency responders.

Comment: It seems wise to synch up the finalization of the design after the City and County TSPs are completed so that taxpayers get the most out of this investment.

The City and the County TSPs are currently being updated. The overpass design will reflect the information found in the TSP.

Question: Will the State of Oregon review the plan? Will traffic impacts on "cut through" local streets that connect to the State Hwy. 34/20 be provided to the reviewers?

ODOT is involved in the TSP update and will be able to provide comments during that process. However, the TSP does not usually address cut through traffic on local streets as it is focused on arterial and collector functionality.

Comment: Please consider, at the dead end on the north side of the 53rd St. Bridge, at the creek, some kind of access for potential school field trips. Many elementary students do units on water quality (often accessed from the schools by foot), but this is another possible location.

Due to the proximity to the railroad and the potential liability it is unlikely that this will be a feasible option; however there may be more appropriate places to provide access along Dunawi Creek.



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Question: Is this bridge designed to seismic standards given the new data available in the last few years for a Cascadia earthquake? Is there any concern with using recycled materials?

The bridge is designed to meet current seismic standards. The recycled beams are certified and well within their design life.

Question: Will the speed limit on the new 53rd Street change?

The speed limit on 53rd Street will likely remain as it is; however as development occurs along this corridor, there may be a need to re-evaluate the speed limit. Along the old section of 53rd Street, the speed limit will likely be reduced to 25mph.

Comment: Please keep as a possibility: two connectors from the Marysville Annexation to 53rd. West Hills needs some help to accommodate all the potential traffic from this development.

At this time, due to 53rd Street being classified as an arterial, only one access will be allowed onto 53rd Street for this development. However, road improvements on West Hills Road as well as a future connector to 35th Street will help mitigate the impacts to West Hills Road. An in depth traffic impact study will be required prior to development.

Concern: Homeless camping under bridge.

Camping under the overpass will be considered during design; however, I do not anticipate a lot of open space for camping when taking into consideration the size of the channel for Dunawi Creek and the railroad embankment.

Concern: Capacity of the overpass and consideration for future growth.

The overpass will be designed to handle the capacity demands of projected future growth. Additional lanes may be constructed in order to make this possible. This corridor will be a studied for capacity during the update of the Transportation System Plan (occurring now!). The transition to additional lanes will be handled during design to ensure safe smooth transitions.

Concern: Cut-through traffic on local roads.

For the neighborhood adjacent to the overpass there may be an adjustment to traffic patterns for residents entering and exiting the neighborhood. However, the traffic should be local neighborhood traffic only and not have a huge impact.

Comment: Listen to families on 53rd and new residences.

There will be additional open houses to seek input and comments from the local residents. The comments collected at the previous open house are being incorporated into the design as feasible. If you have any questions or concerns please bring them to the County's attention.

G:/averyprojmgmt/ROADS/25270-01-05 (53rd STREET RR OVERPASS/Open House/Comments from Open House