

MEMORANDUM

Date:	August 27, 2021	Project #: 23021.035
To:	James Feldmann	
From:	Nick Gross, Camilla Dartnell, Phill Worth, Bincy Koshy, Polina Polikakhina	
Project:	Highway OR 99W South Corvallis Facility Plan	
Subject:	Final TM #13: Planned Future Active Transportation Conditions	

INTRODUCTION

This memorandum documents the summary of future near-term and long-term safety, transit, and active transportation conditions under the financially constrained planned future scenario for the Highway OR 99W South Corvallis Facility Plan (Plan). Generally, 2021-2024 and Draft 2024-2027 Statewide Transportation Improvement Program (STIP) projects are expected to be constructed in the near-term and City of Corvallis Capital Improvement Plan (CIP) projects also are prioritized to occur in the near-term but may be dependent on funding. Projects included in the City's Transportation System Plan (TSP) that are financially constrained are expected to be completed within a period of 20 years. Thus, STIP, near-term TSP projects, and CIP projects were analyzed to determine short-term future conditions and TSP projects were analyzed to determine long-term future conditions for the active transportation modes. No forecasts or estimates of future pedestrian, bicycle, or transit volumes were provided for this assessment. Thus, only pedestrian and bicycle level of traffic stress, based on planned improvements, can be assessed for the future near-term and long-term scenarios. Finally, planned projects are evaluated for their consistency with the corridor vision statement.

NEAR-TERM RELEVANT PLANNED IMPROVEMENTS

Figure 1 illustrates, and Table 1 describes, the near-term planned improvements anticipated within the study area including STIP projects and the near-term Corvallis Transportation System Plan (TSP) projects¹. The specific purpose of each improvement, the various needs of OR 99W corridor users that the project addresses, and a determination of consistency with the corridor vision statement is also included. These projects are anticipated to be constructed or implemented in approximately the next five years and, therefore, are included in the baseline condition for the Plan.

¹ The near-term TSP projects are also the City's Capital Improvement Plan (CIP) Fiscal Year 2021-2025 projects



Table 1. List of Near-Term Planned Projects

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
STIP 22361	OR99: Chapman Crossing Advanced Warning Light	Install advance warning flashing lights ahead of crosswalk	Alert motorists when flashing lights are activated to improve pedestrian safety at crossing	Crossings: location-specific challenges at midblock crossing; pedestrian safety	Yes
STIP 22360	OR99: Chapman Crossing Illumination	Install/move pavement illumination at crossing	Improve pedestrian safety by increasing nighttime visibility	Crossings: location-specific challenges at midblock crossing; pedestrian safety; Infrastructure: lighting	Yes
STIP 22332	Project Administration for Battery Electric Bus Projects	Project administration for bus procurement, protocols for future Battery Electric Bus acquisitions, and technical analysis of charging infrastructure (FTA 5307 funds).	N/A	Infrastructure: transit; Traffic: impacts on climate	Yes
STIP 22331	Purchase Equipment and Construct Bus Charging Facilities (Corvallis)	Purchase battery charging equipment which will serve new battery electric buses. Design and construct bus charging facilities at City of Corvallis Public Work's Department's bus parking lot (FTA 5307 funds).	N/A	Infrastructure: transit; Traffic: impacts on climate	Yes
STIP 22330	Purchase Battery Electric Buses	Purchase battery electric buses that will replace CTS biodiesel buses that have reached their useful lives (FTA 5307 funds)	N/A	Infrastructure: transit; Traffic: impacts on climate	Yes
STIP 22292	Corvallis Transit System (CTS) Camera System	Install Camera System at the Downtown Corvallis Transit Center	Improve public safety and security citywide	Safety: transit safety	Yes

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
STIP 21191	US20: Safety Upgrades (Albany to Corvallis)	Add various enhancements at several locations, as determined through future study	Improve safety for all users	Pedestrian, bicycle, transit rider, and motorist safety	Yes
STIP 20221	Albany and Corvallis Signal Improvements	Add signal enhancements at several intersections (Crystal Lake Drive)	Improve safety (add-ons include improving bicycle striping and relocation of signal cabinet)	Bicycle comfort; crossings: location-specific challenges at intersections; bicycle safety	Yes
STIP 20071	OR 99W: Corvallis Stormwater System	Replace current stormwater system with new drainage	Prevent collapses and plugs during the winter	Traffic: bicycle and vehicular traffic challenges and deficiencies	Yes

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
Portion of TSP PB15	Shared-Use Path Planning - Tunison to Avery Park Drive (South Corvallis Shared-Use Path)	Construct 0.75 mile shared-use path parallel to the railroad in south Corvallis, between Marys River south to SW Tunison Avenue. The preferred alignment should be on top of the planned sewer line easement that's being acquired east of the track with development. Coordinate with project PB25 ² and PB26 ³ . Extend the path east along the south side of Marys River to the existing pedestrian and bicycle bridge. The existing bridge and PB17 ⁴ bridge would provide connections to the Corvallis-Philomath Shared-Use Path	Provide continuous low-stress facilities and access for bicyclists and pedestrians	Bicycle and pedestrian comfort: lack of alternative route; bicycle and pedestrian safety	Yes

² PB 25 - SW Cummings Avenue Railroad Crossing: Develop connection over railroad to SW Allen Street for pedestrian/bicycles. Coordinate with PB26 depending on final alignment if the South Corvallis Multi-Use Path (PB15).

³ PB 26 - SW Tunison Avenue Railroad Crossing: Develop connection over railroad to SW Allen Street for pedestrian/bicycles. This connection may be needed if PB15 is constructed on the west side of the railroad tracks, however, the connection may not be necessary if PB25 is implemented.

⁴ PB 17 - Marys River Pedestrian and Bicycle Crossing (Marys River Path Crossing): Construct a bicycle/pedestrian bridge over Marys River and construct multi-use paths to connect the Pioneer Park trail network on the north side to the South Corvallis Multi-Use Path (PB15) on the south side. This project is one segment of a citywide low-stress network.

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
TSP PB 31	OR 99W South Corvallis Refinement Study	Conduct a study to evaluate safety improvements to OR 99W corridor	Make OR 99W in south Corvallis a more safe, comfortable and attractive place to walk and bike.	Bicycle and pedestrian comfort: bicycle and pedestrian safety; Safety: high motorist speeds; Crossings: location-specific challenges at intersections	Yes
TSP A48	Goodnight Ave/3rd Street/OR 99W Right-of-way (ROW)	Right of Way (ROW) acquisition to allow realignment of Goodnight Avenue to make a 4-way intersection at Goodnight Ave/OR 99W. Would precede A10.	Improve safety and operations at intersections by realigning east-west connection across OR 99W.	Safety: high motorist speeds; Crossings: location-specific challenges at intersections	Yes
TSP A10	3rd and Goodnight Traffic Signal (OR99W/Goodnight Avenue Traffic Control)	Intersection improvements (capacity): Options may include installing roundabout or traffic signal, when warranted which may be dependent on the construction of A11. Improvement cannot occur until A48 is complete and should be coordinated with M126. Traffic signal warrants must be met and State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.	Improve safety and operations at intersections by constructing a roundabout/traffic signal	Safety: high motorist speeds; Crossings: location-specific challenges at intersections	Yes

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
TSP A11	3rd and Rivergreen Traffic Signal (OR99W/Rivergreen Avenue Traffic Control)	Intersection improvements (capacity): Options may include constructing a roundabout or traffic signal, when warranted which may be dependent on the construction of A10. Traffic signal warrants must be met and State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.	Improve safety and operations at intersections by constructing a roundabout/traffic signal	Safety: high motorist speeds; Crossings: location-specific challenges at intersections	Yes
STIP 22117	OR 99W Curb Ramp Project - SE Chapman Place to SW McKenzie Ave	Rebuilding Americans with Disabilities Act (ADA) curb ramps in south Corvallis to current ADA guidelines	Improve safety, accessibility and convenience for the disabled population	Safety: unsafe intersections and crossings for disabled population; lack of pedestrian facilities for disabled population	Yes

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
Draft STIP 2024-2027 (Project Number N/A)	OR 99W: Chapman Pl – SE Richland Ave	Upgrade the enhanced crossing near Chapman Place to either an overhead Rectangular Rapid Flashing Beacon (RRFB), Pedestrian Hybrid Beacon (PHB), or pedestrian signal. Add corridor illumination from Chapman Place to Richland Avenue (4000') on both sides of the roadway at approximately 200 foot spacing. PHB or overhead RRFB near Tunison to provide an enhanced crossing for Lincoln Elementary school students (this is contingent on finding a solution through the current planning process and could also be funded by Safe Routes to School (SRTS).	Provide pedestrian facilities and improve safety of pedestrians	Pedestrian comfort; crossings: location-specific challenges at intersections; pedestrian safety	Yes

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
Draft STIP 2024-2027 (STIP 2124_00092)	OR 99W: Marys River Br – Kiger Island Rd	This preservation project on OR 99W will rehabilitate the existing pavement surface. Project will include pavement removal, paving, deck work on four bridges, inlet/manhole/box adjustments, and re-striping. Evaluate for a buffered bike per the BUD guidance based on the context (urban mix) identified in the south Corvallis facility planning process	Improve pavement facilities for pedestrians and provide buffered bike lane	Pedestrian and Bicycle comfort: location-specific challenges at intersections; pedestrian safety; bicycle comfort	Yes
CIP 2021-2025 (Project Number N/A)	Fire Station #4 Replacement	Construct a new Fire Station #4, replacing the current station on Tunison Avenue. The new station will have direct access to OR 99W, making egress from the station more efficient for response calls.	Facilitate building expansion and improve access to OR 99W	Safety: may facilitate pedestrian improvements in vicinity of SE Tunison Avenue & SW Viewmont Avenue	Yes

The Project Management Team reviewed STIP and near-term TSP projects located outside the study area that are scheduled to start in the near-term future for the potential need to include them in future travel demand modeling. Although several projects in the vicinity are anticipated to benefit pedestrian, bicycle, and/or transit users, no modeling effort to represent these projects was deemed appropriate.

Pedestrian Network Improvements and Near-Term Level of Traffic Stress

Projects anticipated for construction in the near-term (next five years) will change the pedestrian network from what was evaluated for the existing conditions analysis. These projects will change the future near-term pedestrian level of traffic stress (PLTS) for the system.

The project team estimated the pedestrian LTS for the future near-term scenario by taking into consideration the planned improvements in the area. The intersection improvements at OR 99W/Goodnight Ave and OR 99W/Rivergreen Ave will improve pedestrian safety; rebuilding the ADA ramps between Chapman Place and McKenzie Ave according to current ADA standards will improve safety, accessibility and convenience for the disabled population along OR 99W; upgrading to RRFB at certain locations and illuminating the corridor from Chapman Place to Richland Ave will provide pedestrian facilities and improve safety of pedestrians; and rehabilitation of the pavement will improve pedestrian convenience. Construction of the 0.75-mile (portion of TSP PB 15) South Corvallis shared-use path from SW Avery Avenue to SW Tunison Avenue will provide a low-stress facility parallel to, and west of, the corridor. This project has been funded through the Oregon Community Paths Program, but no construction funding has been secured yet. The installation of advance warning “flashing lights ahead” of the SE Chapman Place crosswalk will alert motorists when flashing lights are activated to improve pedestrian safety at the crossing; the installation of illumination along the pavement at the SE Chapman Place crossing (STIP 22360) will improve pedestrian safety by increasing nighttime visibility. Additional lighting in other locations along the corridor has been recommended in the Road Safety Audit (RSA).

Figure 2 illustrates the estimated pedestrian PLTS under the future near-term scenario after consideration of pedestrian improvements in the area. As shown, the shared-use path segment from SW Avery Avenue to SW Tunison Avenue to the west of OR 99W has a PLTS rating of 1 (for those with direct access to the path). No other changes to the PLTS are anticipated.



- PLTS 1
- PLTS 2
- PLTS 3
- PLTS 4
- Railroads
- Public Land
- Corvallis City Boundary
- UGB

Bicycle Network Improvements and Near-Term Level of Traffic Stress

The project team estimated the bicycle level of traffic stress (BLTS) for the future near-term scenario by taking into consideration the planned improvements in the area. Construction of the 0.75 mile (portion of TSP PB 15) South Corvallis shared-use path from SW Avery Avenue to SW Tunison Avenue will provide a low-stress facility, and alternative route and access for bicyclists. This project has been funded for project refinement through the Oregon Community Paths Program, but no construction funding has been secured yet. The Albany and Corvallis Signal Improvements project will add signal enhancements at the SW Avery Avenue/Crystal Lake Drive intersection including bicycle striping and a diagonal bike signal phase. This is expected to improve bicycle safety and comfort. The traffic signal installation at OR 99W/Goodnight Ave and OR 99W/Rivergreen Ave will improve bicyclist safety; illuminating the corridor from Chapman Place to Richland Ave will improve bicyclist safety; and providing a buffered bike lane along the corridor will increase bicyclist comfort.

The project team evaluated existing facilities for people biking within the project study area to identify potential deficiencies in TM #10 that could be addressed as part of the Plan. Figure 3 illustrates the estimated bicycle level of traffic stress under the future scenario after consideration of bicycle improvements in the area. As shown, the shared-use path segment from SW Avery Avenue to SW Tunison Avenue to the west of OR 99W has a BLTS rating of 1 (for those with direct access to the path). No other changes to the BLTS are anticipated.



Figure 3

Near-Term Transit Network Improvements

The project team analyzed transit improvements in the near-term future scenario by taking into consideration the planned improvements in the area. Installation of a camera system at the Downtown Corvallis Transit System is anticipated to improve public transit safety and security for transit riders throughout the system. This effort will provide safety benefits to the riders traveling between the downtown area and south Corvallis. Other projects in the City include the procurement of battery-operated electric buses to replace Corvallis Transit System (CTS) biodiesel buses and charging equipment and design, construction, and installation of charging infrastructure for buses in the City. Additionally, the McMinnville-Junction City pilot bus service which may provide four round trips per day, five days a week, may result in increased service for riders in and through the south Corvallis area.

Near-Term Safety-Related Improvements

The project team considered STIP, near-term TSP, and CIP projects that may contribute to improved safety in the next five years, as listed in Table 1. These are summarized below:

- Installation of advance warning flashing lights ahead of the SE Chapman Place crosswalk to alert motorists when flashing lights are activated to improve pedestrian safety at the crossing.
- Installation of illumination along the pavement at the SE Chapman Place crossing to improve pedestrian safety by increasing nighttime visibility.
- Installation of a camera system at the Downtown Corvallis Transit System to help improve public transit safety and security.
- Addition of signal enhancements at the SW Avery Avenue/Crystal Lake Drive intersection including bicycle striping to improve bicycle safety and comfort.
- Construction of a 0.75 shared-use path parallel to the railroad in Southeast Corvallis, from SW Avery Avenue to SW Tunison Avenue will provide a low-stress facility for bicyclists and pedestrians, potentially improving bicycle and pedestrian safety (Project refinement has been funded through the Oregon Community Paths Program, but no construction funding has been secured yet).
- Rebuilding of ADA curbs to current ADA guidelines from SE Chapman Place to SW McKenzie Ave will improve safety, accessibility and convenience for the disabled population.
- Installation of an overhead RRFB, PHB or pedestrian signal near Chapman place and the installation of illumination from Chapman Place to Richland Avenue will increase pedestrian safety in the location.
- Construction of a new Fire Station #4 by replacing the current station on Tunison Avenue will facilitate pedestrian improvements in vicinity of SE Tunison Avenue and SW Viewmont Avenue.
- Installation of traffic signal/roundabout at OR 99W/Goodnight Ave and OR 99W/Rivergreen Ave will improve pedestrian and bicyclist safety.
- Rehabilitation of pavement facilities along OR 99W will improve pedestrian safety along the corridor.

LONG-TERM PLANNED IMPROVEMENTS

Figure 4 illustrates, and Table 2 describes, the long-term financially constrained improvements anticipated within the study area by the TSP that are not discussed above. The specific purpose of the improvements, the various needs of OR 99W corridor users that the projects address, and consistency with the corridor vision statement are also included. These projects may be constructed or implemented within the next 20 years and, therefore, are included in the long-term future condition for the Plan.

There are other County projects present in the TSP that are not financially constrained and these include:

- AT-234: Corvallis TSP
- CC-49: Corvallis TSP
- CC-54: Airport Avenue Traffic Control
- CC-57: Interchange Westbound Left-Turn Flyover Ramp
- CC-58: Increase Interchange Vertical Clearance
- CC-83: New Roadway from Kiger Island Drive and OR 99W to West Corvallis Urban Growth Boundary.
- CC-136: Widening of 99W from Rivergreen Avenue to Airport Avenue
- CC-114: Kiger Island Drive Intersection Improvement
- T-189: New Regional Bus Service



Table 2. List of Long-Term Financially Constrained Improvements

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
TSP PB14	US20-OR34 Grade-Separated Crossing	Construct a grade-separated crossing of US20-OR34 between OR 99W and 15th Street (alignment to be determined). The purpose of this project is to provide people walking and bicycling a low-stress alternative to crossing the highway at 15th street. This project should include trail connections to Pioneer Park trails and street network north of US20/OR34 to complete the route. The project is one segment of a citywide low-stress network.	Provide low-stress alternative to crossing the highway at 15 th street to pedestrians	Pedestrian comfort: lack of alternative route; pedestrian safety; crossings	Yes
Portion of TSP PB15	Shared-Use Path Planning - Tunison to Avery Park Drive (South Corvallis Shared-Use Path)	Construct 2.75 mile shared-use path parallel to the railroad in Southeast Corvallis, between Marys River south to SW Tunison Avenue. The preferred alignment should be on top of the planned sewer line easement that's being acquired east of the track with development. Coordinate with project PB25 ¹ and PB26 ² . Extend the path east along the south side of Marys River to the existing pedestrian and bicycle bridge. The existing bridge and PB17 ³ bridge would provide connections to the Corvallis-Philomath Shared-Use Path	Provide continuous low-stress facilities and access for bicyclists and pedestrians	Bicycle and pedestrian comfort: lack of alternative route; bicycle and pedestrian safety	Yes
TSP PB 17 ⁵	Marys River Pedestrian and Bicycle Crossing (Marys River Path Crossing)	Construct a bicycle/pedestrian bridge over Marys river and construct multi-use paths to connect the Pioneer Park trail network on the north side to the South Corvallis Multi-Use Path (PB15) on the south side. This project is one segment of a citywide low-stress network.	Provide continuous low-stress facilities and access for bicyclists and pedestrians	Bicycle and pedestrian comfort: bicycle and pedestrian safety	Yes

⁵ TSP PB 17 is a CIP project. It is not on the financially constrained project list and is not expected to be funded.

Project Number	Projects	Description	Purpose	Type Of Need Met and Issue Addressed	Consistent with OR 99W corridor Vision Statement
TSP PB 25	SW Cummings Avenue Railroad Crossing	Develop connection over railroad to SW Allen Street for pedestrian/bicycles. Coordinate with PB26 ² depending on final alignment if the South Corvallis Multi-Use Path (PB15).	Provide continuous connections for bicyclists and pedestrians in the road network	Bicycle and pedestrian comfort: bicycle and pedestrian connectivity	Yes
TSP PB 27 ⁶	Brooklane Bridge	Study feasibility of new bicycle/pedestrian bridge over Marys River along the Goodnight Avenue – Brooklane Place alignment	Gain understanding of feasibility of bicycle/pedestrian bridge	Bicycle and pedestrian comfort: bicycle and pedestrian connectivity	Yes
TSP PB 49	Goodnight Avenue – Caldwell Multi-Use Path	Develop new multi-use path connecting Goodnight Avenue and Brooklane Drive, via Caldwell Natural Area. Connect to Willamette Park via the low-stress network along Goodnight Avenue to Park Avenue (B22) ⁷ . Project PB27 is required as Phase 1 of this project. This is a parks projects, but is included in this TSP because it is an element of the low-stress network, and provides connectivity for people using bicycles for transportation.	Provide continuous low-stress facilities and access for bicyclists and pedestrians	Bicycle and pedestrian comfort: bicycle and pedestrian safety	Yes
TSP PB 86	3rd Street/OR 99W/Crystal Lake Drive/Avery Avenue	Intersection Improvement (safety): Safety improvements to address known right hook conflicts for bicyclists in the bike lane. Options may include bike boxes, improved curb cuts to provide better bicycle access between multi-use path and Crystal Lake Drive or, the installation of flexible bollards or other cost-efficient methods of increasing turning radius and slowing vehicles to improve pedestrian and bicycle safety. project is subject to ODOT approval. STIP Project 20221 may address this project.	Improve safety and operations at intersections; improve bicycle facilities.	Safety: high motorist speeds; lack of bike boxes, curb cuts, flexible bollards	Yes

⁶ TSP PB 27 is not on the financially constrained project list. It was funded but construction remains uncertain.

⁷ B22 - Goodnight Avenue Bike Lanes: Improve bicycle conditions on Goodnight Avenue between OR 99W and Park Avenue, which may include buffered bike lanes. Buffered bike lanes may require removing parking or expanding roadway width, or converting roadway to local classification with neighborhood bikeway.

Pedestrian Network Improvements and Long-Term Level of Traffic Stress

Projects anticipated for construction in the long-term (next 20 years) will change the pedestrian network from what was evaluated for the existing and future near-term conditions analysis. These additional TSP financially constrained projects may change the future long-term pedestrian level of traffic stress (PLTS) for the system.

Figure 5 illustrates the estimated pedestrian PLTS under the future long-term scenario after consideration of pedestrian improvements in the area.

There are three long-term projects located outside the study area that focus on the improvements along and in the area of the Marys River. No construction funding has been secured yet for any of the projects. PB 27 has been funded. These include:

- The Marys River Path Crossing project (portion of PB15 and PB 17): This portion of PB 15 will construct the remaining 2.75 mile South Corvallis shared-use path from SW Tunison Avenue to SW Airport Avenue and PB 17 will construct a bicycle/pedestrian bridge over Marys River and construct shared-use paths to connect the Pioneer Park path network on the north side to the South Corvallis Shared-Use Path on the south side.
- Brooklane Bridge (PB 27): Study feasibility of new bicycle/pedestrian bridge over Marys River along the Goodnight Avenue – Brooklane Place alignment.

The project team estimated the pedestrian LTS for the future long-term scenario by considering the planned improvements in the area. Construction of the remaining 2.75-mile (portion of TSP PB 15) South Corvallis shared-use path from SW Tunison Avenue to SW Airport Avenue will provide a continuous low-stress facility parallel to, and west of, the corridor (PLTS 1). No construction funding has been secured yet for this project. Construction of a grade-separated crossing of US20-OR34 between OR 99W and 15th Street to provide people walking and bicycling a low-stress alternative to crossing the highway at 15th street will result in a PLTS of 1. Developing a connection over the railroad to SW Allen Street for pedestrian/bicycles would result in a PLTS rating 1; developing a new multi-use path connecting Goodnight Avenue and Brooklane Drive as part of the low-stress network will result in a PLTS 1; and developing a multi-use path connection (bridge) between the existing Willamette River Trail and Parks Master Plan Willamette Park Trail Extension would result in a PLTS 1. No other changes to the PLTS are anticipated.

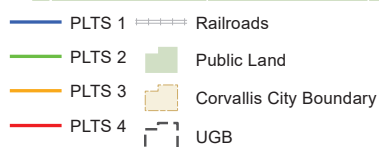


Figure 5

Bicycle Network Improvements and Long-Term Level of Traffic Stress

The project team estimated the bicycle level of traffic stress (BLTS) for the future long-term scenario by taking into consideration the long-term planned improvements in the area.

Figure 6 illustrates the estimated bicycle level of traffic stress under the future long-term scenario after consideration of bicycle improvements in the area.

Construction of the 2.75-mile (portion of TSP PB 15) South Corvallis shared-use path from SW Tunison Avenue to SW Airport Avenue will provide a continuous low-stress facility, and alternative route and access for bicyclists, resulting in BLTS 1. No construction funding has been secured yet for this project. Construction of a grade-separated crossing of US20-OR34 between OR 99W and 15th Street to provide people walking and bicycling a low-stress alternative to crossing the highway at 15th street will result in a BLTS of 1. Developing a connection over the railroad to SW Allen Street for pedestrian/bicycles would result in a BLTS rating 1; developing a new multi-use path connecting Goodnight Avenue and Brooklane Drive as part of the low-stress network will result in a BLTS 1; developing a multi-use path connection (bridge) between existing Willamette River Trail and Parks Master Plan Willamette Park Trail Extension will result in a BLTS 1 and intersection improvements at OR 99W/Crystal Lake Drive/Avery Avenue will address right hook conflicts for bicyclists in the bike lane and provide bike boxes, and better bicycle access between multi-use path and Crystal Lake Drive, resulting in a BLTS 1. No other changes to the BLTS are anticipated.

Long-Term Transit Network Improvements

No transit projects were evaluated for the long-term analysis as there are no relevant long-term transit projects in the study area

Long-Term Safety-Related Improvements

The project team considered long-term TSP projects that may contribute to improved safety in the next 20 years, as listed in Table 2. These are summarized below:

- Construction of a grade-separated crossing of US20-OR34 between OR 99W and 15th Street to provide a safe low-stress alternative to pedestrians and bicyclists.
- Construction of a 2.75 mile shared-use path parallel to the railroad in Southeast Corvallis, between Marys River south to SW Tunison Avenue to provide safe continuous low-stress facilities and access for bicyclists and pedestrians.
- Construction of a bicycle/pedestrian bridge over Marys River and construction of multi-use paths to connect the Pioneer Park trail network on the north side to the South Corvallis Multi-Use Path (PB15) on the south side to provide safe continuous low-stress facilities and access for bicyclists and pedestrians.
- Develop connection over railroad to SW Allen Street for pedestrian/bicycles to provide safe continuous connections for bicyclists and pedestrians in the road network.

- Intersection improvements at OR 99W/Crystal Lake Drive/Avery Avenue to improve overall pedestrian and bicyclist safety by providing bike boxes and curb cuts.



Figure 6

- Study feasibility of new bicycle/pedestrian bridge over Marys River along the Goodnight Avenue – Brooklane Place alignment to ultimately enhance pedestrian and bicycle safety and connectivity.
- Develop new multi-use path connecting Goodnight Avenue and Brooklane Drive to provide safe continuous low-stress facilities and access for bicyclists and pedestrians.
- Develop multi-use path connection (bridge) between existing Willamette River Trail and Parks Master Plan Willamette Park Trail Extension to provide safe continuous low-stress facilities and access for bicyclists and pedestrians.
- Safety improvements at OR 99W/Crystal Lake Drive/Avery Avenue to address known right hook conflicts for bicyclists in the bike lane by providing bike boxes, curb cuts and better bicycle access between multi-use path and Crystal Lake Drive to improve safety, operations and bicycle facilities at the intersection.

Summary

The project team has concluded that study area planned projects that are anticipated for construction within the next five years (short term) are consistent with the corridor vision statement. The study area planned projects that are anticipated to be completed in the long-term (within the next 20 years) are also consistent with the corridor vision statement. Once the near-term projects are completed, the list of projects is expected to improve the PLTS and the BLTS on the shared-use path to the west of OR 99W from SW Avery Avenue to SW Tunison Avenue to a rating of 1. Once the long-term projects are completed, further improvements to the PLTS and BLTS are expected in several locations. Planned improvements in the near-term and long-term include efforts to address safety concerns for all users. Expected benefits of safety-related improvements will be considered during the evaluation of future alternatives and documented in subsequent technical memoranda.