

OR 99W South Corvallis Facility Plan

2040 Alternatives A and B

SAG Meeting #9

May 11, 2022

Overview:





- Corridor Vision – Facilities that support and encourage walking, biking, and riding transit
- No-Build and Build alternatives that test concepts for:
 - reducing the highway cross section,
 - increasing pedestrian/bike crossing opportunities,
 - improving the local street (ped/bike/auto) network,
 - enhancing the character of the area for all users
- Understanding the trade-offs of options and alternatives

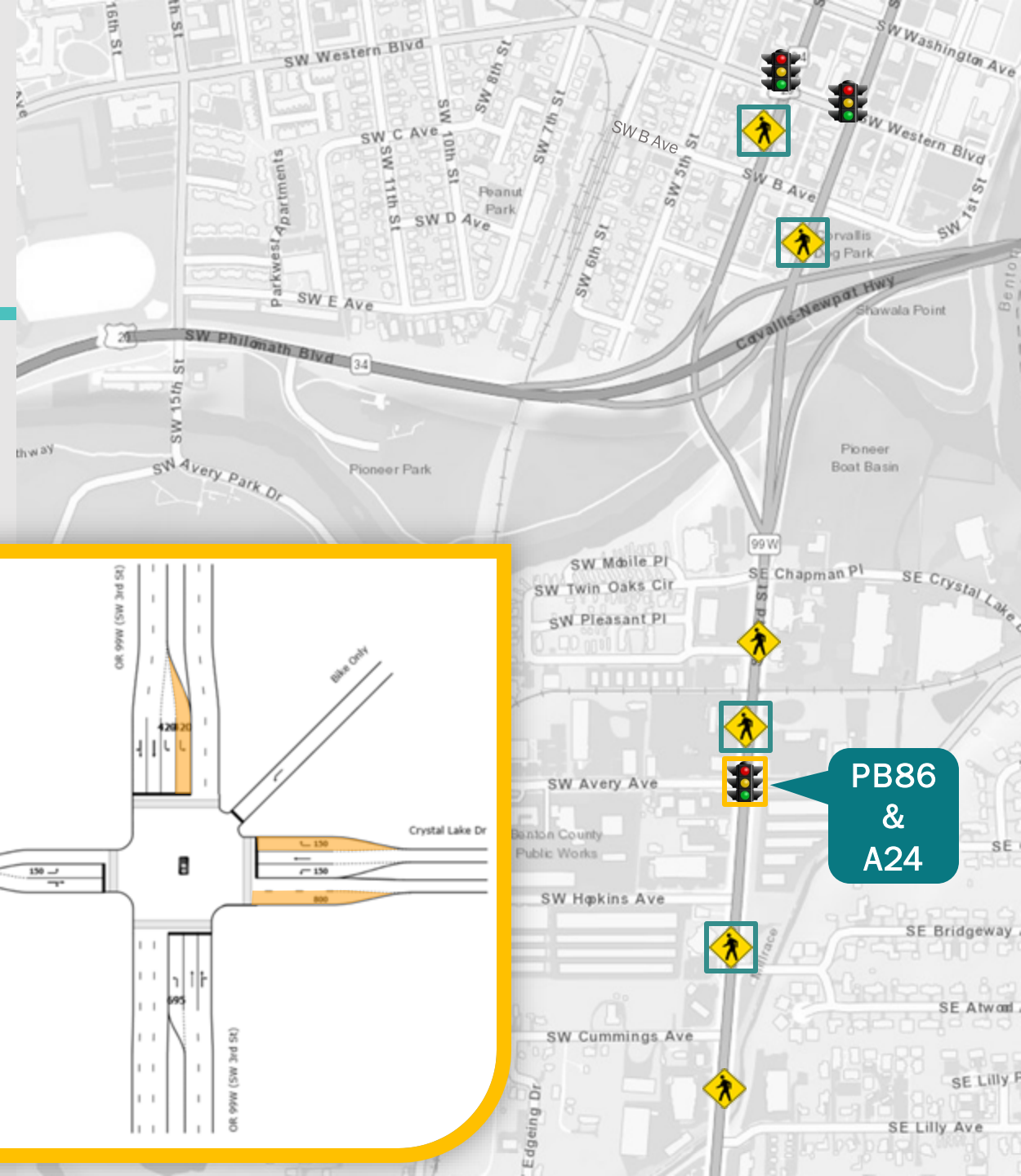
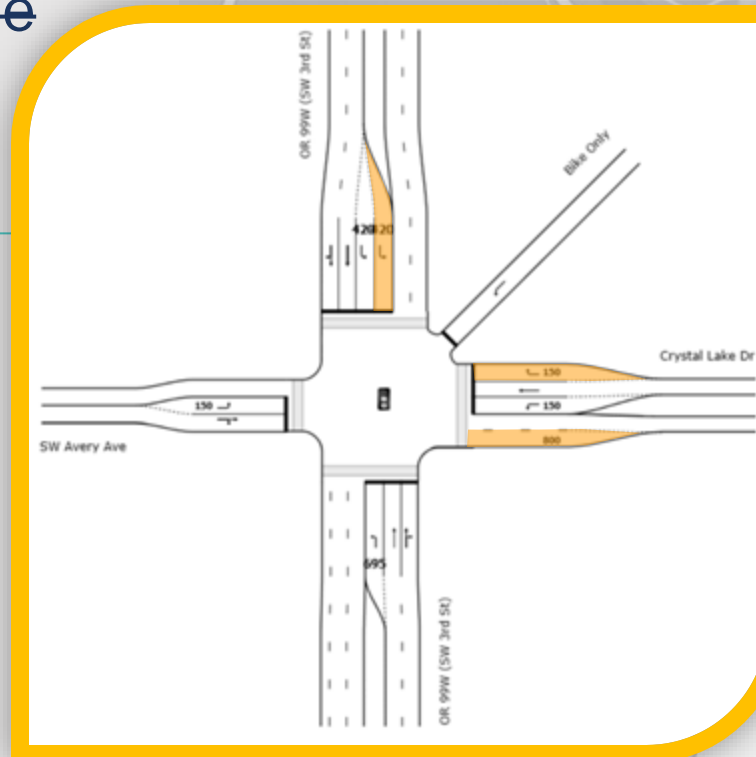
Scenario Development Baseline: 2040 No-Build (ENHANCED)

- New Enhanced Crossings
- ~~Added Pedestrian & Bicycle Phase (PB86) & Intersection Capacity Improvements (A24)~~
- New Parallel Routes & Connections

Scenario Development: 2040 No-Build (ENHANCED)







Segment 1 – Western Blvd to Lilly Ave

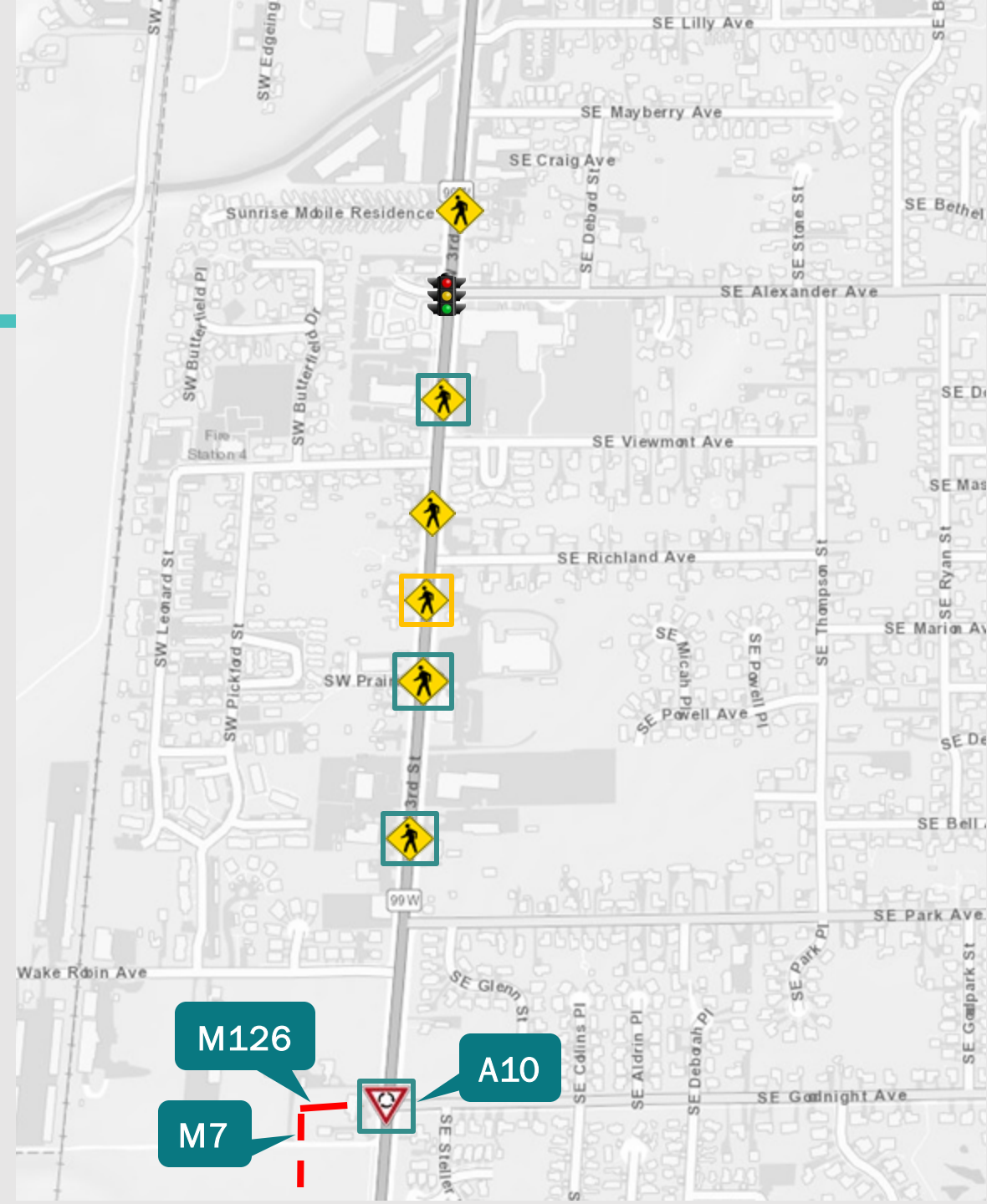
-  New Enhanced Crossings
-  ~~Added Pedestrian & Bicycle Phase (PB86) & Intersection Capacity Improvements (A24)~~
-  Existing Signals
-  Existing Enhanced Crossings



Scenario Development: 2040 No-Build (ENHANCED)

Segment 2 – Lilly Ave to Goodnight Ave


-  New Enhanced Crossings
-  Moved Existing Enhanced Crossing
-  Goodnight Avenue Roundabout (A10)
-  New Parallel Route & Connection (M126 & M7)
-  Existing Enhanced Crossing
-  Existing Signal



Scenario Development: 2040 No-Build (ENHANCED)

Segment 3 – Goodnight Ave to Airport Ave

 Rivergreen Avenue Roundabout (A11)

-  New Parallel Routes & Connections
- West side = M7 + M74, M110, M135, M123
 - East side = M98 + M99, M100 & M111

 New Enhanced Crossings



Scenario Development

Alternative A – 5 to 3 lanes at Goodnight

- New ramp (Segment 1)

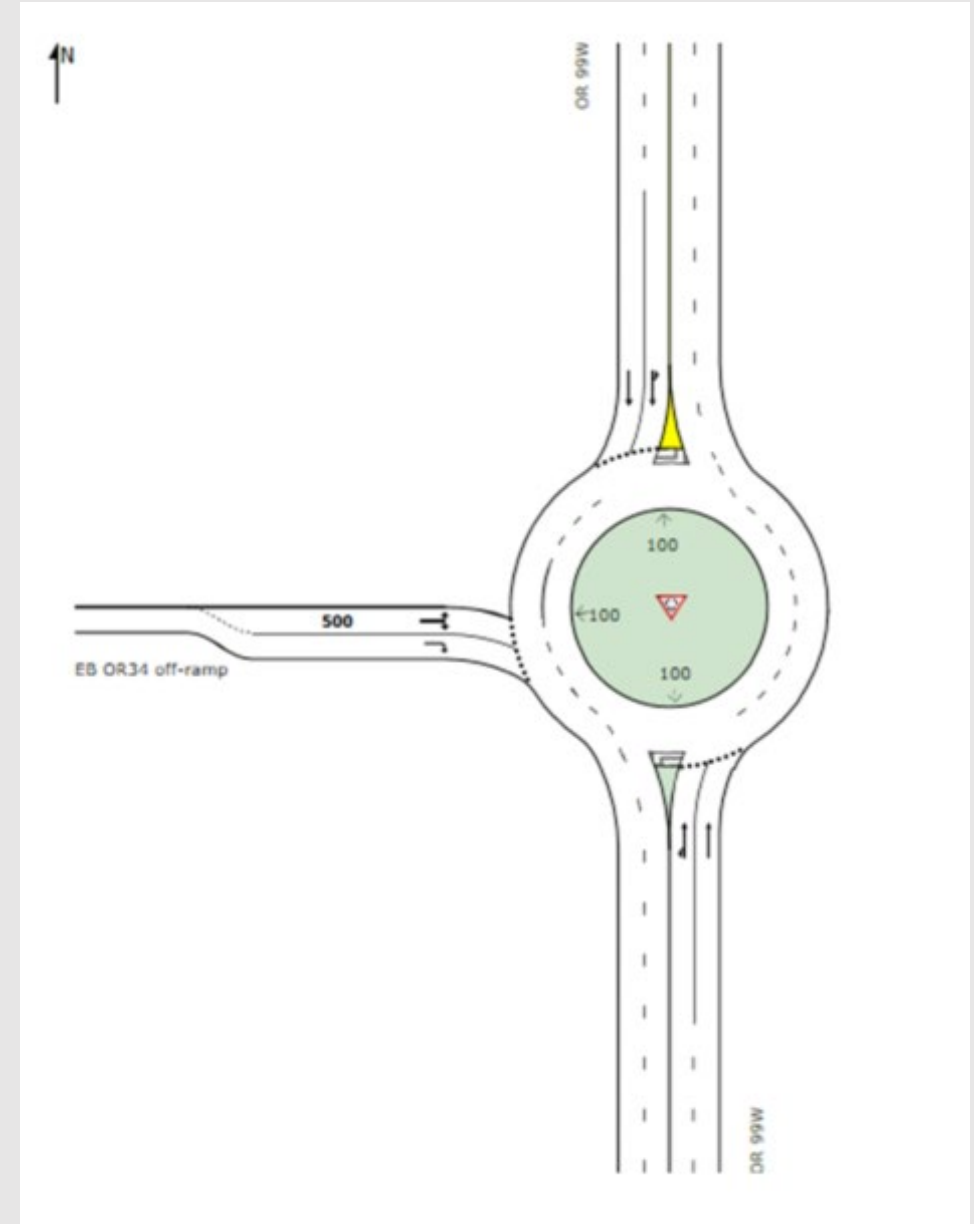
Alternative B – 5 to 3 lanes as far north as...

- New ramp (Segment 1)
- Added western parallel route (north of Goodnight)

Analysis:

Roundabout at ramp connection

- Two lane approach for certain distance
- 2 lane N/S
- 1 lane E/W (lefts/u-turns)

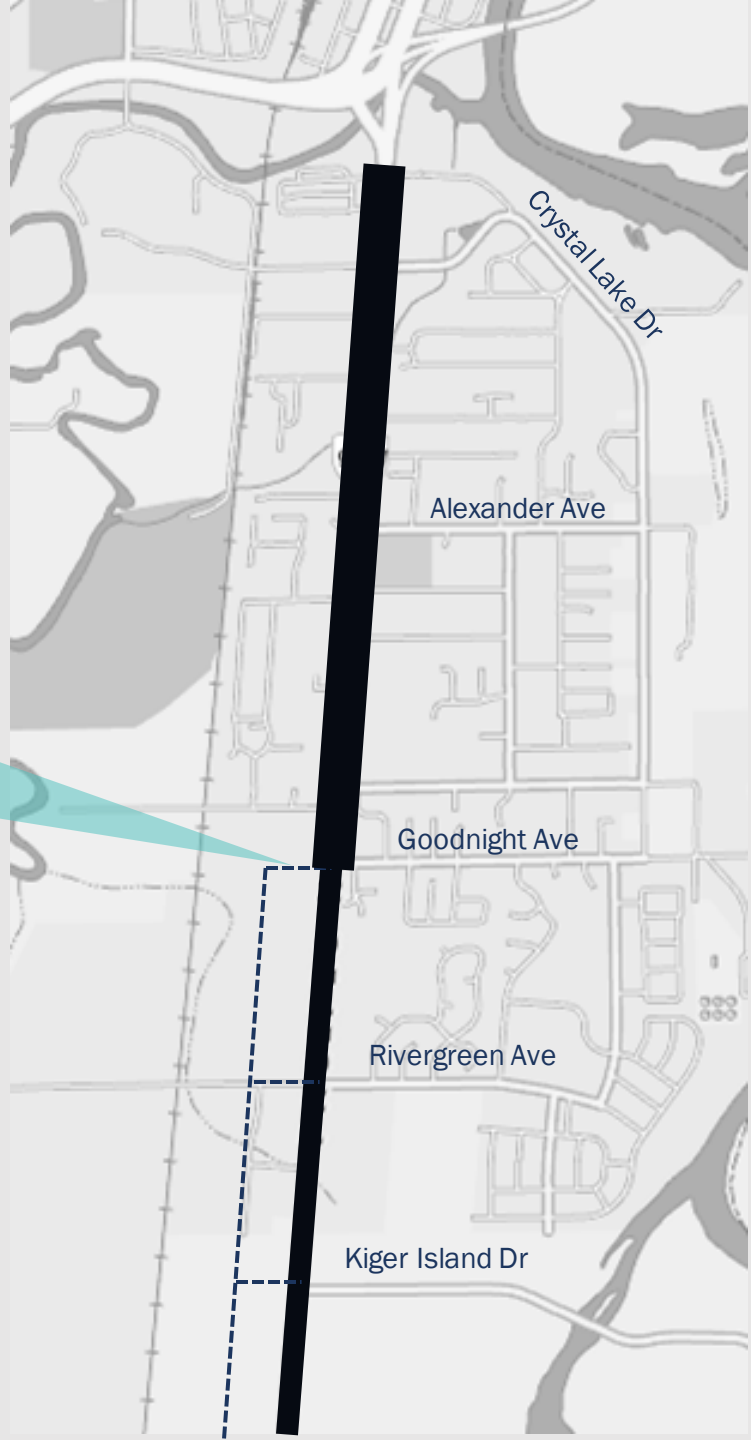


Alternative A

Overview

5 lane to 3 lane
transition at
Goodnight Ave

- 5 Lane Section of 99W
- 3 Lane Section of 99W
- Western Parallel Route added with 2040 No-Build Enhanced



Alternative B - Option 1

Overview

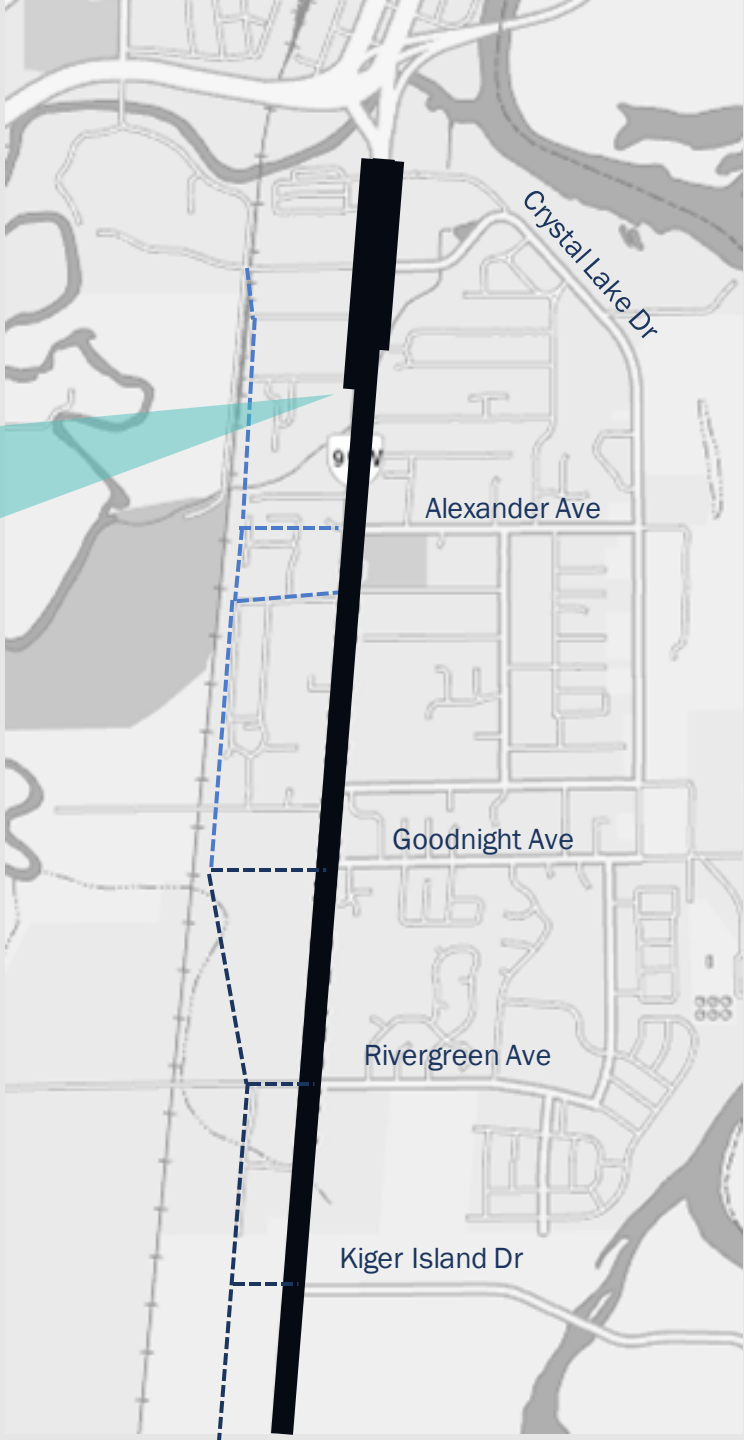
*5 lane to 3 lane
transition at
Bridgeway Avenue (NB) &
Cummings Avenue (SB)*

5 Lane Section of 99W

3 Lane Section of 99W

Added Western Parallel Route with Alt B

Western Parallel Route added with 2040 No-Build Enhanced



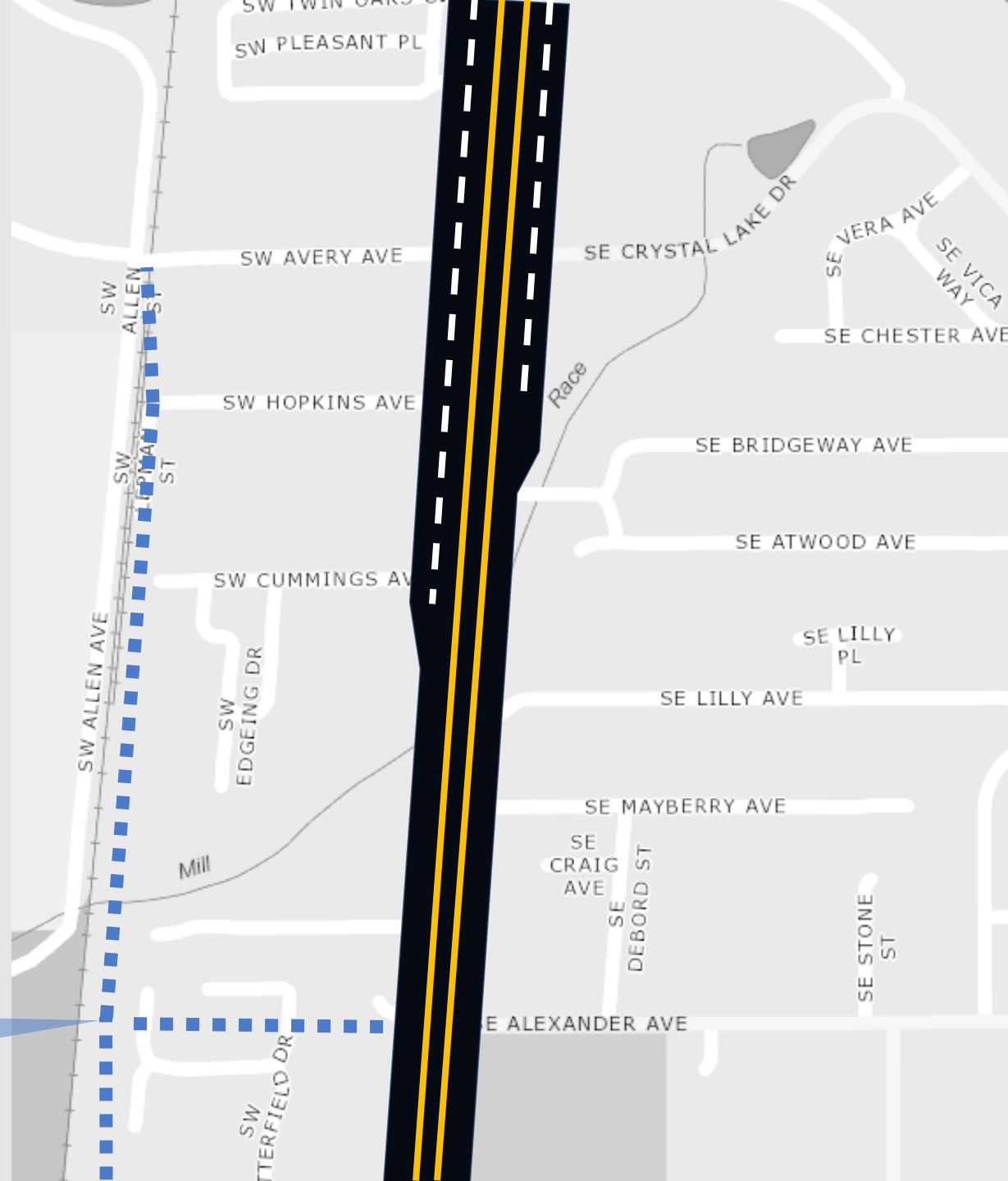
Alternative B - Option 1

Approximate Lane Geometry

5 lane to 3 lane
transition at

Bridgeway Avenue (NB) &
Cummings Avenue (SB)





(Western parallel route
added with Alt B)

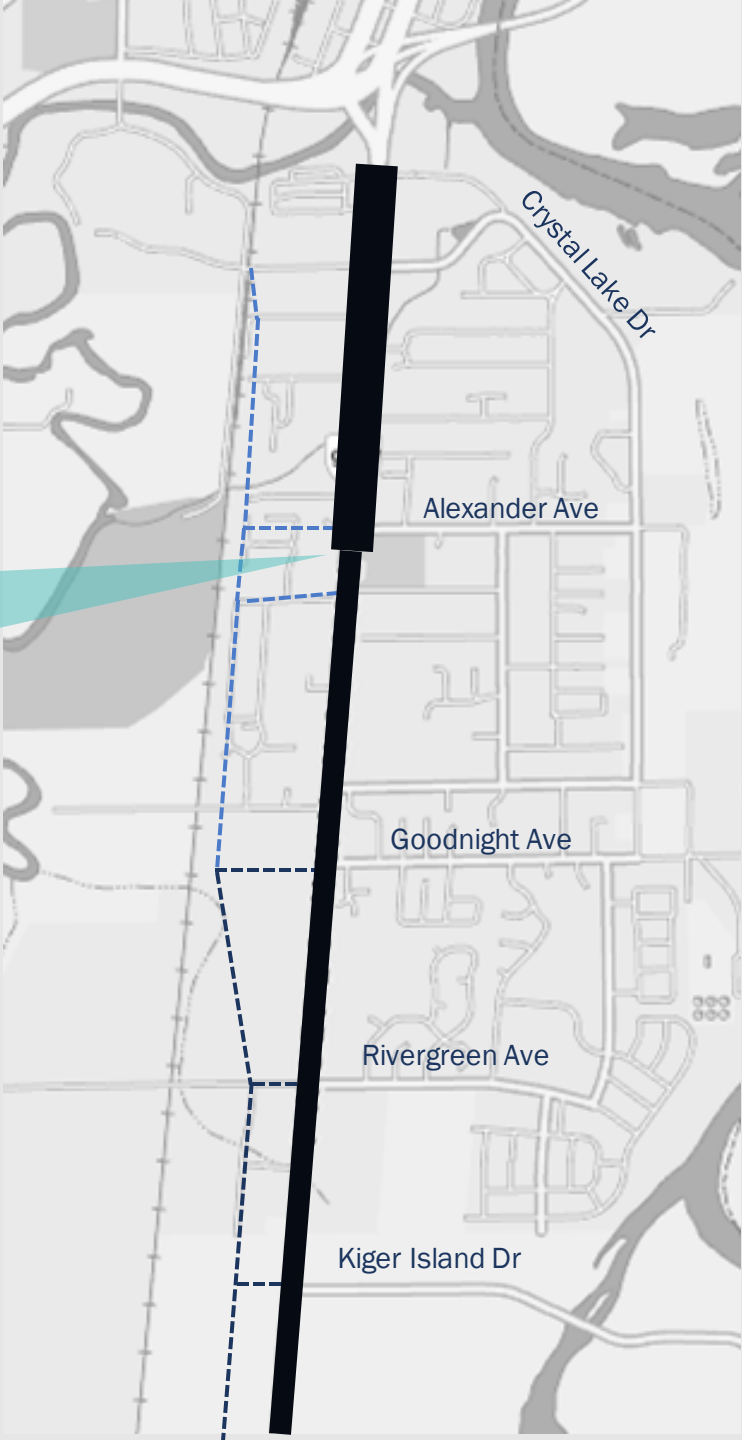


Alternative B - Option 2

Overview

*5 lane to 3 lane
transition at
Alexander Avenue*

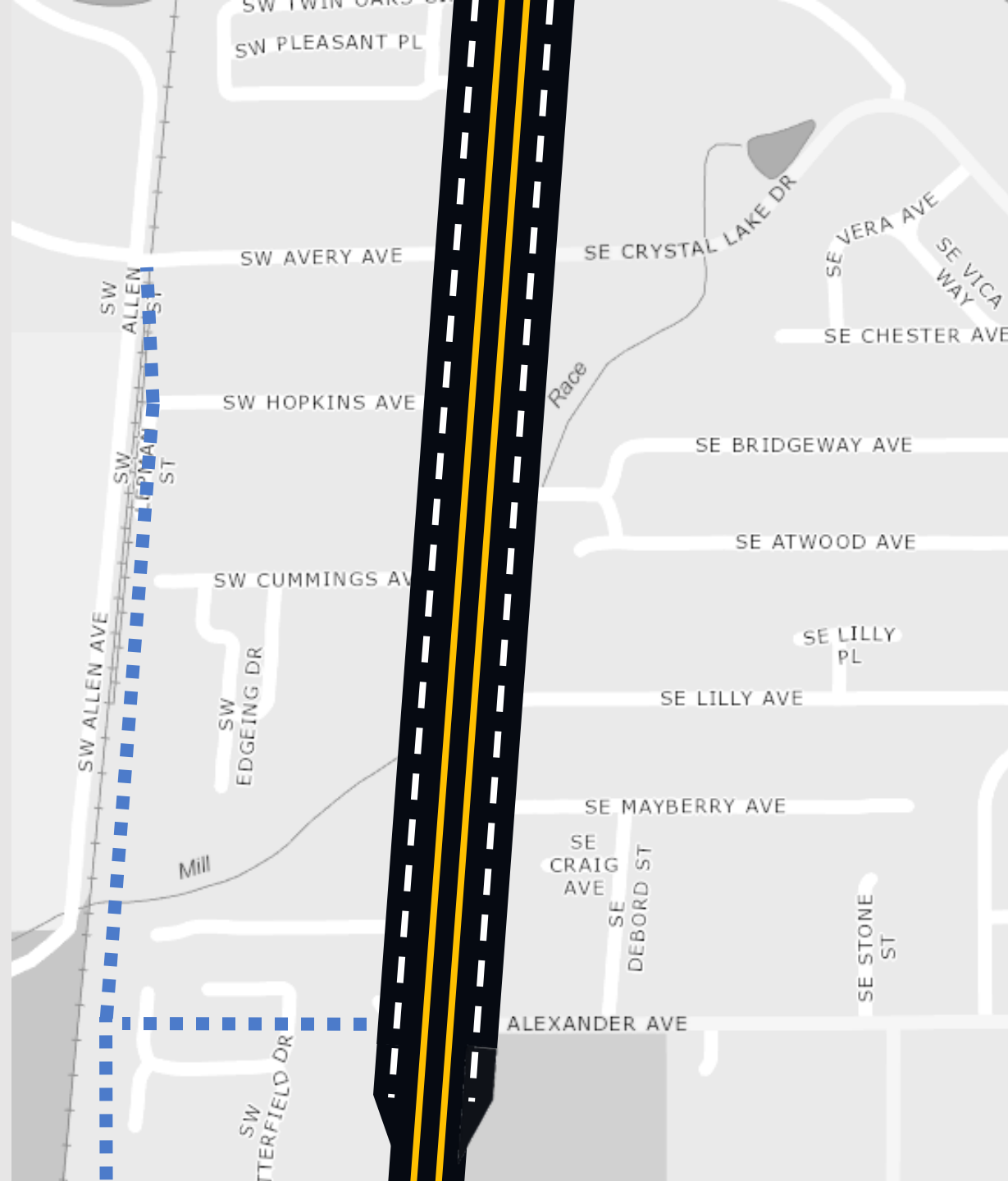
- | | |
|---|--|
|  | 5 Lane Section of 99W |
|  | 3 Lane Section of 99W |
|  | Added Western Parallel Route with Alt B |
|  | Western Parallel Route added with 2040 No-Build Enhanced |



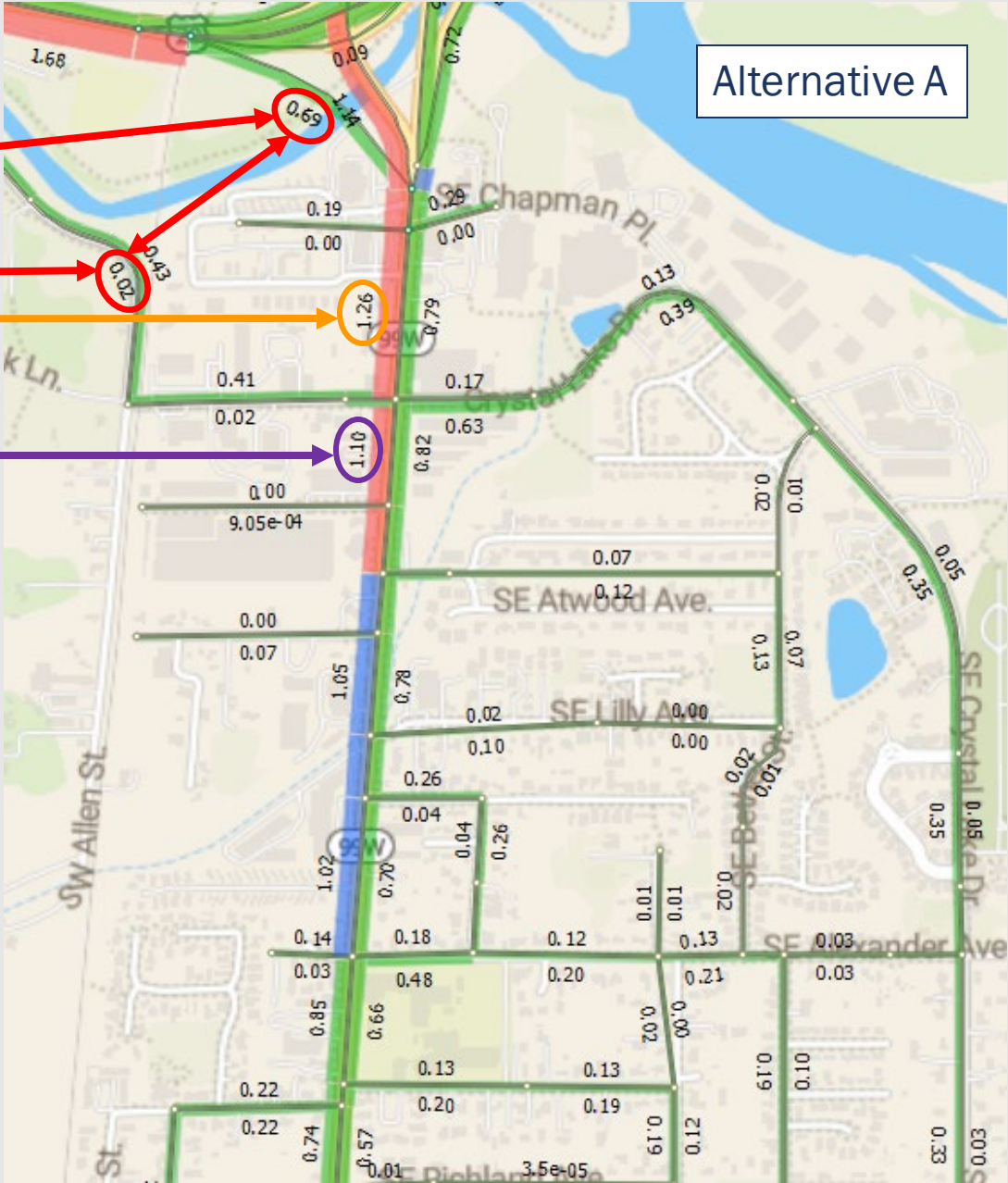
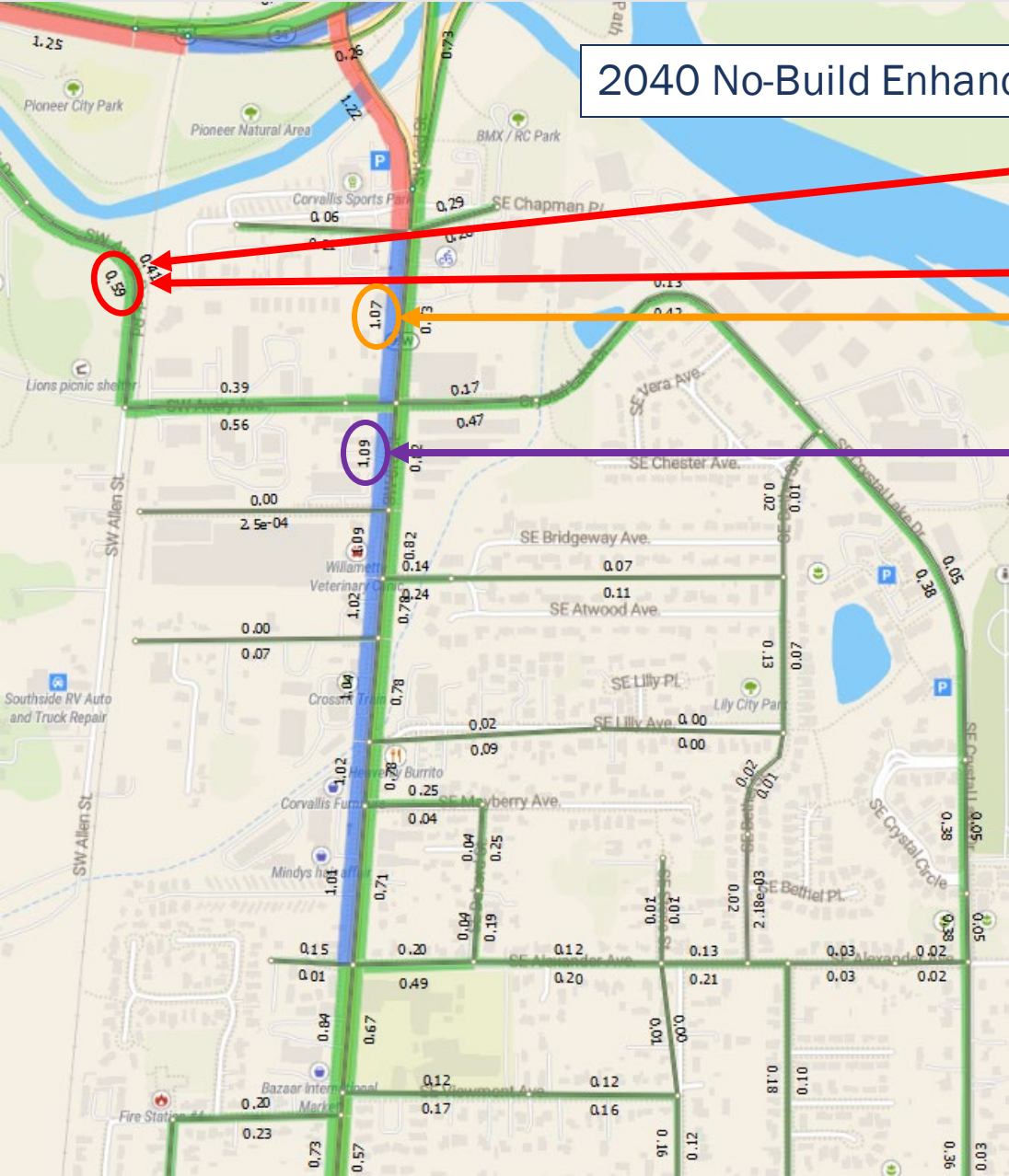
Alternative B - Option 2

Approximate Lane Geometry

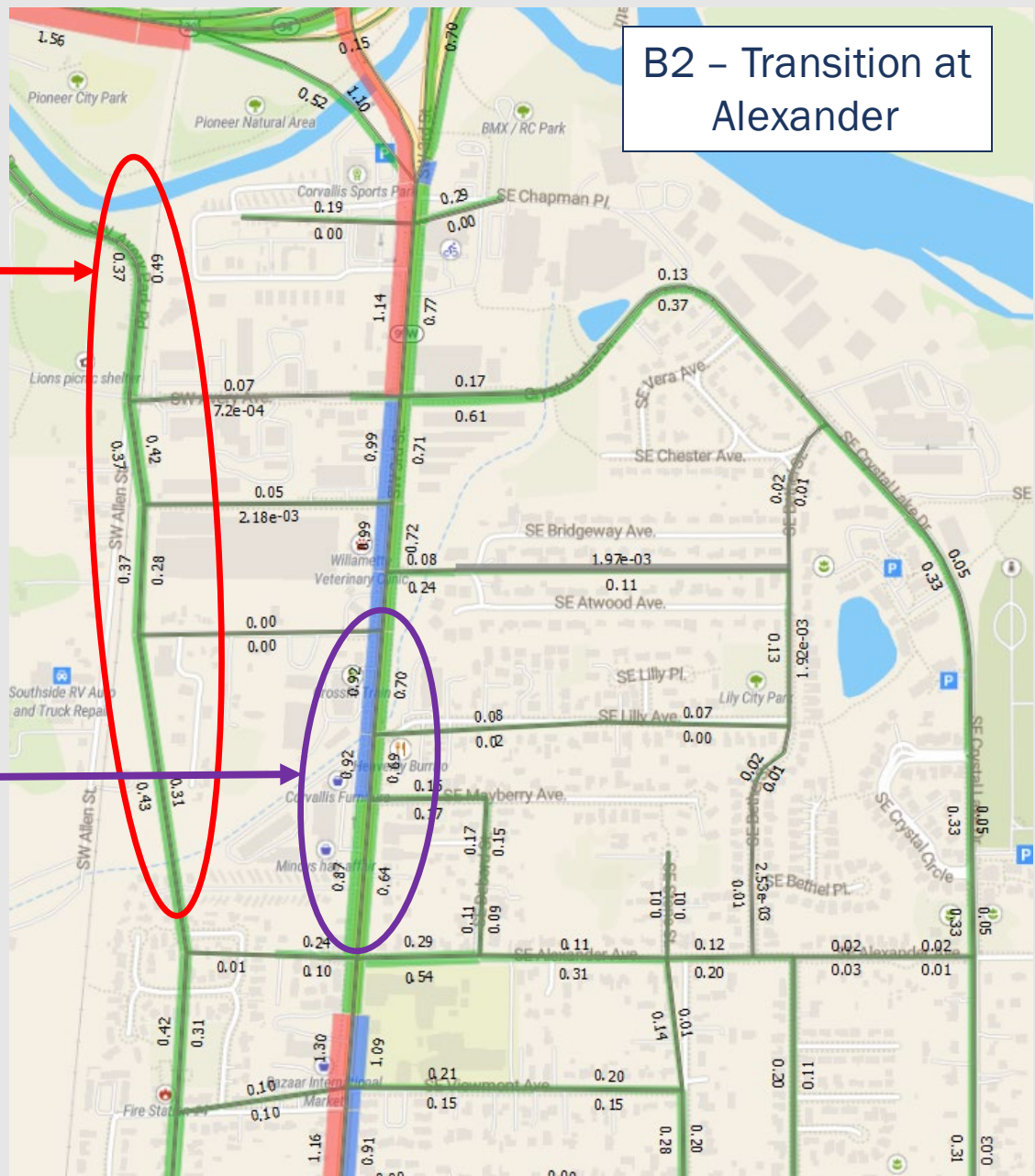
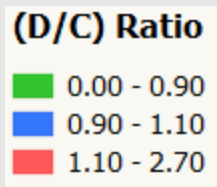
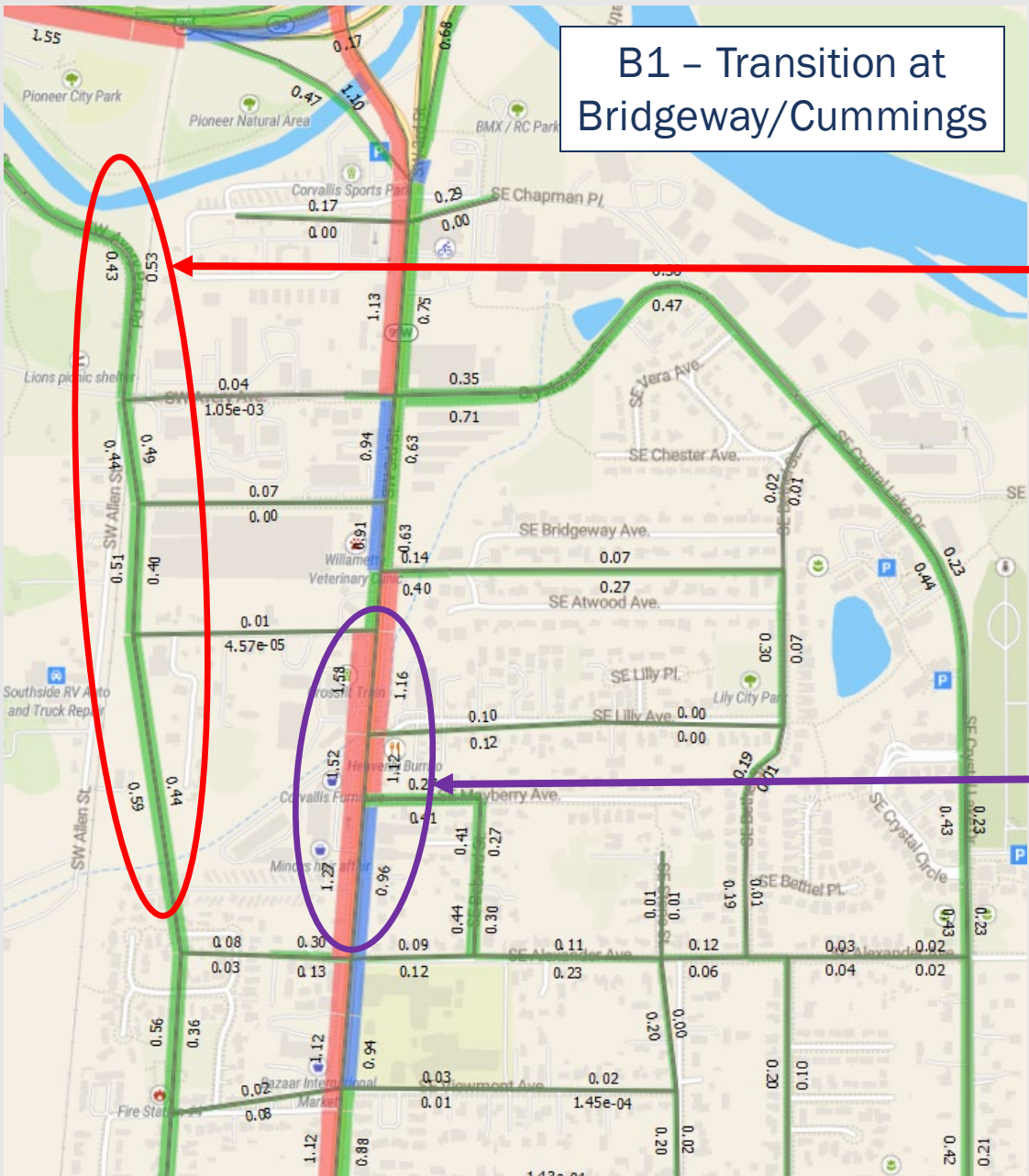
5 lane to 3 lane
transition at
Alexander Avenue



No-Build Enhanced and Alt A D/C for reference

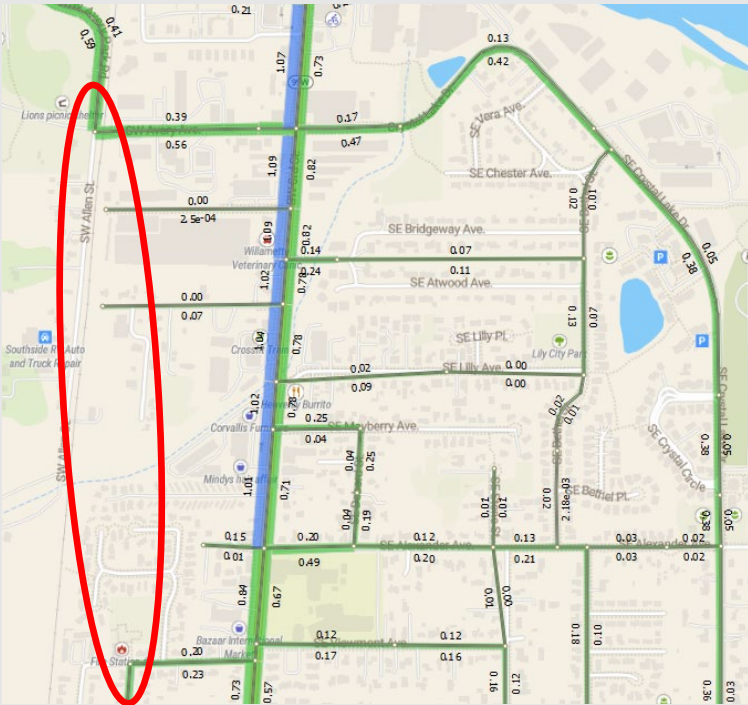


Alternative B – Comparison (Demand/Capacity in PM Peak)

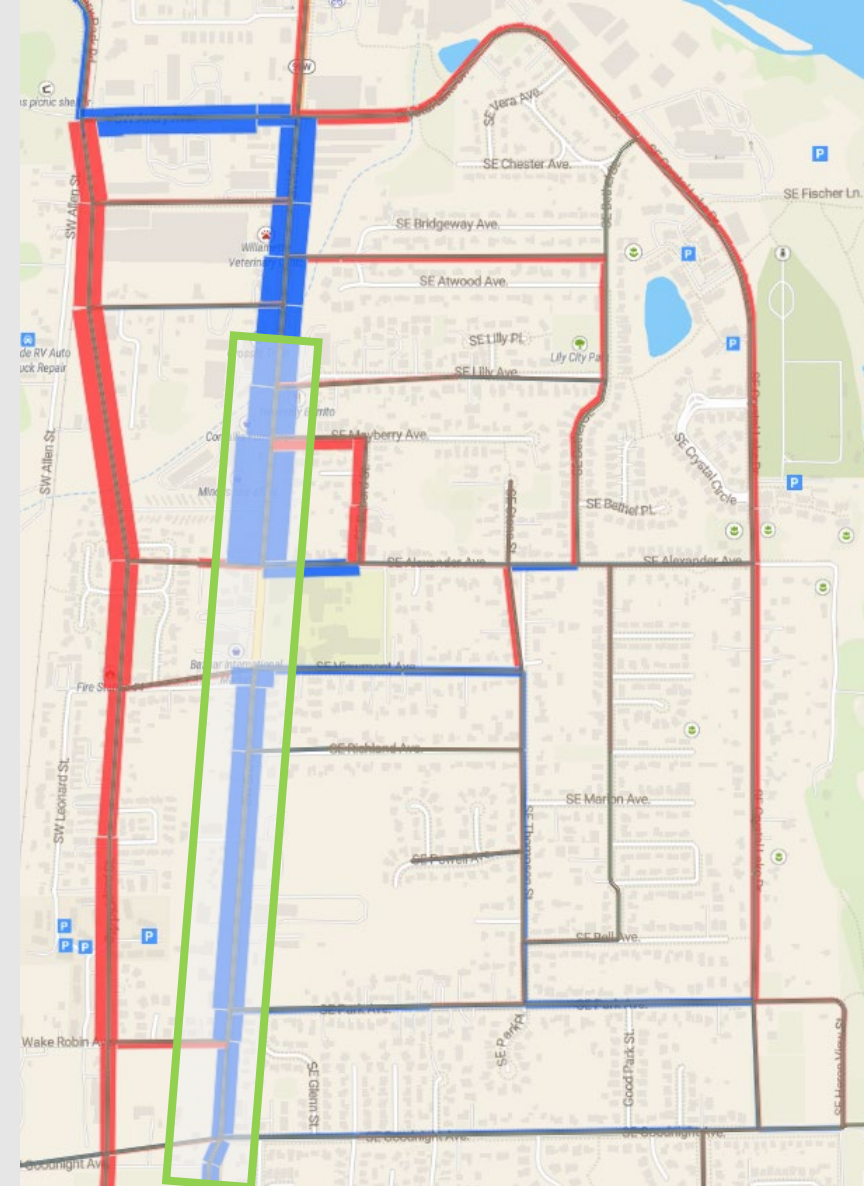


Alternative B Comparison (shifts in PM Peak)

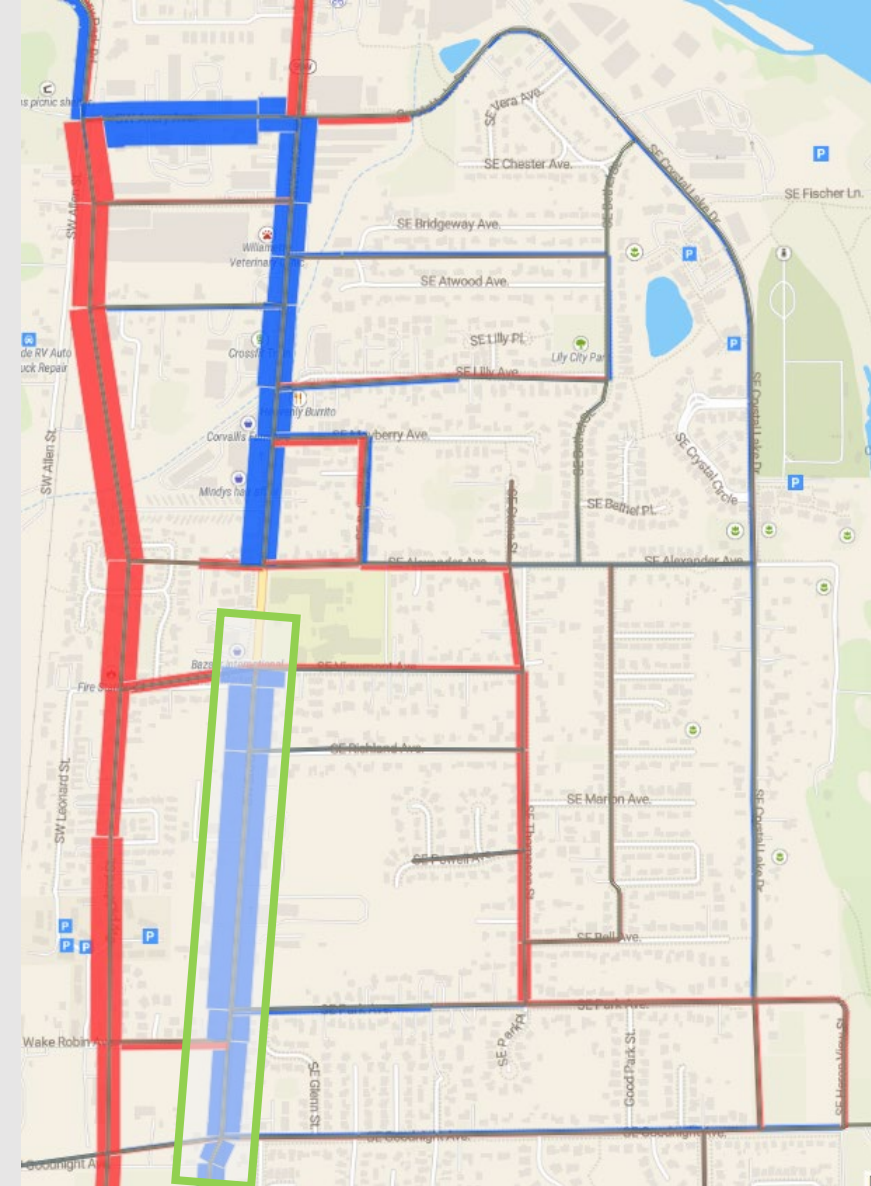
Enhanced No-Build



B1 – Transition at Bridgeway/Cummings

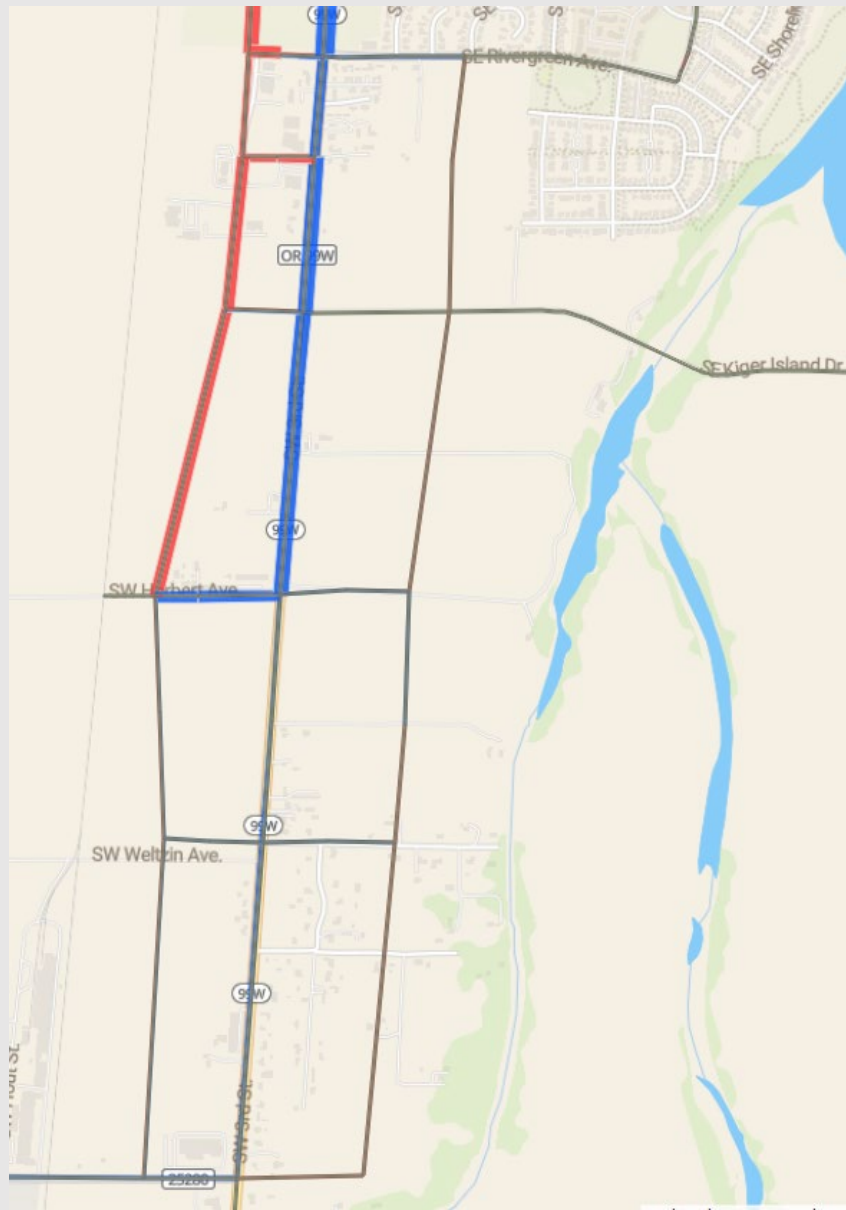


B2 – Transition at Alexander

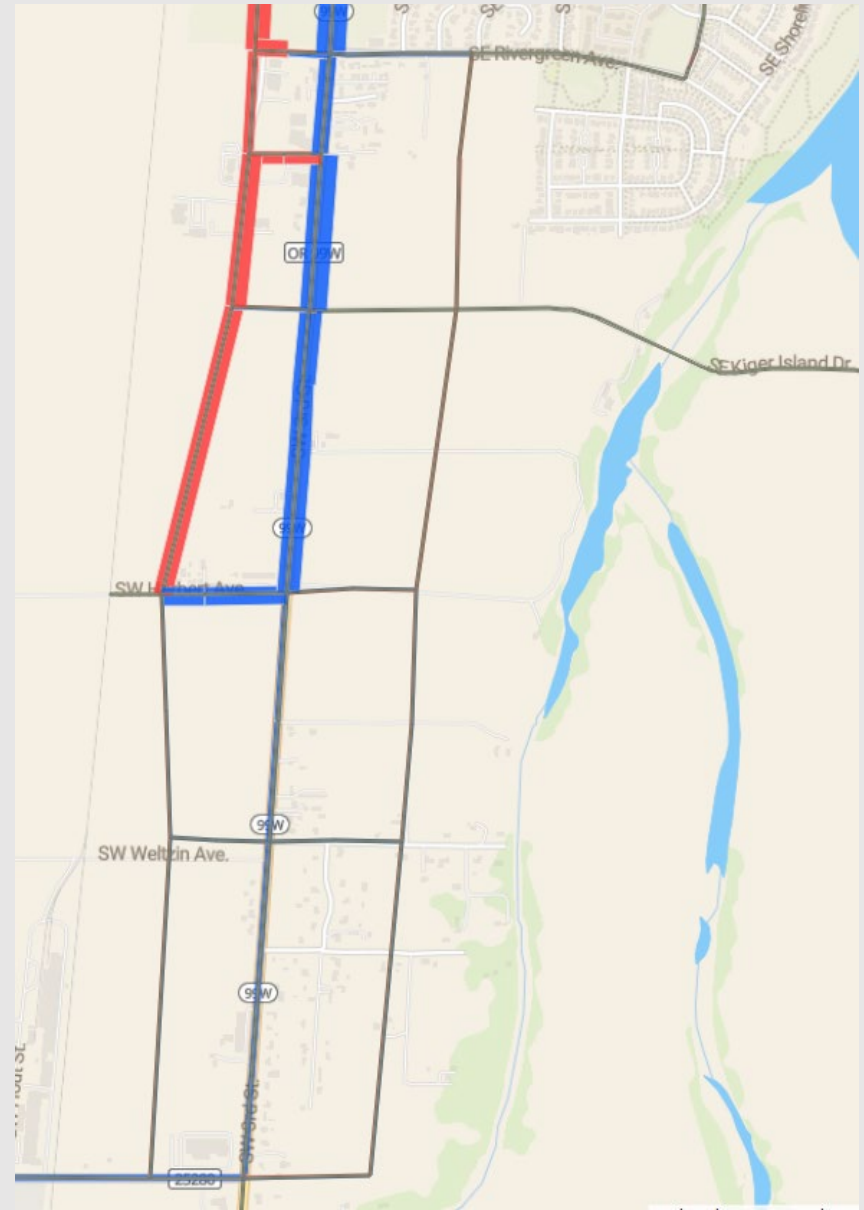


Alternative B – Comparison (shifts in PM Peak)

B1 – Transition at Bridgeway/Cummings



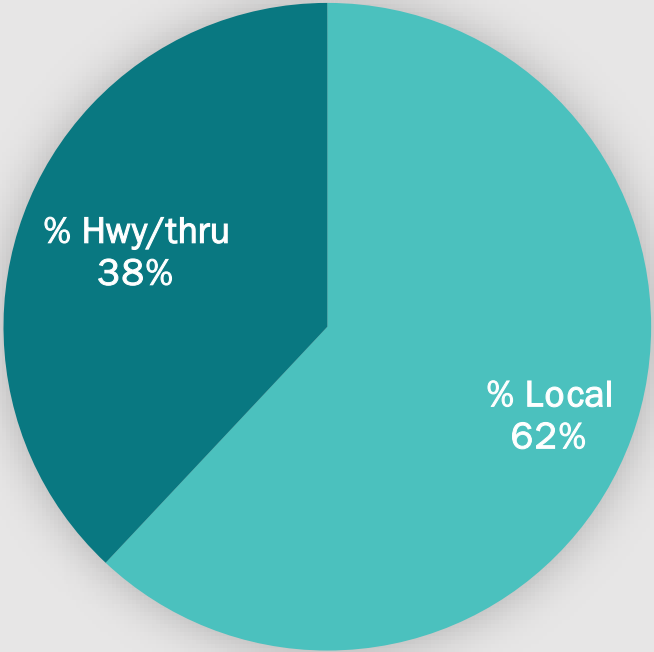
B2 – Transition at Alexander



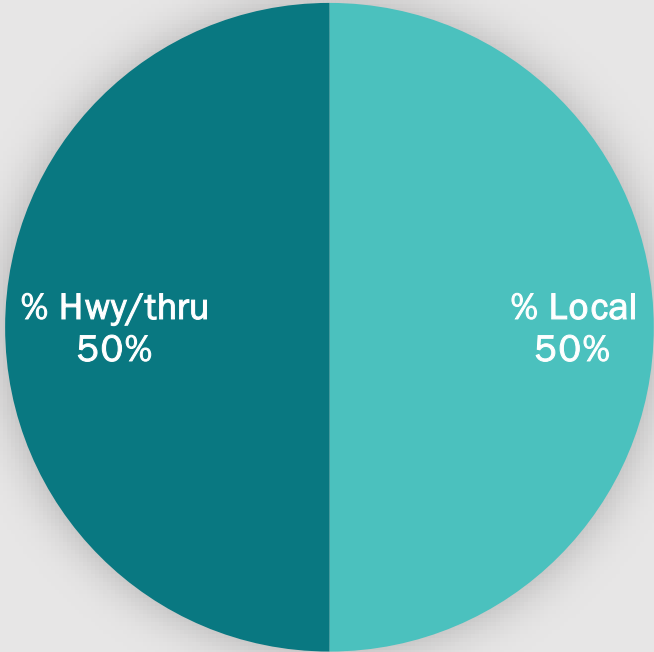
Local Traffic vs Thru (Hwy) Traffic (PM Peak)

No diversion of highway traffic is occurring.

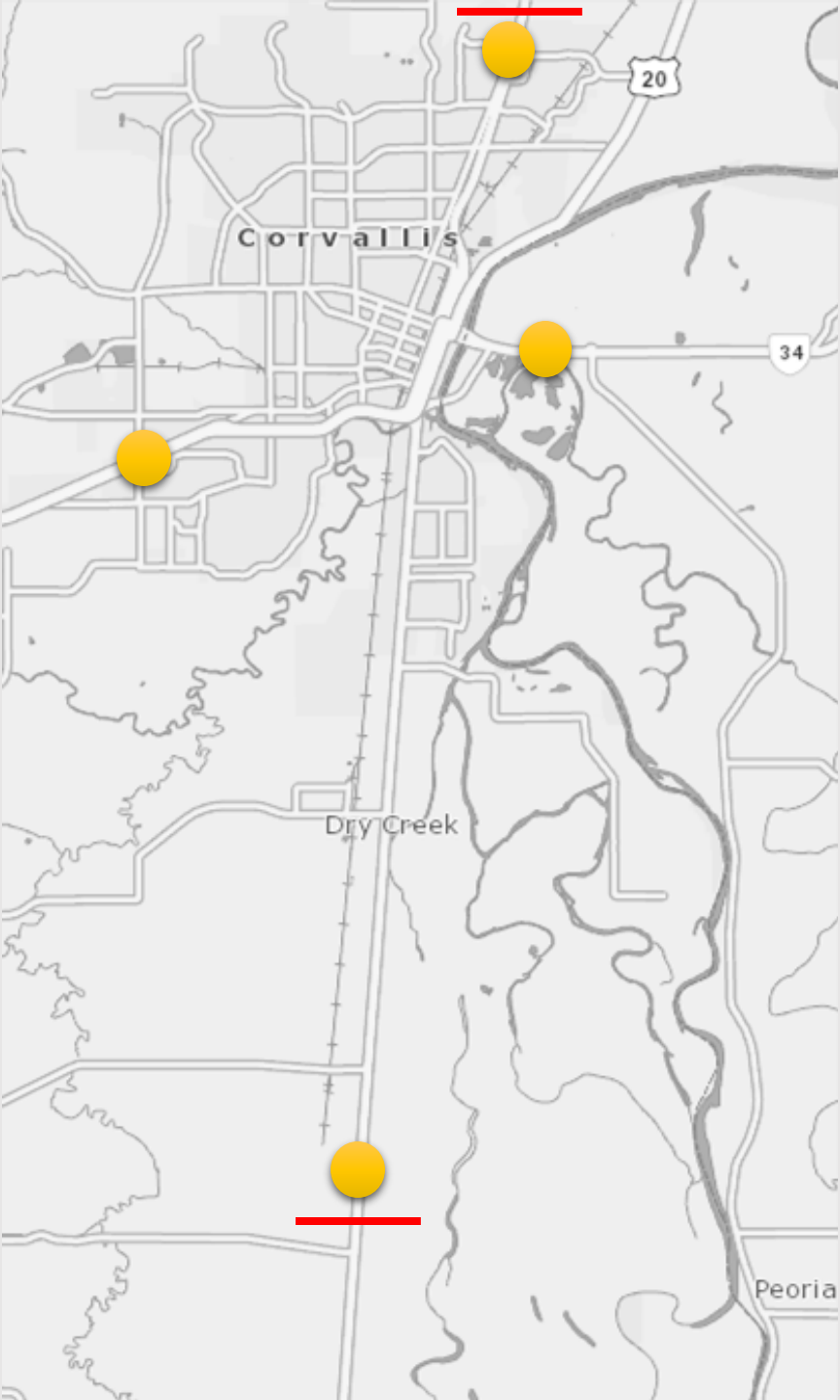
SOUTHBOUND



NORTHBOUND



 - Entry/Exit of Potential OR 99W Thru Traffic



Alternative B – Comparison Summary

Option 1 (Bridgeway/Cummings):

- *Space for roadway reallocation at Mill Race and in front of Lincoln Elementary*
- *More traffic congestion*
- *Local trips rely more on city streets, as the highway becomes more congested*

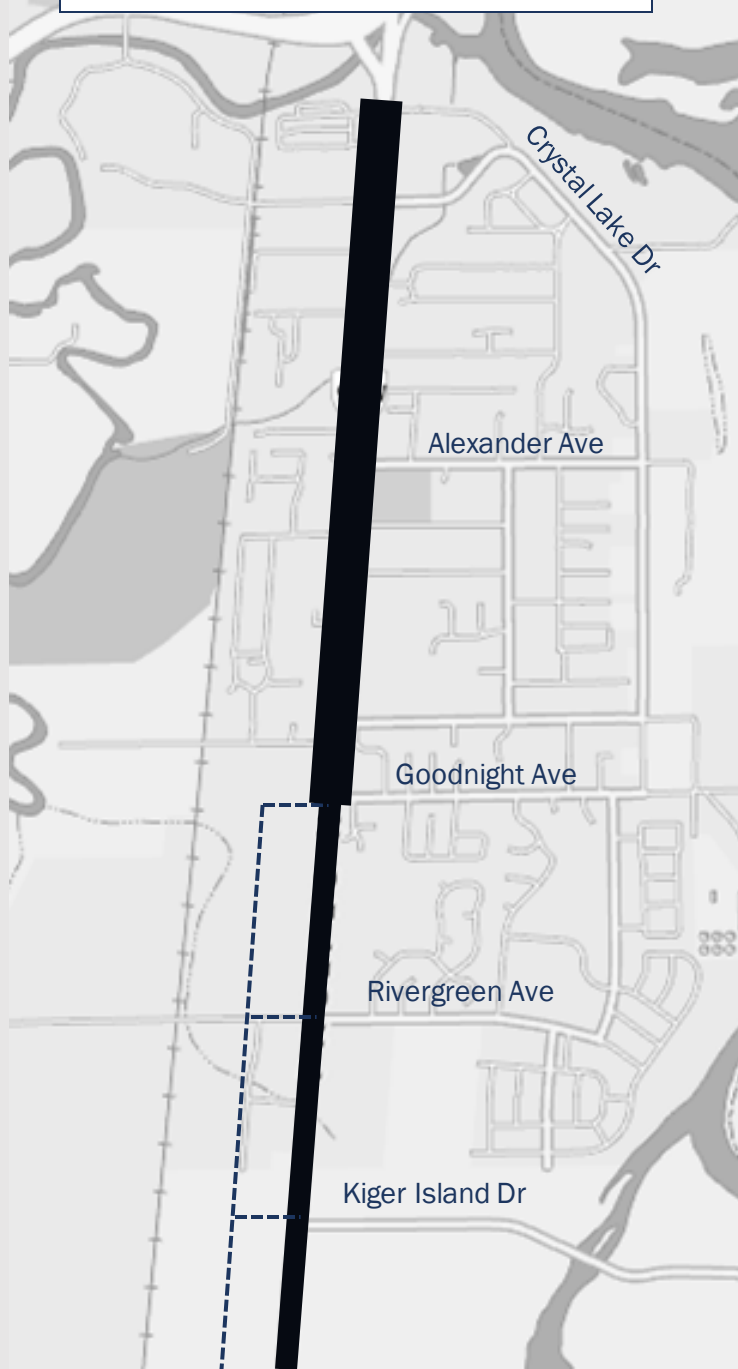
Option 2 (Alexander):

- *Space for roadway reallocation south of Lincoln Elementary*
- *Less congestion increase as lanes transition further south*
- *Local trips rely on different city streets, as the highway becomes more congested further south*

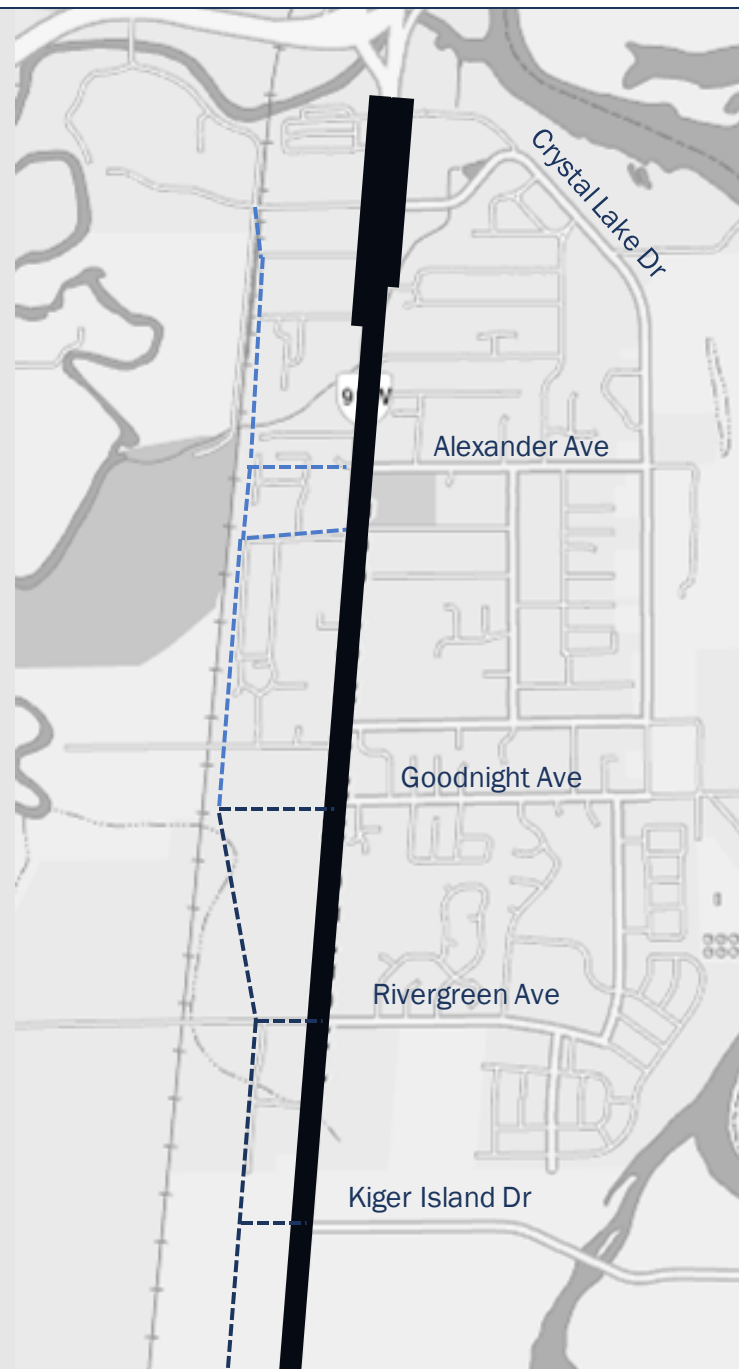
Questions/Discussion

- Alternative Tradeoffs & Selection
 - Alt A
 - Alt B
- Next Steps
 - Completing Alternatives Analysis (Tech Memo #14, #15A & #15B)
 - Scoring & Evaluating the Alternatives (Tech Memo #16)
 - Selecting the Preferred Alternative (Tech Memo #17)
- Project Schedule Update

A – Transition at Goodnight



B1 – Transition at Bridgeway/Cummings



B2 – Transition at Alexander

