

MEMORANDUM

Date:	September 10, 2021	Project #: 23021.35
To:	James Feldmann	
From:	Kim Marshall, Barney and Worth Camilla Dartnell, PE, and Phill Worth, Kittelson and Associates, Inc.	
Project:	Highway OR 99W South Corvallis Facility Plan	
Subject:	OR 99W South Corvallis Open House 2 Summary	

The OR 99W South Corvallis Facility Plan has been underway since late 2020. The Oregon Department of Transportation hosted an Online Open House August 20-30, and on August 25 the project team hosted four tabling events around the south Corvallis and downtown areas including at the Crystal Lake Sports Park, Corvallis Farmer's Market, First Alternative Natural Foods Co-op, and near the Bazaar International Market/Les Schwab Tire Center.

The events were publicized on the project webpage, in the July and August project newsletter, via the project email contact list, at the July concept development workshop, via the City's regular neighborhood email updates, neighborhood flyers, and in local news media. Information provided in the open house included:

- A project overview, map, and captioned photos
- Project Vision statement
- Summary of tools available to address key concerns
- Short-term and long-term corridor cross section and crossing alternatives for the three segments of 99W in south Corvallis.

Participants were able to offer input through:

- Online survey
- Written survey
- One-on-one conversations with the project team during tabling events

The online open house drew strong participation over the 11 days it was live. Sixty-six people took the survey about Segment 1, 60 took the survey about Segment 2, and 58 took the survey about Segment 3. The in-person tabling events also drew strong participation, with about 55 participants total across the four events. The results of the online surveys are quantitatively summarized below. Participants that

joined for the in-person tabling events provided written and verbal feedback. The themes and takeaways from that feedback are included in the summaries below.



Figure 1: Participants providing input during tabling at the Corvallis Farmer's Market

Segment 1: SW Western Boulevard to Interchange

- **49 of 66 respondents believe that the key issues in Segment 1 have been identified**, 6 respondents say the key issues may be identified with some gaps, and 7 respondents do not believe that the key issues have been identified.
- **35 of 62 respondents are in support of the solutions proposed for Segment 1**, 19 respondents are moderately supportive with some concerns, and 8 respondents are not in support of the solutions presented in the Open House.

"Yes, dedicate and channel pedestrians and bikes to one of the existing lanes. Wider bike lanes and two-way bike/ped paths would be more inviting."

- The **top concern of survey takers is how the separate pedestrian/bike lane will interact with the interchange area** and connect to the surrounding networks.

"...my main concern is understanding how a protected bike lane in this location would integrate into the areas before and after this"

"Are bikes going to be going against traffic on the separated path, thus causing confusion at the intersection?"

"I'm not clear about the potential conflict for bicycles and pedestrians approaching the interchange area as they continue south on Hwy 99 and cars exiting on the right onto OR-34/US-20."

- A secondary concern is if the proposed solution will be effective in slowing down traffic.

"People drive over 40 in 30MPH and even in 20MPH zones. What will cause them to slow down?"

"Will this be sufficient to calm traffic speeds?"

"Vehicle speeds of 35 mph are too high for any of the pedestrian crossing options except the difficult/expensive ones that involve underpasses or overpasses"

- Several participants suggested adding a stop sign, signal, or flashing light at the bike/pedestrian crossing on the on-ramp to OR-34/US-20.

"How about a flashing light or some other way to alert on ramp drivers to delay extreme acceleration until the bike or ped crosses"

"Could there be a stop sign with turn onto Hwy 20/34 rather than an onramp? Onramps indicate speeding up and merging in to a fast highway."

- There was general support and excitement for the addition of lower stress bicycle and pedestrian facilities through this segment at the tabling events. Many participants commented that it is difficult, feels unsafe, or requires out of direction travel to bike or walk from NW of the interchange to SW of the interchange currently.

Segment 2: Interchange Area

- **44 of 57 respondents believe that the key issues in Segment 2 have been identified**, 6 respondents say the key issues may be identified with some gaps, and 7 respondents do not believe that the key issues have been identified.
- **41 of 56 respondents are in support of the solutions in Segment 2**, 9 respondents are moderately supportive with some concerns, and 6 respondents are not in support of the solutions presented in the Open House.

- Overall, participants support the inclusion of roundabouts along the corridor. 57 respondents answered the question whether they prefer roundabouts, signalized intersections, or both. 30 respondents say they prefer roundabouts, 8 prefer signalized intersections, 13 prefer both, and 6 had no preference.

"The roundabout is brilliant! Please keep it."

- Many participants commented that the addition of the roundabout would slow traffic, serve as a gateway to south Corvallis, and allow people to who currently make an illegal southbound-to-northbound U-turn after the interchange to legally make this turn. This especially serves those travelling from westbound on OR-34/US-20 to northbound on OR-99W.

"I think the roundabout is the most effective solution because it would really slow down traffic and signal that the areas is actively used by pedestrians and cyclists."

- The top concern raised by participants is how to make the proposed roundabout and other intersections safe for bikers and pedestrians.

"Very concerned about how a bicycle navigates the circle - with automotive traffic or by having to wait for someone to stop for them at every crossing?"

"I'm a little uncertain how pedestrians will interface with the roundabout, and will want solutions for how they can cross 99 safely."

- Participants were also concerned that the roundabout would be confusing to motorists.

"I like the idea of the roundabout, but this will be a very complex roundabout that could be very confusing for motorists not familiar with it."

- Community members also raised concerns about the location of the proposed off-ramp from Hwy. 34. and proposed keeping the current exit.

"Proposed off ramp from Hwy 34 directly into the new traffic circle could cram a lot of traffic into there. The new off ramp configuration is my least favorite part of this"

"My only concern is the proposed new offramp eastbound to southbound ramp connection from US-20/OR-34. The addition of this offramp is a great idea, but why remove the existing off-ramp that feeds into downtown? It seems that 90% of the traffic on that offramp are headed northbound, so funneling all that traffic into Southtown will unnecessarily increase the traffic burden in a part of town that prides itself on being quiet and 'out of the way'."

"With the separated bike/pedestrian path southbound, I think that the current exit from 34 going west could be left in place, reducing congestion on southbound 3rd street."

- Several participants suggested adding pedestrian/bike bridges or tunnels at key intersections.

"Can the bike/ped lane cross under the westbound ramp rather than have a surface crossing?"

"Crystal Lake to Avery is a major intersection with a lot of bicycle and pedestrian traffic (connecting folks to the 20/34 Westbound bike system particularly). This might be crazy, but always thought this would be a really great spot for a pedestrian bridge (bridging from Crystal Lake to Avery Dr)"

Segment 3: SE Chapman Place to the Urban Growth Boundary

- **44 of 55 respondents believe that the key issues in Segment 3 have been identified**, 3 respondents say the key issues may be identified with some gaps, and 8 respondents do not believe that the key issues have been identified.
- **27 of 56 respondents are in support of the solutions in segment 3**, 22 respondents are moderately supportive with some concerns, and 7 respondents are not in support of the solutions presented in the Open House.
- **49 of 54 participants said they would accept more congestion and delays if this made the corridor more comfortable for pedestrians, bicyclists and transit users**. 4 said they would accept some congestion and delays and 1 said they would not accept that trade-off.

"Absolutely. I drive thru this area regularly and would not complain about increased congestion and slower speeds!"

"You BETCHA - I have to drive through there daily and I'm very willing to drive slower to make my neighborhood nicer. I'd rather drive slow through a nice place than fast through what we have now."

- 53 respondents answered whether they prefer five lanes or three lanes of traffic in the segment. **38 prefer three lanes, and 15 prefer five lanes.**
- Of the 53 respondents who answered whether they prefer a parallel network of north-south streets or a limited parallel of north-south streets, **31 prefer a parallel network, and 22 prefer a limited network**. Respondents who prefer the limited network are concerned about moving congestion from the highway onto neighborhood streets.

"We do not want highway traffic passing through our streets to circumvent the highway."

"Installing parallel sidestreet networks would not be a solution to the issue of too much traffic, because it would divert Hwy 99 traffic into the residential neighborhoods which is not safer than keeping the traffic on the highway, and would create the potential for even more danger."

“Adding more traffic to even higher density residential zones seems like a bad idea for residents’ quality of life.”



Figure 2: Participants providing input during tabling at the First Alternative Co-op

- Most participants at the tabling events indicated support for roundabouts and planted medians, separated bike lanes in the long-term scenario, and the presented near-term solution of buffered bike lanes with flex-posts. Most participants indicated support for a “red crossing device” instead of rectangular rapid flashing beacons at pedestrian crossings. Support for the parallel network was mixed with some participants excited about the prospect of a 3-lane cross section and parallel network and other with concerns about diverting motor vehicles into the neighborhoods.

“I have distinct preference for the “road diet” plan (3-lanes). It is the one which will result in peds/bikes feeling comfortable moving around in the corridor.”

“Hilyard St and 30th is a good example of the type of planted medians I’d like to see on OR 99W.”

“In the meantime, I would strongly prefer a vertical solution to buffer the bike lane from the other lanes of traffic.”

Appendix A:
Open House Questions
(Tabling and Online Open House)

YOUR INPUT

SW Western Boulevard to the Interchange

1. Have we correctly identified the key issues for this segment? (Yes/No, if no, then explain)

2. Do these appear to be effective solutions?

3. What, if any, concerns do you have about these concepts or solutions?

4. Are there other solutions that you would recommend we consider?

Interchange Area

1. Have we correctly identified the key issues for this segment? (Y/N, if no then explain)

2. Do these solutions help to address key issues in the area?

3. What , if any, concerns do you have about these concepts or solutions?

4. Are there other solutions that you'd recommend we consider?

SE Chapman Place to Urban Growth Boundary

1. Have we correctly identified the key issues for this segment? (Yes/No, if no, then explain)

2. Are there other solutions that you'd recommend we consider?

3. Would you accept more congestion and delay for motorists, if the corridor could be more comfortable for pedestrians, bicyclists, and transit users and more aesthetically pleasing for all users?

4. If possible for the section between Crystal Lake and Airport Road, which would you prefer:
- OR 99W with five lanes and parallel north-south streets on each side of the highway (most expensive; least congested);
 - OR 99W with five lanes and limited parallel north-south streets on each side of the highway (moderately expensive; moderately congested);
 - OR 99W with three lanes and parallel north-south streets on each side of the highway (less expensive; moderately congested);
 - OR 99W with three lanes and limited parallel north-south streets on each side of the highway (least expensive; most congested)?

5. Do you prefer:

- Roundabouts with bicyclists and pedestrians separated from traffic and planted medians along the corridor
- Protected intersections with bicyclists and pedestrians separated from traffic which takes less space than roundabouts but have less ability to add planted center medians
- Both

6. What concerns do you have about these concepts or solutions?

Next Steps

Thank you for taking the time to provide your feedback! We will use this input to inform the alternatives that we develop and evaluate through the fall. We look forward to your continued participation throughout this project!

Please add your name and email if you'd like to receive future project communications, or contact James Feldmann directly with any questions

Name:

Email:

Contact

James Feldmann

- Oregon Department of Transportation
- Agency Project Manager
- james.feldmann@odot.state.or.us

Camilla Dartnell, PE

- Kittelson and Associates, Inc.
- Senior Engineer/Planner
- cdartnell@kittelson.com

Appendix B: Online Open House Materials

OR 99W South Corvallis Open House

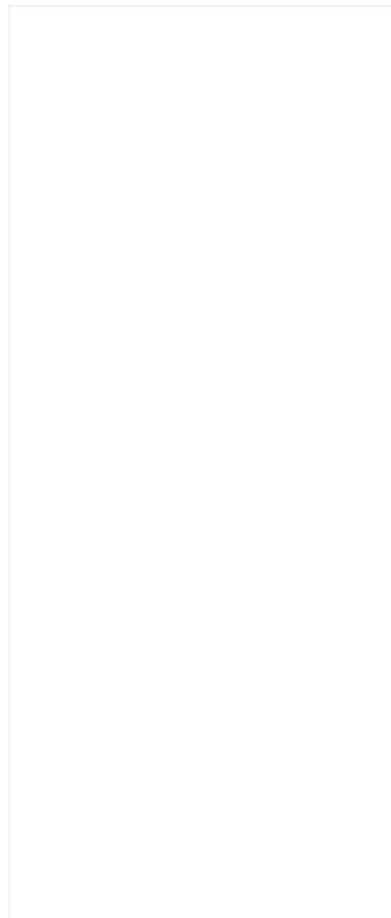
Thank you for participating. This is now closed to allow the project team to analyze your responses and adjust the project accordingly.

August 20th - August 30th, 2021

**Please use Google Chrome, Microsoft Edge, or Firefox
browsers to view this website!**

Thank you for visiting the OR 99W South Corvallis Facility Plan virtual Open House. This plan will focus on making OR 99W (known locally as South 3rd Street) more safe, comfortable, and attractive to walk and bike; provide transportation facilities that are complementary to the land use context of each corridor segment; and address traffic operations, mobility, and access.

Please scroll down to browse through the full content of the website or toggle to different sections using the navigation bar above. The



“Guidance and Tools” section provides education on the different tools that can be used to address needs and improve the corridor. The **“Solutions”** section presents initial concepts developed by community stakeholders and the project team. This section includes feedback that we hope you will take the time to answer.

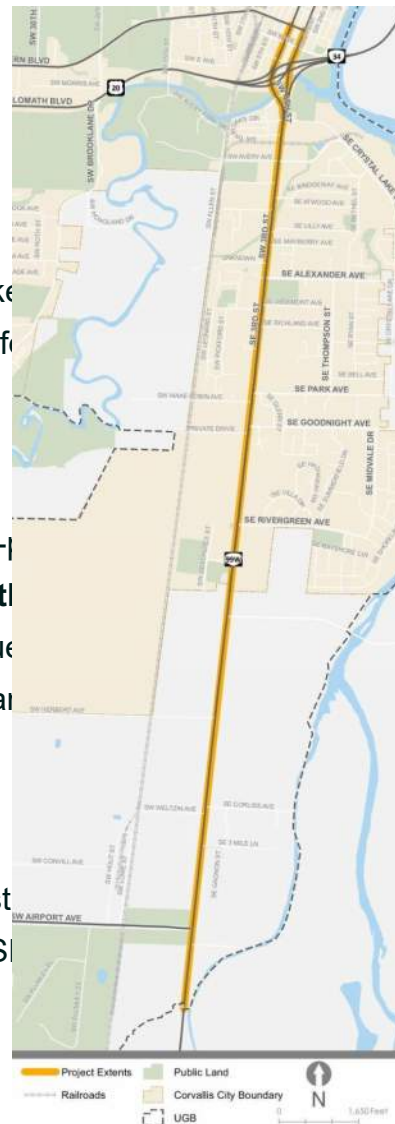
In addition to the online open house, in-person meetings will take place on **Wednesday, August 25th**. Project team members will be available to answer questions and provide house materials at the following times and locations:

10:00 a.m. – 1:00 p.m.

- Downtown Farmer’s Market (NW 1st Street)
- First Alternative Coop Store (1007 SW 3rd Street)

3:00 p.m. – 6:00 p.m.

- Crystal Lake Sports Park (100 SE Fischer Lane, Corvallis)
- Les Schwab/Bazaar International Market lawn (2220 SW 3rd Street, Corvallis)



Project Background

High vehicular speeds and traffic volumes and narrow walking and biking facilities along OR 99W make walking and biking uncomfortable for many people today. Frequent driveways and the two-way left-turn lane create conflicts that add to this discomfort and create congestion at certain times of the day. Crossing the

highway presents added challenges. South of Rivergreen Avenue there are no sidewalks and south of Kiger Island Drive there are no bicycle lanes. As a result, the OR 99W corridor needs new walking and biking infrastructure to support low-stress, safe facilities along and across OR 99W.

The project study area, shown in the adjacent image, is defined as the segment of OR 99W from SW Western Boulevard on the north end to the City's southern urban growth boundary (UGB) on the south end.



Vision

The project team, including an advisory group of community stakeholders, prepared the following Vision for this segment of the OR 99W corridor.



OR 99W (South 3rd Street) contributes to the sense of place and community identity desired by residents, business and property

owners, and visitors to the south Corvallis area.

- People of all ages and abilities find facilities and amenities along the corridor that safely support and comfortably encourage walking, biking, and the use of transit.
- A mix of business and civic uses attract and serve adjoining neighborhoods, as well the broader community, and the corridor is easy to find and travel to by all modes from nearby destinations, including those north of the river.
- The size, mix, and speed of transportation facilities (such as sidewalks, bike lanes, motor vehicle travel lanes) are well-suited to the adjacent land uses and character of each corridor segment.
- Travel speeds are managed and crossing treatments are provided such that people driving contribute to the sense of vitality, while not detracting from the safety or comfort of people of all ages and abilities.
- Gateway features reinforce the entry to Corvallis for travelers to recognize the character of the area and adapt their behaviors and expectations accordingly.



Guidance and Tools

A range of tools and strategies are available to address key challenges and to create the transportation corridor envisioned by the community. Some tools are very versatile, while others have limitations on their use, such as when, where, and/or how they can be used. Finally, the use of most tools comes with some sort of trade-offs that are important to understand. Tools and guidance are grouped into land use realm, elements of a street (cross-section), intersections, and pedestrian crossings.

Land Use Realm: Context Designations



When thinking about the design and needs of a roadway, the adjacent land uses provide the “context” for determining the corridor needs. While the segment of OR 99W north of Western Boulevard is generally recognized as the central business district of Corvallis, the segment between Western Boulevard and Kiger Island Drive is planned to continue developing as an area with a mix of commercial retail and office uses and more dense residential development. Therefore, this segment is designated as “Urban Mix.” South of Kiger Island Drive to the City’s southern UGB, residential developments with supporting commercial centers are anticipated, matching the designation as a “Residential Corridor.”

The Oregon Department of Transportation (ODOT) has prepared the Blueprint for Urban Design that defines these various land use contexts and then provides guidance for how to shape the street to complement those adjacent land uses. The following table provides an overview of the street characteristics that are suitable for the “Urban Mix” and “Residential Corridor” designations. Note the guidance on travel speeds and the type and width of facilities for each context.

Urban Context	Target Speed (MPH) ¹	Travel Lanes ²	Turn Lanes ^{1,2}	Shy Distance ^{1,2}	Median ^{1,2}	Bicycle Facility ^{1,2,3}	Sidewalk	Target Pedestrian Crossing Spacing Range (feet) ⁴	On-street parking ¹
Urban Mix	25-30	Start with minimum widths, wider by roadway characteristics	Minimize additional crossing width at intersections	Minimal	Optional, use as pedestrian crossing refuge	Start with separated bicycle facility, consider roadway characteristics	Ample space for sidewalk activity (e.g., sidewalk cafes, transit shelters)	250-550 (1-2 blocks)	Consider on-street parking if space allows
Residential Corridor	30-35	Start with minimum widths, wider by roadway characteristics	Balance crossing width and operations depending on desired use	Consider roadway characteristics, desired speeds	Optional, use as pedestrian crossing refuge	Start with separated bicycle facility, consider roadway characteristics	Continuous and buffered sidewalks	500-1,000	Generally Not Applicable, Consider roadway characteristics

Elements of a Street

A street comprises several elements referred to as realms, as illustrated.



Pedestrian Realm

The pedestrian realm generally consists of sidewalks or a shared use path. The width of the sidewalk can change the level of comfort and the ability to walk side by side or pass others.



Transition Realm

The transition realm can include parking lanes, turning lanes, planted buffers, and bicycle facilities. The planted buffer improves comfort for pedestrians and aesthetics for all users. Examples of various bicycle treatments are shown below, each providing a degree of comfort for bicyclists.

Travelway Realm

The travelway typically includes general purpose lanes for transit, freight, and people driving. Within the travelway, some elements that can change are the number of travel lanes, the width of those travel lanes, and whether there are medians (which can be planted or concrete) that control opportunities for turning and change the aesthetics of the corridor. **Full medians** do not allow for left turns, which necessitates the ability for users to turn around at a nearby intersection.

Please click through the images to see **different types of median treatments:**

Two-Way Left-Turn Lanes



They provide the opportunity for nearly unlimited access to driveways, at the expense of roadway capacity and pedestrian/bicyclist comfort and safety.

Channelized Left-Turn Lanes



They provide access to select driveways and side streets. Their medians protect roadway capacity and provide safety benefits for all users and opportunities for street trees along the corridor. Medians create the need for people to do a U-turn, which is most feasible at roundabouts or on roadways with at least five lanes.

Continuous Medians



They provide the greatest safety benefits to all users, the highest roadway capacity, and opportunities for street trees along the corridor. Continuous medians create the need for people to do a U-turn, which is most feasible at roundabouts or on roadways with at least five lanes.

Intersection Elements

Several types of intersection are possible along OR 99W through south Corvallis. Three important ones are described below. Please click through the images to see them:

Signalized Intersections

- Allow movement to and from side streets but reduce highway capacity compared to a roundabout.
- Facilitate people walking and biking across the highway.
- Can control traffic speed and improve flow with a series of signals, as in downtown Corvallis.
- Reduce highway capacity and can result in more travel lanes being needed. Can have higher rates of rear end collisions and more serious crashes (due to higher speeds) than roundabouts.



Roundabouts

- Allow access to and from side streets without stopping highway traffic, offering more capacity than traffic signals.
- Promote consistently lower motor vehicle speeds than traffic signals, particularly when provided in a series of intersections.
- Facilitate U-turns and thus the opportunity for planted center medians along the highway when used in a series, which improves safety and aesthetics.
- Can require more space than a signalized intersection.



Protected Intersections

- Reduce turning vehicle speeds and provide physical protection for people walking and biking.
- Can be implemented at one or more corners of an intersection (called "protected corners") or for the entire intersection.
- Are enhanced when provided at signalized intersections or roundabouts.
- Can require more space than a standard intersection treatment.



Crossing Elements

Enhanced crossings increase driver awareness and provide visibility to those walking and biking across the road. Crossings should be provided regularly, especially at key locations where people need access along the corridor, like transit stops and schools. Crossings also should be provided more regularly where

there is a higher density of land uses that people want to move between, as noted below.

Suggested crossing spacing based on the land use contexts near the corridor:

- North of Kiger Island Drive: Crossings every 250 – 550 feet
- South of Kiger Island Drive: Crossings every 500 – 1000 feet

Several crossing elements are described below. Please click through the images to see them:

Rectangular Rapid Flashing Beacon (RRFB)

- Are activated by a push button and begin a “rapid flash” of yellow lights to alert people driving that a person is crossing the roadway.
- Are most appropriate on roadways with more than 2 lanes with posted speeds of ≤ 35 mph.
- Should be accompanied with a pedestrian refuge island on roadways with 3 or more lanes, a protected waiting space for pedestrians, if possible.



Pedestrian Hybrid Beacon (PHB)

- Are also push button activated crossings. They flash yellow, followed by solid yellow light, and eventually solid red to stop motorists and indicate a protected crossing for the pedestrian.
- Are commonly used on roadways with higher vehicular speeds and volumes than RRFBs.
- Are most appropriate on roadways with more than 3 lanes and posted speeds of ≥ 35 mph.
- Can be timed with other signals to control speeds and improve traffic flow.
- Are not used as frequently as RRFBs by ODOT.



Pedestrian Signal

- Work like typical traffic signals but only serve people walking and biking across the roadway.
- Are most appropriate on roadways with 3 or more lanes and high speeds and volumes.
- Can be timed with other signals to control speeds and improve traffic flow.
- Are not used as frequently as RRFBs by ODOT.



Grade Separated Undercrossing

- Provide a pedestrian walkway free of motorist conflicts under the roadway.
- Are most appropriate on roadways with multiple lanes and high speeds and volumes and where pedestrian infrastructure is already at a lower grade than (below) the roadway.
- Require adequate vertical clearance, sufficient lighting, and security for effective use.
- Have challenges and considerations that include ADA accessibility and out of direction travel for pedestrians, which can affect their use



Grade Separated Overcrossing

- Provide a walkway free of motorist conflicts over the roadway.
- Are most appropriate on roadways with multiple lanes and high speeds and volumes and where pedestrian infrastructure is already at a higher grade than (above) the roadway.
- Have challenges and considerations that include ADA accessibility and out of direction travel for pedestrians, which can affect their use.



Solutions

A number of conceptual solutions have been generated to date based on analysis of existing conditions and input from the first

open house, community stakeholders, technical advisors, and project team. Please note that presented ideas and solutions are still planning level concepts that have not been fully tested.

This section provides ideas and information regarding cross-section and intersection elements for OR 99W shown in three segments:

- SW Western Boulevard to the interchange
- Interchange area
- SE Chapman Place to the Urban Growth Boundary



Corridor Design Segments

SW Western Boulevard to the Interchange

Key Issues

- High crash rates, including fatalities
- No bicycle facilities
- Few highway crossings for people walking and biking

Potential Solutions

- Protected crossings on Western Blvd. at 4th and 3rd Streets to provide separate and defined pedestrian and bicycle facilities to increase their comfort and protection
- Conversion of one southbound travel lane to a buffered or protected bicycle lane to reduce bicyclist stress and increase their comfort and to simplify motor vehicle routing to OR 99W south or US-20/OR-34 westbound on ramp (**Diagram A**)

- Signalized crossing (at “C” Avenue) to improve east-west ped/bike connections, including to the shared-use path on the east side of SW 4th Street



Key Questions

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S. Corvallis - OR 99 W (1)

Interchange Area

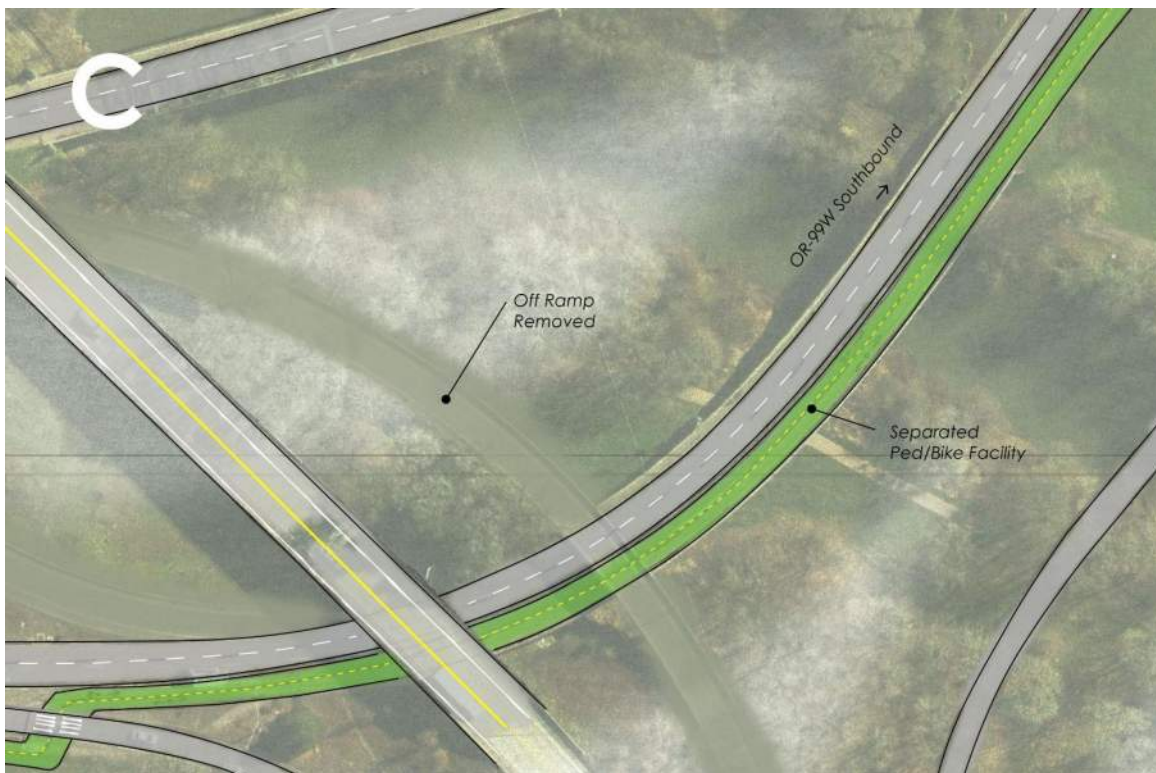
Key Issues

- High motor vehicle speeds coming from US-20/OR-34
- No dedicated bicycle facilities
- Uncomfortable sidewalks with no buffer from adjacent traffic
- No direct eastbound to southbound connection from US-20/OR-34
- No northern gateway to let people know they have entered south Corvallis

Potential Solutions

- Addition of a signalized intersection at the terminal end of the US-20/OR-34 westbound to southbound off-ramp to better manage speeds for those exiting US-20/OR-34 and provide a protected highway crossing for pedestrians and bicyclists **(Diagram B)**
- Replacement of a southbound travel lane with a separated pedestrian and bicycle facility that goes over the Marys River in the southbound direction of the roadway to provide more direct, better protected, and more comfortable southbound ped/bike facilities **(Diagram C)**
- Addition of an eastbound to southbound ramp connection from US-20/OR-34 to improve eastbound to southbound motorist connectivity and reduce unnecessary traffic on “B” Avenue **(Diagram D)**
- Addition of a roundabout north of SE Chapman Place, at the end of the new eastbound off-ramp, to slow speeds, improve safety, provide crossing opportunities for pedestrians and bicyclists (at grade or potentially as a grade-separated undercrossing), and to serve as a northern gateway to the community. **(Diagram D)**





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S. Corvallis - OR 99 W (2)

SE Chapman Place to Urban Growth Boundary

Key Issues

- High crash rates, including fatalities
- Uncomfortable facilities adjacent to traffic for people walking and biking along the corridor
- Uncomfortable crossings for people walking and biking across the highway
- High motorist speeds and loud noise from traffic
- No sidewalks or bike lanes on the southern end of the corridor
- Lack of aesthetics and vegetation along the corridor
- Conflict points at driveways
- Risk of flooding

Potential Solutions

Crossings:

- Improved crossings (type and locations to be determined)

Intersections:

- Roundabouts at intersections to slow speeds and improve safety for all users, and providing more capacity than signalized

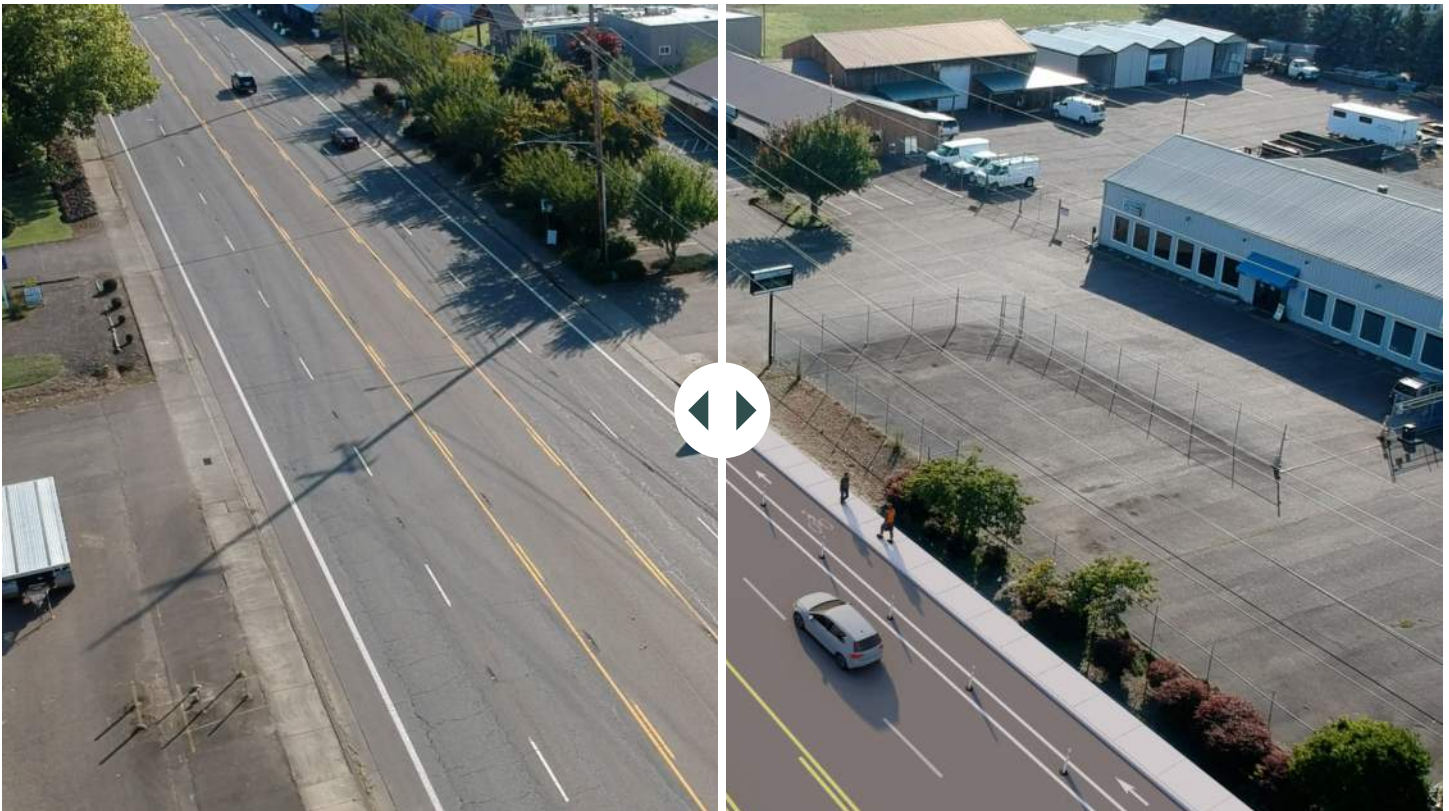
intersections and allowing more opportunities for planted center medians throughout or

- Signalized, protected intersections to further separate people walking and biking from traffic

Cross-Sections:

Near-term (3-5 years):

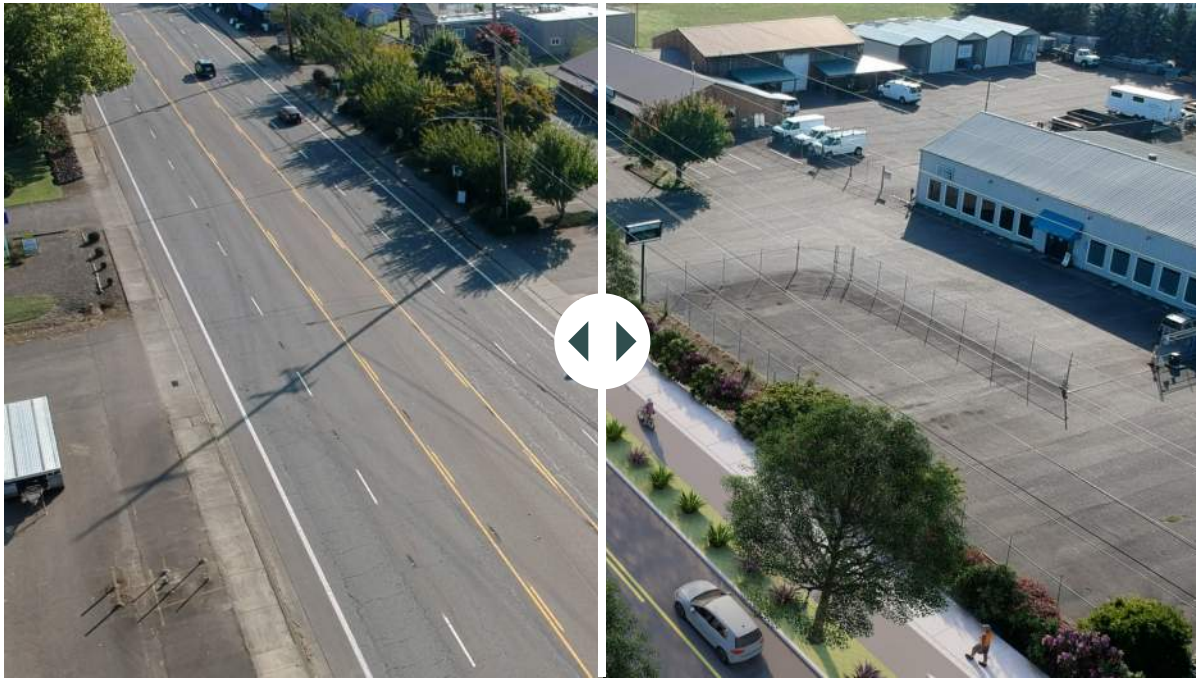
- Narrowing of the median and travel lanes to provide striped, buffered bike lanes in each direction with flex-posts where possible



Long-term (10+ years)

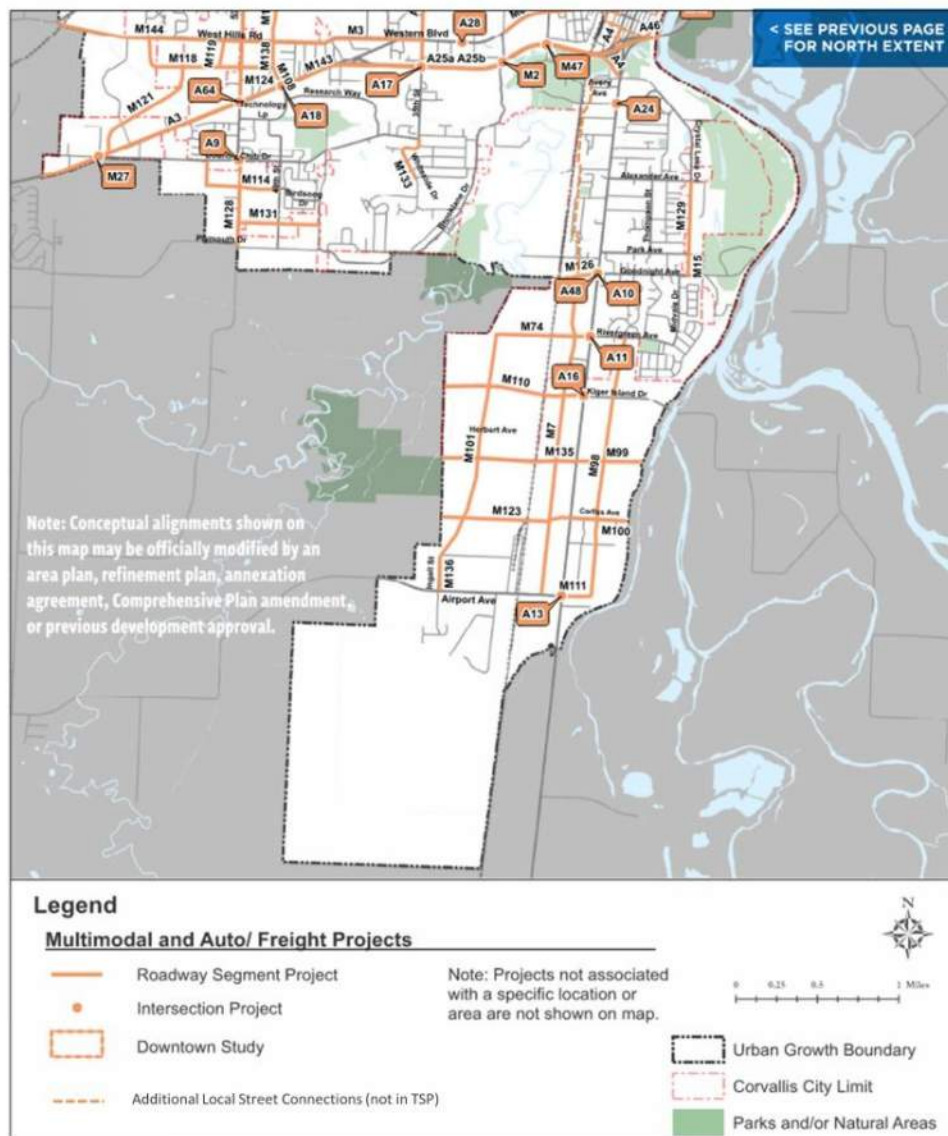
- A **three-lane cross section** with separated bicycle facilities and planted center medians where possible. There would be more opportunities for planted center medians if several roundabouts are placed along the corridor. If a 3-lane cross section is a reduction from five lanes today, then congestion

and delay would be minimized on these segments by completing parallel side street networks

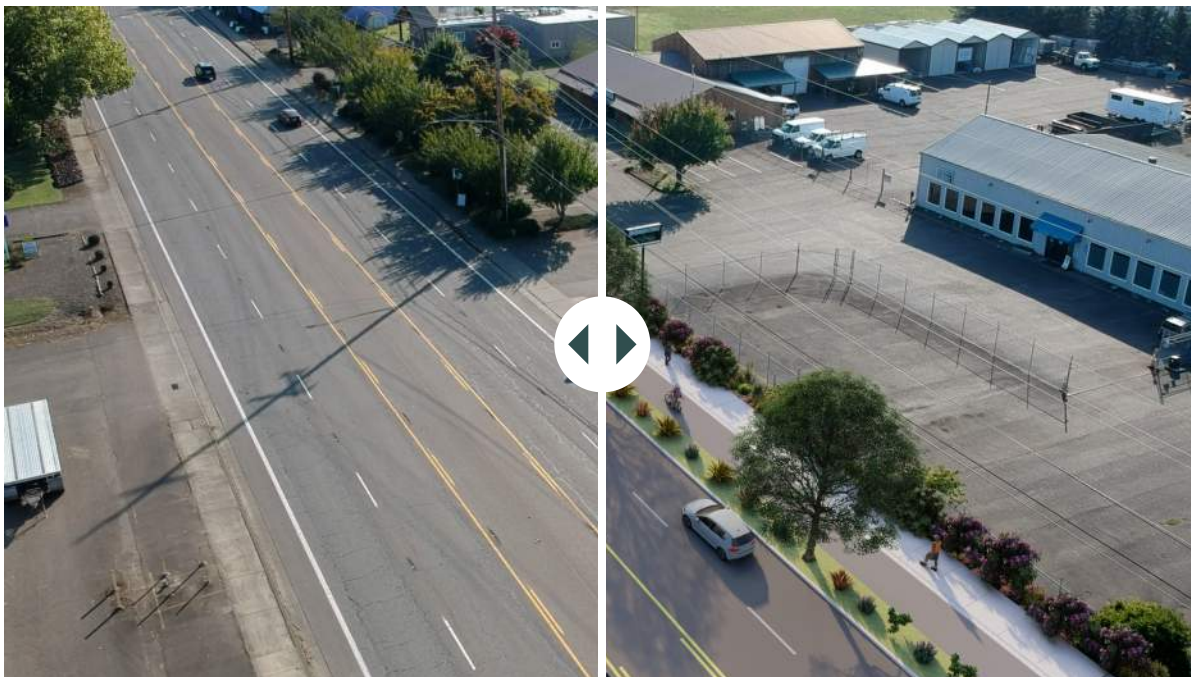


The following street map comes from the City's Transportation System Plan (TSP) and illustrates existing streets and planned extensions and improvements in the south Corvallis area. One potential extension added to the map is a local street that could connect from north of Avery Avenue to Goodnight Avenue. These represent the local parallel network of streets previously referred to. For access to the City's TSP, please visit: <https://www.corvallisoregon.gov/publicworks/page/transportation-system-plan>

Figure 35. Multimodal & Auto/Freight Projects - South Extent



- A **five-lane** cross section with separated bicycle facilities and planted center medians where possible. There would be more opportunities for planted center medians if several roundabouts are placed along the corridor. Congestion and delay would be minimized by completing parallelsides street networks



Key Questions

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S. Corvallis - OR 99 W 9 (3)



Timeline

We are near the midpoint of this 20-month planning effort. During the remainder of summer and into the fall of 2021, we will be

developing and evaluating alternatives that seek to achieve the community's vision for this vital corridor. The project will culminate with a Facility Plan that the City will adopt as an amendment to its TSP and ODOT will approve through the Oregon Transportation Commission.



Next Steps

Thank you for taking the time to provide your feedback! We will use this input to inform the solutions to include as we develop our options for corridor concepts and modifications alternatives that we develop and evaluate through the fall. We look forward to your continued participation throughout this project! Check the project webpage [here](#) for updates and information.

Please add your name and email if you'd like to receive future project communications, or contact James Feldmann directly with any questions.

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S. Corvallis - OR 99 W 9 (4)

Contact

James Feldmann

- Oregon Department of Transportation
- Agency Project Manager
- james.feldmann@odot.state.or.us

Camilla Dartnell, PE

- Kittelson and Associates, Inc.
- Senior Engineer/Planner
- cdartnell@kittelson.com