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OR 99W South Corvallis Facility Plan



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1.

Introduction

ENHANCING OR 99W IN SOUTH CORVALLIS

Corvallis enjoys a well-earned reputation for livability, with a setting and amenities that encourage people to walk and bike. But some areas, such as along highway OR 99W in south Corvallis, could benefit from investments that improve facilities for all users.

The City of Corvallis partnered with the Oregon Department of Transportation (ODOT) to determine how to bring this busy stretch of roadway more in line with the rest of the city. The result was this plan, which aims to equip the OR 99W corridor with better accommodations for walking, biking, and transit use while also addressing motor vehicle operations, freight mobility, and local access.

WHAT'S HAPPENING?

This plan documents the decisions made by ODOT and the City of Corvallis after a thorough process assessing the existing and future conditions, corridor needs and opportunities, and an array of potential solutions. Throughout the process, the project team engaged the public for input and feedback. The plan guides future changes on OR 99W in south Corvallis, including changes made through development and those funded by the City or ODOT, and supports the pursuit of grants by one or both agencies.

The intent is for this plan to be adopted as a refinement to the City of Corvallis's 2018 Transportation System Plan (TSP) and as an amendment to the Oregon Highway Plan. Such actions serve as the foundation for moving forward with further planning, analysis, and engineering, and to substantiate requirements for additional right-of-way dedications as development occurs along the highway.

Segmenting the Corridor by Cross-Section & Land Use

This plan covers OR 99W from SW Western Boulevard (milepost 83.93) south to Corvallis's urban growth boundary (milepost 87.85). North of the Marys River, the corridor is a couplet (SW 3rd Street and SW 4th Street) at the southern end of Corvallis's central downtown. Moving south, the corridor becomes a two-way facility with five lanes that tapers to two lanes south of Kiger Island Drive, as shown in Figure 1.

Segment 1

Western Blvd to Chapman Place

Segment 2

Chapman Place to Goodnight Ave

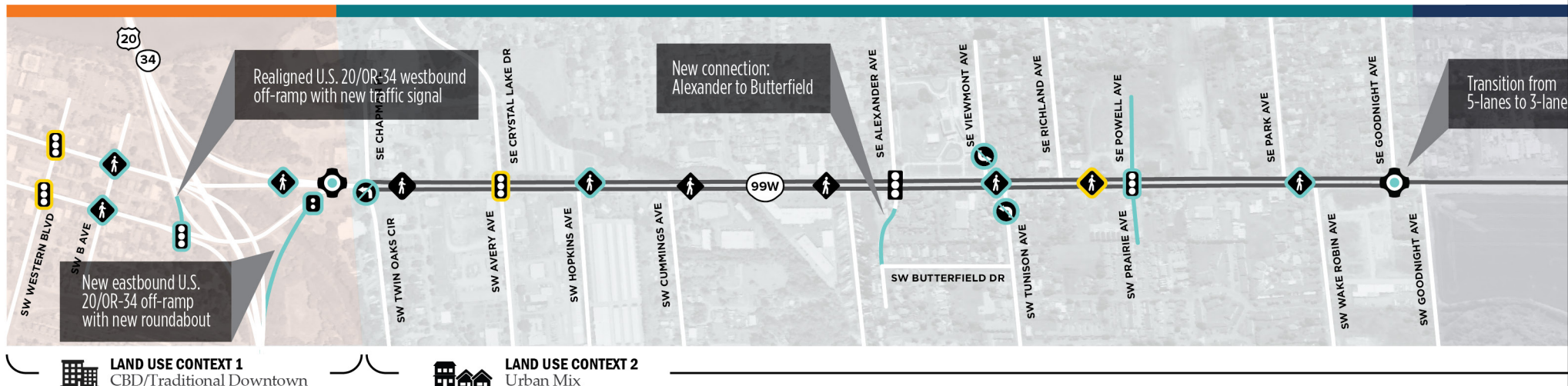
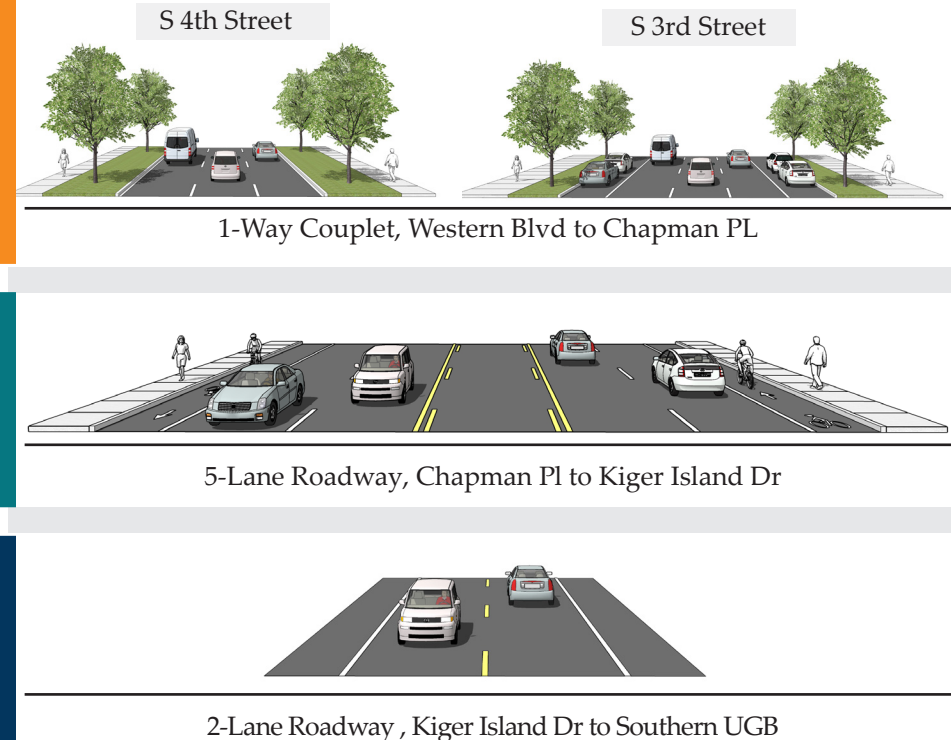


Figure 1: Existing Cross-Sections of OR 99W

TODAY'S HIGHWAY CROSS-SECTIONS



The Adjacent Land Use (Urban) Context

Land uses adjacent to the roadway also change. To the north, the corridor is near the heart of downtown Corvallis, has regular blocks, and businesses and homes are near the sidewalk. South of the Marys River buildings are larger and often separated from the roadway by surface parking, with residential neighborhoods behind them.

In the most southerly section of the corridor there are some homes and businesses but mostly open fields. This area is anticipated to experience the greatest change due to future development to become a residential area with supporting commercial nodes.

ODOT's Highway Design Manual defines six urban context designations depending on factors like what type of land use is represented, how far buildings are from the road, how much building coverage there is on a parcel, the size of blocks, where parking is located, and how the buildings are oriented.

Based on these factors and planned future development in the City of Corvallis's Comprehensive Plan, the team identified the following three future land use designations for the corridor:



Downtown/CBD
Western Boulevard to Chapman Place



Urban Mix
Chapman Place to Kiger Island Drive



Residential Corridor
Kiger Island Drive to Urban Growth Boundary

Unique Segments Deserve Unique Treatments

To better align transportation facilities with the adjacent land uses the project team determined the need to subdivide the corridor into three segments, as shown in Figure 2. The area between Western Boulevard and Chapman Place is Segment 1 and includes Central Business District types of land uses, the one-way couplet, interchange area, and river crossing. Segment 2, from Chapman Place to Goodnight Avenue, includes the Urban Mix land uses and the five-lane highway treatment. Segment 3 completes the corridor, transitioning from Urban Mix to Residential Corridor land uses and from a five-lane roadway to a two-lane roadway.

Segment 3

Goodnight Ave to Southern UGB

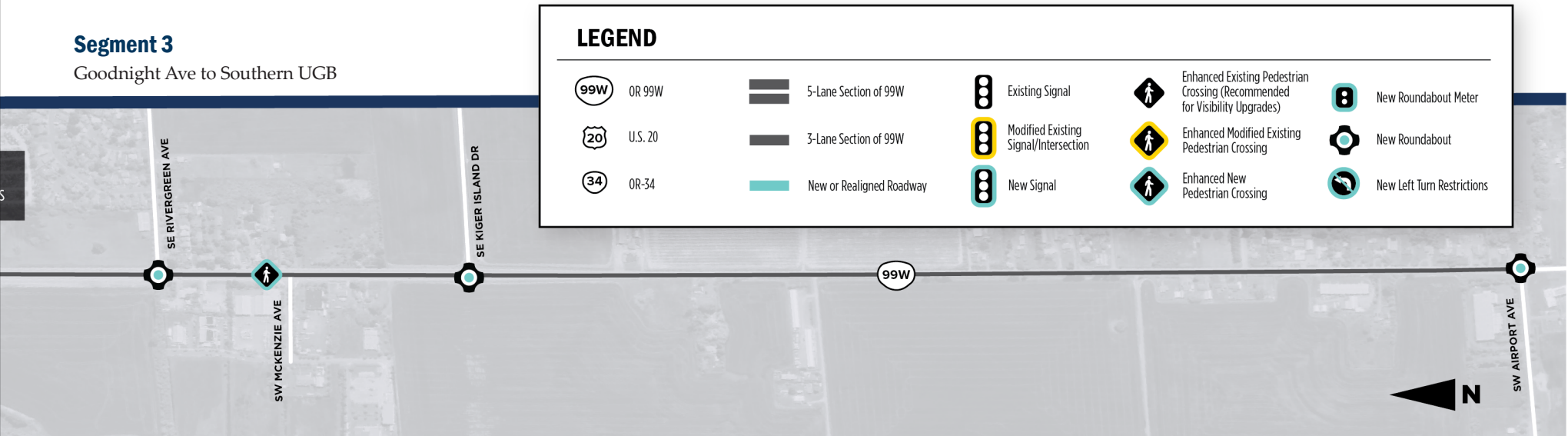


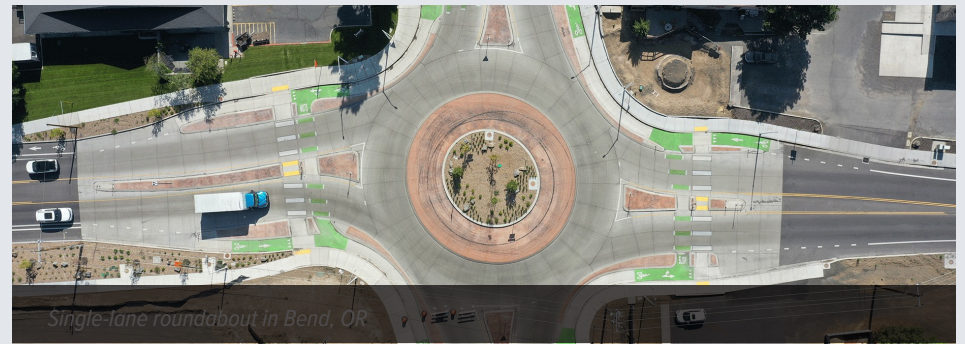
Figure 2. OR 99W South Corvallis Corridor



ALTERNATIVE ➡ TREATMENTS FOR CORRIDOR SEGMENTS

Commonly Used Treatments or Terms

There are a number of treatments that are used throughout the corridor, predominantly to better provide for people walking and biking and manage motorist interactions with them. Most can be adapted to fit any segment of the corridor. A brief description of each treatment is provided below:



Roundabouts

Roundabouts control traffic flow at an intersection by using roadway geometry and a central island, rather than a traffic signal. They have fewer conflict points and speeds of vehicles entering them are better managed than with signalized intersections. This leads to less severe crashes. Because vehicles don't need to stop for a red light, they are often more efficient than signalized intersections. Roundabouts can be single-lane if there is one circle of traffic around the central island, or multi-lane, if there are two or more lanes. Single-lane roundabouts coincide with 2- and 3-lane roadways while double-lane roundabouts coincide with 4- and 5-lane roadways. Pedestrian and bicycle crossings at roundabouts include a pedestrian refuge island in the middle of the crossings and continental striping, and for multi-lane roundabouts, enhanced crossings with flashing beacons are also used.

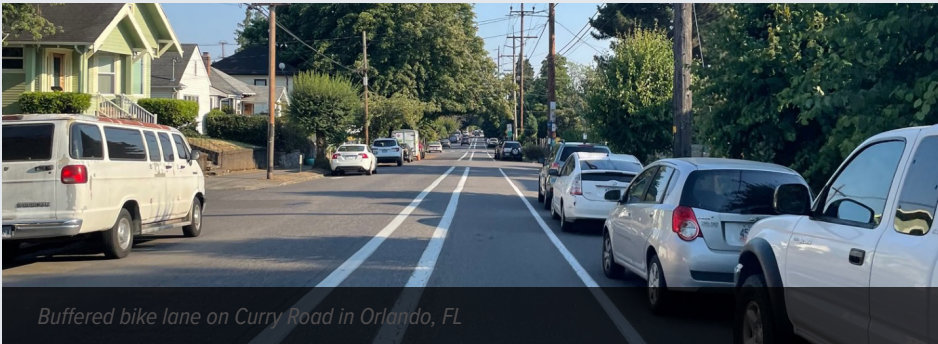


Protected Intersections

Protected intersections include curbing or other raised elements that further delineate and “protect” pedestrians and bicyclists as they wait at and pass through intersections. They are most commonly applied to signalized intersections.

Enhanced Crossings

Enhanced crossings are designated locations for pedestrians and bicyclists to cross the road. They occur at and between public street intersections. Features of enhanced crossings may include striping, lighting, signing, flashing beacons, raised pedestrian islands, and/or signalization.



Buffered & Protected Bike Lanes

Buffered and protected bike lanes are types of bicycle facilities that have more separation from motor vehicle traffic than a standard bike lane. Buffered bike lanes include two parallel white stripes to provide an additional horizontal buffer between motor vehicle travel lanes and bike lanes. Protected bike lanes may add vertical separation too, either by putting vertical separation (e.g., curb, traffic delineators, or other elements) in the horizontal buffer, by raising the bike lane above the grade of the roadway (for example at sidewalk level), and/or by separating the bike lane from the roadway with a planted buffer.

Road Reorganization

Road reorganizations reallocate space within the public right-of-way to better meet the needs of diverse users of the corridor. Examples include converting on-street parking or general purpose lanes to a buffered bike lane or moving the curbs of a roadway closer together to provide greater space for pedestrians, bicyclists, and/or transit amenities. Agencies may change the use of existing space on a road to better meet their community goals, more effectively manage travel speeds, reduce pedestrian crossing distance, overcome inadequacies in the available facilities, and/or improve the comfort and aesthetics of the corridor.

Segment 1

Western Blvd to Chapman Place

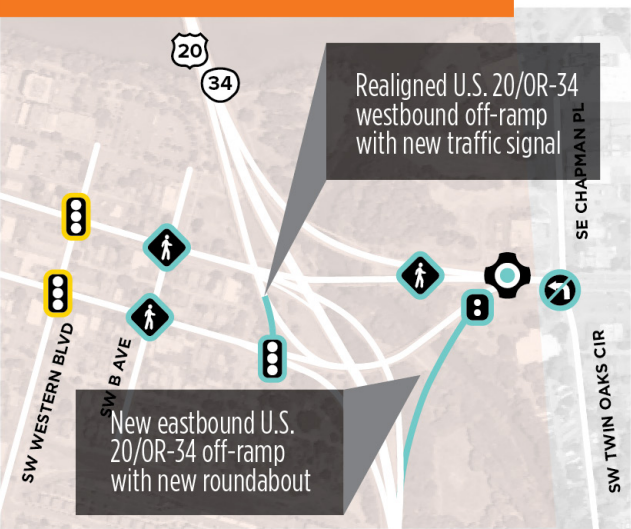


Figure 3. OR 99W South Corvallis Corridor - Segment 1 Long-Term Recommendations



LONG-TERM RECOMMENDATIONS BY SEGMENT

SEGMENT 1: Between Western Boulevard & Chapman Place (Traditional Downtown/Central Business District)

Between SW Western Boulevard and the Marys River, the land use character transitions from the central business district to become more residential and finally becomes wetland and riparian areas along the Marys River at its confluence with the Willamette River.

Because this area is defined as a traditional downtown/CBD, walking and biking movements are prioritized, with enhanced crossings and public street intersections at frequent and regular intervals. The target motor vehicle speed is 25 mph.

As shown in Figure 3, recommendations along Segment 1 include protected intersections at Western Boulevard, enhanced crossings and biking connections at B Avenue, a new southbound protected bike lane on 4th Street (see Figure 4), signalization of the U.S. 20/OR-34 westbound off-ramp terminal, a roundabout with enhanced crossings and potential traffic metering near Chapman Place, and a new off-ramp eastbound from U.S.20/OR-34 to connect south of the river. Future efforts to urbanize the interchange will also consider impacts to the U.S. 20/OR-34 expressway’s operations and safety.



Figure 4: Segment 1 - One-Way Couplet Cross-Section, Long-Term Recommendations

LEGEND

99W

OR 99W

20

U.S. 20

34

OR-34

5-Lane Section of 99W

3-Lane Section of 99W

New or Realigned Roadway

Existing Signal

Modified Existing Signal/Intersection

New Signal

Existing Pedestrian Crossing (Recommended for Visibility Upgrades)

Modified Existing Pedestrian Crossing

New Pedestrian Crossing

New Roundabout Meter

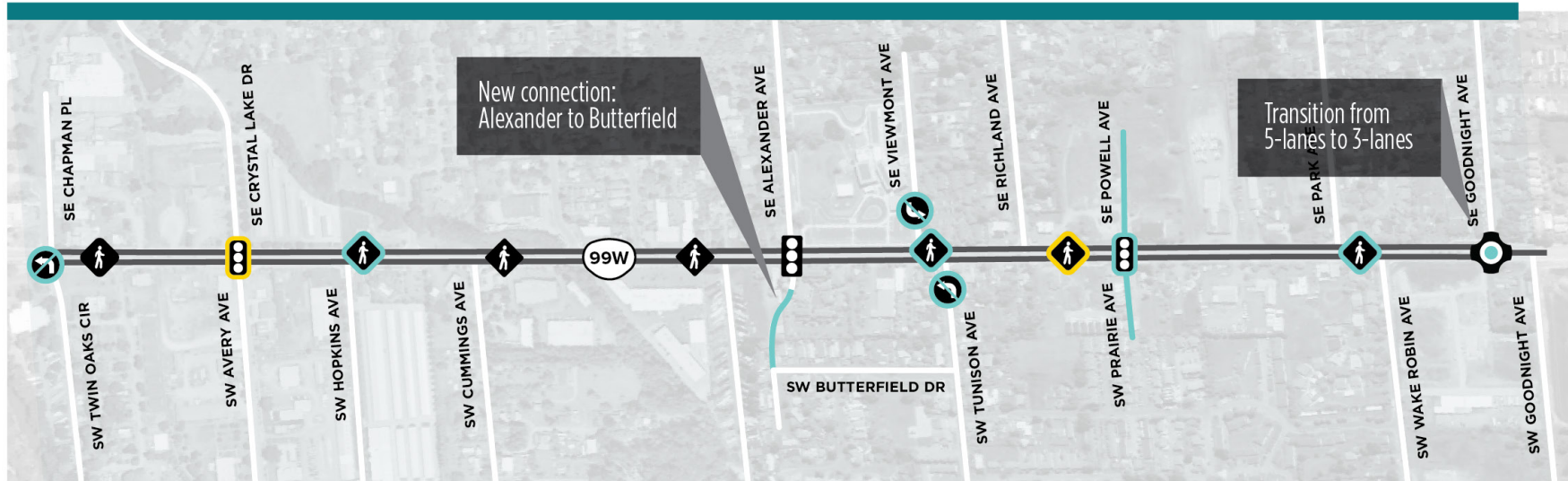
New Roundabout

New Left Turn Restrictions

Segment 2

Chapman Place to Goodnight Ave

Figure 5. OR 99W South Corvallis Corridor - Segment 2 Long-Term Recommendations



SEGMENT 2: Between Chapman Place & Goodnight Avenue (Urban Mix)

This area has a mix of commercial and residential properties often with direct highway access, along with other destinations such as Lincoln Elementary School. Existing commercial areas north of Mayberry Avenue are expected to include higher density residential uses in the long-term.

Identified as Urban Mix, pedestrian and bicycle accommodation is still a high priority in this area, balanced with commercial access and the needs of highway travelers. Protected or enhanced crossings should still occur regularly and efficiently connect people to nearby destinations, but not as frequently as in downtown Corvallis.

As shown in Figure 5, recommendations include the addition of protected bike lanes outside of a planted buffer on either side of the highway (see Figure 6); enhanced crossings spaced regularly along the segment; protected intersections at Crystal Lake Drive, Alexander Avenue, and Prairie Avenue; connections from Alexander Avenue to Butterfield Drive; revisions to the Viewmont-Tunison intersection, and a roundabout with enhanced crossings at Goodnight Avenue.

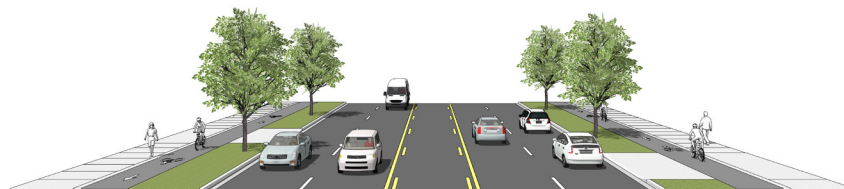


Figure 6: Segment 2 - 5-Lane Roadway Cross-Section, Long-Term Recommendations

Segment 3

Goodnight Ave to Southern UGB



SEGMENT 3: Goodnight Avenue to Corvallis Southern Urban Growth Boundary (Residential Corridor)

This area is anticipated to largely become residential in character with future development. Designated with a Residential Corridor context, land use access in this area will occur most often at intersections. Enhanced crossings will be less frequent than in areas to the north but still provided at regular intervals.

As shown in Figure 7, recommendations include a typical three-lane cross section for the entire segment with a landscape buffer and shared use paths on both sides of the street (see Figure 8), regularly spaced enhanced crossings, roundabouts at Goodnight Avenue, Rivergreen Avenue, Kiger Island Drive, and Airport Drive, and future city streets on both sides of OR 99W.

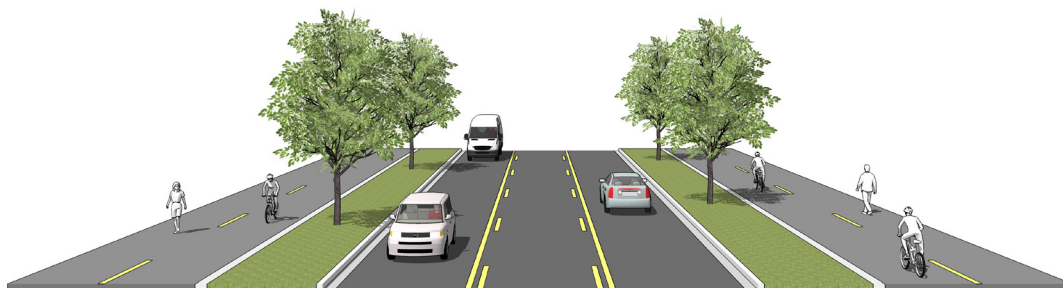
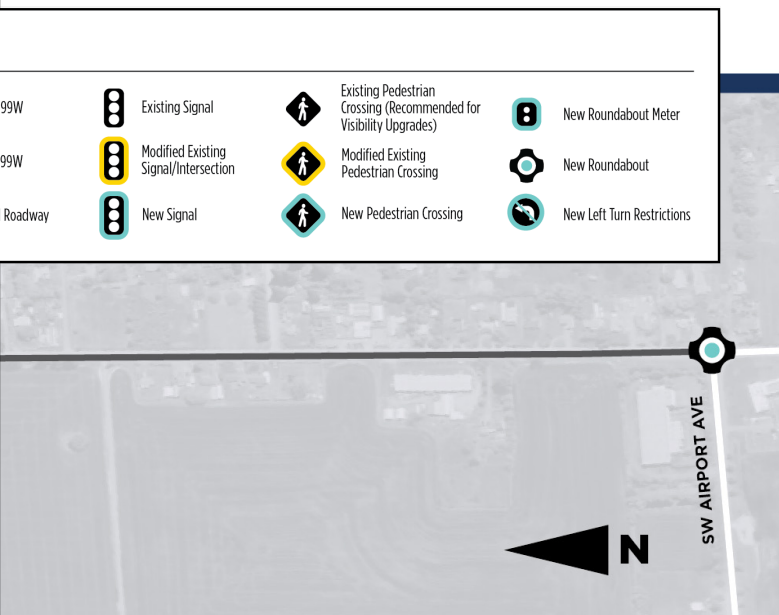


Figure 8: Segment 3 - 3-Lane Roadway Cross-Section, Long-Term Recommendations



Figure 7. OR 99W South Corvallis Corridor - Segment 3 Long-Term Recommendations



WHY ARE WE MAKING THESE CHANGES?

The planned improvements balance a broad array of needs for members of the community, visitors, and all types of roadway users.

Connecting the Community Across the Highway

With numerous development projects in the works, South Corvallis continues its urban transformation on both sides of the highway. Improving and expanding the number of enhanced and protected crossings is essential to equitably support the travel needs of people living in the area. Investing in better pedestrian, bicycle, and transit facilities and managing speed effectively will help realize the community's vision of South Corvallis as a "complete neighborhood" — a bustling urban place where more people get around by bike and on foot.

Managing Competing Priorities

Sandwiched between the Marys River, the Albany & Eastern Railroad, and the Willamette River, South Corvallis is dependent on OR 99W for access to its own neighborhoods as well as downtown, Oregon State University's campus, and other destinations within and beyond the city. But this state highway must continue to efficiently move motor vehicles, including freight, through the area. Without a well-equipped and continuous set of parallel local neighborhood roadways to accommodate the area's planned growth, particularly west of OR 99W, the highway must maintain the capacity to carry the bulk of motor vehicle demand.

Improving Facilities for Vulnerable Roadway Users

The neighborhoods, schools, and commercial businesses that contribute to the vitality of South Corvallis need comfortable, connected facilities to support pedestrians, bicyclists, and transit. Improvements are needed to reduce crossing distances, provide more crossing protections, better separate pedestrians and bicyclists from motor vehicles, and manage motorist travel speeds.

Equitable Connection

People living on low incomes depend more on walking and biking facilities and transit. The west side of the plan area has a higher percentage of transportation-disadvantaged households than Corvallis as a whole, as seen in ODOT's Transportation Disadvantaged Populations Index (TDPI) in Figure 9. Providing these neighborhoods with better transportation access to the rest of the community, both present and future, is a top priority for this plan. In the figure, a higher TDPI score indicates a higher concentration of characteristics that ODOT identifies as relating to historically significant transportation disadvantages. Those characteristics include elderly, youth, Hispanic or non-white, limited English proficiency, disabled, and low-income residents and crowded households or households without access to a vehicle.

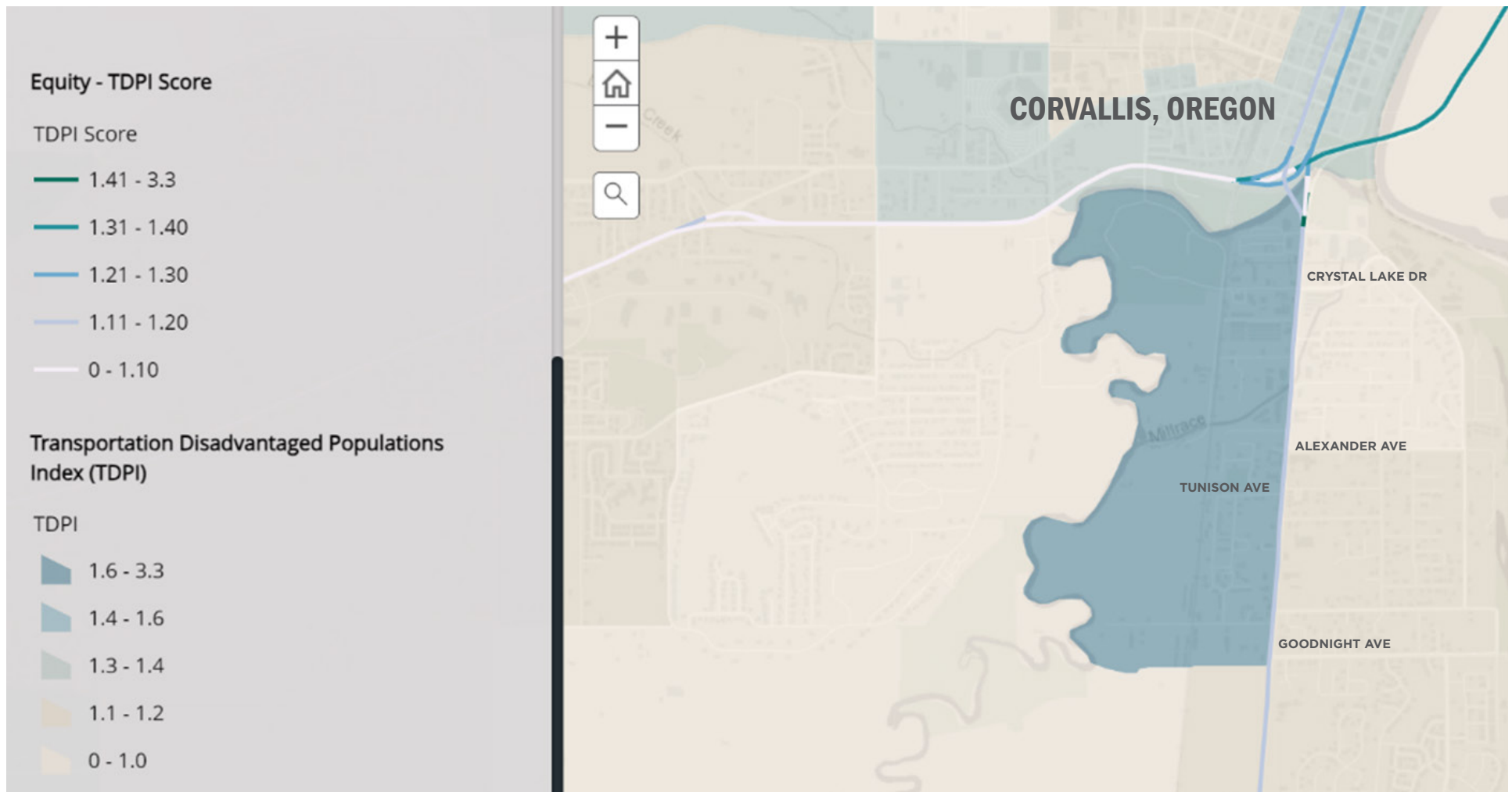


Figure 9: Transportation Disadvantaged Populations Index (ODOT)

Climate Change Resiliency

In addition to the environmental, economic, and health benefits of designing the corridor for safe and comfortable walking and biking, the plan also incorporates elements that respond to the actual and expected impacts of climate change. For example, wide planted buffer strips throughout the corridor provide opportunities for stormwater management in an area known for flooding and the potential for larger canopy street trees that provide shade and cooler temperatures. The proposed lane reconfiguration also reduces the width of the heat-absorbing asphalt roadway to provide additional benefits in that segment.

THE CHALLENGE AHEAD

The City and ODOT understand that the community's vision and needs call for a significant transformation of OR 99W through South Corvallis. There are many competing needs to balance and limited funds, so it won't happen overnight. Documenting the projects detailed in this plan sets the stage so that all future changes help move toward the community's vision for the corridor.

In the meantime, ODOT and the City continue to fund incremental projects consistent with the plan's priorities. The following pages share details about the planning process and offer a closer look at what's ahead.

HOW DID WE GET TO THESE RECOMMENDATIONS?

Between 2020 and 2024, the project team undertook a number of efforts to understand the best solutions for OR 99W and develop this plan. Through the process, the project team relied heavily on public input to help inform the process. More information about that process is found in the section *Engaging the Public*, which follows.

The team first developed the vision and goals for the plan with direct public input and review and approval by our committees and our Project Management Team. Existing conditions were examined and then the team looked at anticipated changes and previously identified projects to understand future conditions. They identified existing and future needs based on field observations, technical analysis, and input from the community. The team then performed a road safety audit, where they studied the corridor during different times of the day over several days to augment their understanding of safety issues and potential solutions. Using the audit as a starting point, the team then developed a comprehensive list of potential solutions and options (or alternatives) that could be applied to the corridor. The project team evaluated each alternative against the corridor vision and worked with the City and ODOT to understand which solutions were feasible. The team used this evaluation, public input, and the input from ODOT and the City to identify the preferred design recommendations. All of this was then taken by the team to the public, Corvallis Planning Commission, and City Council to then make refinements based on the feedback.

Through this, the team developed 17 technical memoranda documenting each step of the way. These were reviewed and discussed with our advisory committees, approved by the project management team, and published on the project website for the public. They are included as attachments to this plan.



2





2. Engaging the Public

Corvallis residents, business and property owners, emergency service providers, school staff, transit riders, freight haulers, and other interested members of the public offered their unique insights to the creation of this plan. Their valuable input helped the City and ODOT understand the concerns and priorities of people who visit, pass through, and live along OR 99W in South Corvallis.

HOW WE REACHED OUT

In addition to the project website, fact sheets, and newsletters, the planning team used several methods to reach the broadest range of community members and roadway users it could. Here is how we gathered opinions to inform the plan.

Community Member Interviews & Local Access Surveys

As an early step in public outreach, the study team interviewed a group of South Corvallis residents, business operators, bicycle and pedestrian advocates, environmental and climate leaders, former elected officials, and others familiar with the project area. Participants assessed the current status of the highway corridor; identified issues, concerns, and opportunities; and shared their vision for the future. Additionally, the team surveyed a number of business and property owners along the corridor to understand issues, opportunities, and areas of concern for the corridor.

Public Meetings

The project team held two virtual open houses in March and August of 2021, both of which gathered public input with surveys. There were also four tabling events around south Corvallis and downtown, 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 team hosted an in-person concept development workshop, open to the public, in July 2021. During the development of the draft plan, the project team held both online and in-person open houses in April and May of 2024.

Committees

Two committees made up of members of the public and agency personnel helped guide the planning process. Members of these committees are listed in the acknowledgements at the beginning of this document and each committee met a total of 13 times.

Technical Advisory Committee (TAC)

Inter-agency participation was centralized through a technical advisory committee, which convened virtually and/or in-person at key intervals.

Stakeholder Advisory Group (SAG)

The stakeholder advisory group (SAG) included people with valuable insights about the corridor and a strong interest in the project outcomes, including representatives from community organizations. Together, SAG members served



as a catalyst and conduit for public participation. The SAG met in person and on-line throughout the project duration. The public was also able to listen in during and provide comment after each SAG meeting.

WHAT ARE THE COMMUNITY'S PRIORITIES?

A survey associated with the first virtual open house gathered input from the public. Seventy-seven people submitted responses to the survey. The findings helped us develop a snapshot of the community's top concerns.

Travel Frequency

Just over half of survey respondents said they travel along the corridor daily. Eighty-one percent reported using the corridor daily or weekly. No respondents said they seldom travel on the corridor.

Travel Mode

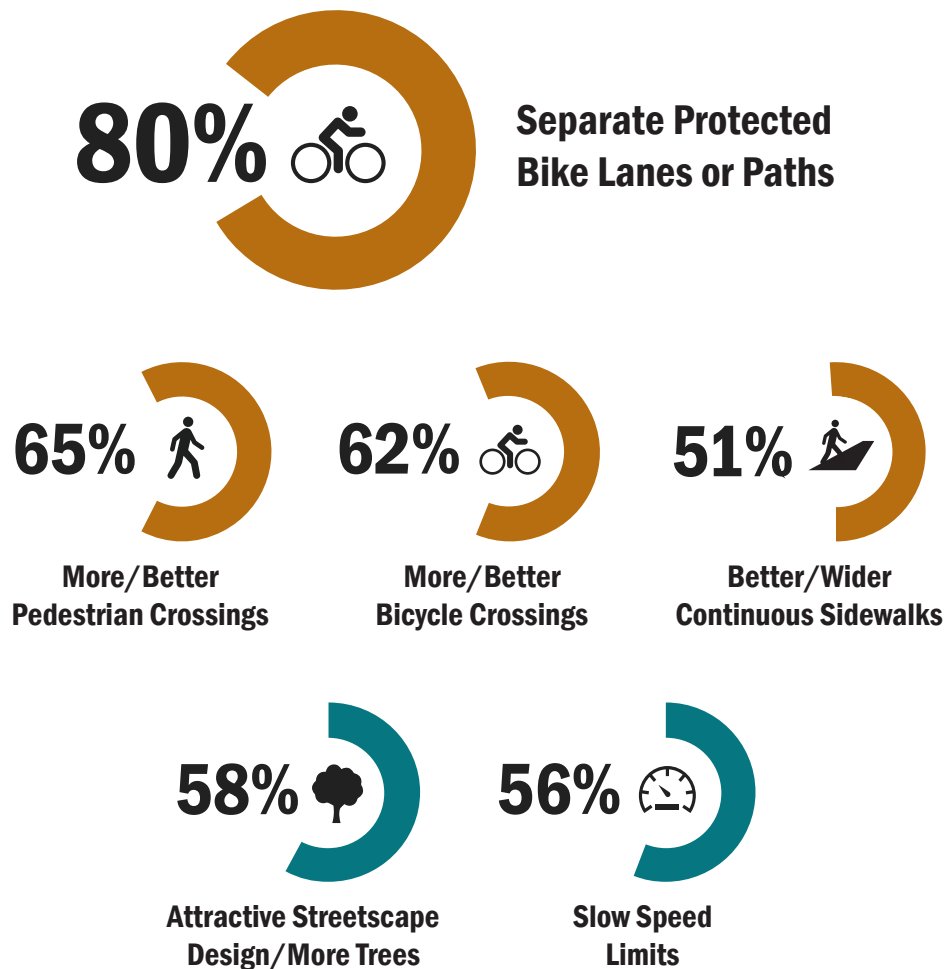
Nearly all respondents said they travel to the corridor by driving (86 percent). However, respondents also identified other modes they use to access OR 99W in South Corvallis, as they could indicate more than one mode: bike (54 percent), walk (37 percent), or City bus (16 percent).

Important Characteristics

The desired corridor characteristics with greatest appeal were: bicycle safety/convenience/comfort (86%) and pedestrian safety/convenience/comfort (82%). A related characteristic, safe routes to schools, was rated as important by 40% of respondents. Countering the effects of climate change and protecting the environment was also indicated to be very important (64%). Convenient parking was identified to be much less important (3%).

Needed Improvements

Again, improvements that support bicycle and pedestrian travel ranked high. When asked about the types of facilities or changes people wanted to see, the following stood out:



Participant Comments

Survey participants were invited to offer their own ideas for corridor improvements. Many of the responses mirrored the numbers shown to the left.

Slow the traffic; reduce and enforce speed limits; add more signals at the south end of the corridor.

Do something now about the danger spots where pedestrians and bicyclists have been injured or killed.

Enhance the corridor's appearance: perform maintenance, reduce clutter.

Improve bicycle/pedestrian safety, including child/student safety

“Big Picture” ideas also held some appeal:

- Designate alternate routes, especially for commercial vehicles.
- Address chronic flooding issues at the main choke points along the corridor.
- Connect the South Corvallis area with the rest of Corvallis through a new route along the railroad right-of-way.
- Build pedestrian/bicycle overcrossings.
- Reconstruct the roadway surface with a material that quiets traffic noise.

When asked for any further comments or questions, respondents pointed again to the same issues:

- Traffic speeds, enforcement, traffic calming
- Bicycle/pedestrian safety and facilities
- Aesthetics: landscaping, trees, noise reduction

Additional themes introduced as comments or questions:

- South Corvallis is a vibrant, diverse community that is changing. What is planned to deal with increased density as the area develops?
- Provide better access to the river.
- Who is in control—ODOT or the City?

PLAN VISION & GOALS

Vision

The vision for the Facility Plan considers the existing urban context, future land use patterns and opportunities for growth, the role of South Corvallis in the region, community values, and stakeholder input:



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.

Goals

Communitywide values were recently expressed in Imagine Corvallis 2040, the City's vision document. The City identified more specific values/guiding principles for the South Corvallis area and is developing a new South Corvallis Area Plan. Together, these plans envision a South Corvallis that should be:



A unique and self-sufficient district where most daily needs are readily met within itself, primarily by walking, biking, and short transit trips



A district that is connected to the greater Corvallis area (particularly to job centers, healthcare, education, and human services) by a robust network of highly effective multi-modal transportation facilities that minimizes the need for private vehicle use



A variety of safe and vibrant neighborhoods comprising housing types that support the full range of economic levels and cultural identities of those that seek housing in Corvallis



An area with thriving businesses that enhance community livability and a diversified economy, many that serve the needs of surrounding neighborhoods and others that provide jobs and services to the broader community



A district that nurtures and protects its natural environment; provides safe, secure, easy and aesthetically pleasing pedestrian, bicycle, and trail access to parks, open space, viewpoints, and riparian areas; and safely treats all stormwater run-off



Home to the Corvallis Airport



A southern gateway into Corvallis

3.





3.

Conditions Today & Opportunities for the Future

One of the greatest challenges in planning the future of South Corvallis and the OR 99W corridor is balancing the interests of the local community, business owners, and freight industry. While local residents expressed an interest in making OR 99W a more comfortable and low-stress facility for pedestrians and bicyclists, the corridor remains a highway that also provides important access for vehicular traffic and freight.

OR 99W THROUGH SOUTH CORVALLIS TODAY

Bicycle and Pedestrian Conditions

Community members we reached out to frequently mentioned how uncomfortable OR 99W is to use for anyone but people in motor vehicles. Many expressed strong interest in making this “main street” more welcoming for all users. They wished they could travel through the area without a car but did not always feel comfortable and safe doing that. Despite this, many people do walk and ride bikes in South Corvallis.

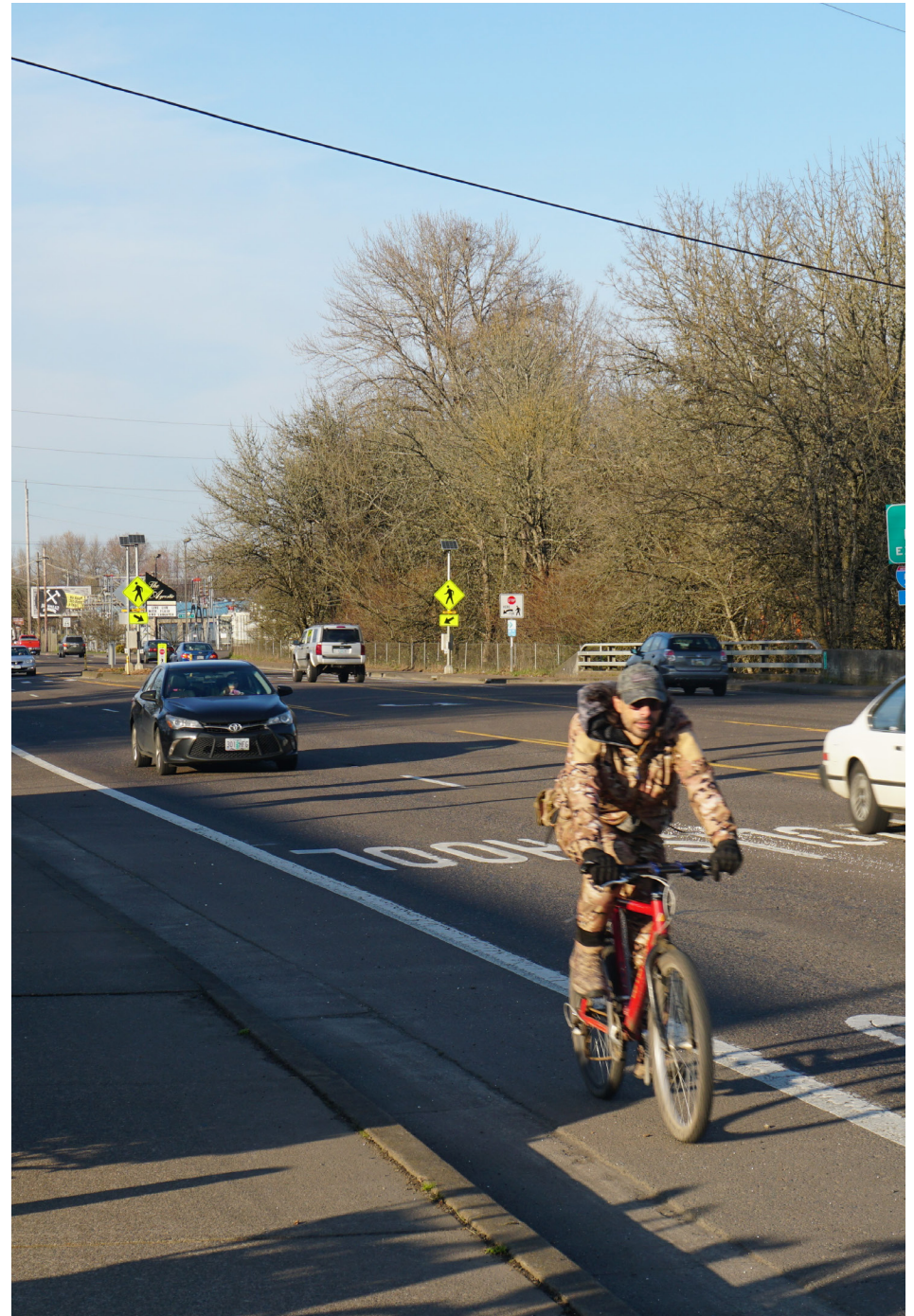
Pedestrian and bicycle facilities vary along the corridor, are sometimes missing, and typically provide no buffer from motor vehicles for cyclists and little or no buffer for pedestrians. Where present, the bike lane is typically 6 feet wide and located between the curb and the motor vehicle travel lane. Sidewalks, typically 5 to 6 feet wide when present, are either against the curb or buffered with separation from the curb. Several paths also exist near the Marys River. Most of these include grade separated crossings with OR 99W.

Pedestrian and bicycle crashes represented 71 percent of severe-injury and fatal crashes along this stretch of highway from 2014-2018, according to the most recent ODOT crash data available at the time of analysis. The majority of crashes occur at intersections, including marked and unmarked crosswalks, as well as at mid-block pedestrian crossings, according to ODOT crash data.

There are also many permanent and temporary obstacles present on sidewalks and in bicycle lanes. Garbage and recycling bins, mailboxes, and vegetation often block sidewalks. The pavement quality of the roadway, sidewalks, and the multi-use path is poor. Uplifts in the sidewalk pavement pose tripping hazards.

Poor drainage causes water to settle in bike lanes. All bus stops along the highway completely block the bike lane. Bike lanes with poor conditions and no buffer from faster moving motor vehicle traffic can create an unsafe feeling or uncomfortable environment, deterring or detracting from bicycling. Bicyclists have been observed riding on sidewalks along OR 99W, creating conflicts with people walking.

Pedestrian and bicycle crossings along the OR 99W corridor, both at intersections and mid-block, are challenged with crossing five motor vehicles lanes plus the two bike lanes. This 3.8-mile corridor only provides four enhanced crossings with rectangular rapid flashing beacons and three crossings at the signalized intersections with Western Boulevard, Crystal Lake Drive and Alexander Avenue.



Transit

South Corvallis is served by Corvallis Transit System Route 6.

Most bus stops in South Corvallis are marked with a pole and signage. Four bus stops also provide shelters. All bus stops along OR 99W require the transit vehicle to stop in-lane to pick up and drop off passengers. This means stopping buses completely block bike lanes, requiring bicyclists to either wait behind the bus or merge with higher speed vehicular traffic.

A number of community members and property owners expressed interest in expanding bus service to the newer development at the southern portion of the corridor and airport industrial park, as well as in increasing transit service frequency.

Motorists/Freight

OR 99W carries over 20,000 motor vehicles on an average day near the Chapman Place intersection, and volumes drop as you travel south on the corridor to be closer to 6,000 motor vehicles per day near Airport Avenue. In alignment with these volumes, the corridor has more lanes on the northern segments and fewer lanes at the south end.

Through the project process community members helped the study team identify numerous corridor issues related to traffic.

Speeding was one of the most common issues raised. The posted speed limit varies between 25 and 35 mph, but some drivers, including those driving large trucks, do not comply. The variability in travel speeds makes it more difficult for pedestrians to judge when there is a clear gap in traffic to cross the street.

Speeding can also contribute to rear-end collisions. When a car stops at a pedestrian crossing or an intersection, sometimes the following driver does not have a sufficient reaction time to stop the vehicle.

Providing facilities with operating speeds that are safe for the context and predictable is important for the freight industry. System reliability degrades when crash rates rise, delays result, and travel time predictability is diminished. Freight vehicles are more difficult to maneuver and stop than small motor vehicles, so greater speed management that leads to less speed variability is important. The friction, conflict, and unexpected movements at driveways create further challenges to freight movements.

Limited lighting or visibility at multiple crossings throughout the corridor make it difficult for drivers to see crossing pedestrians. This also results in pedestrians

and drivers being unable to make eye contact at night, making it challenging for pedestrians to know when they can safely walk.

Left turns onto the corridor from side streets with stop signs were also identified as challenging for drivers. In the northern areas of the corridor, traffic volumes are higher with more speeding that can make it harder to find a gap in traffic. In southern areas of the corridor, speeds are higher (although motorists generally follow the posted speed limit), which can make it challenging for left turning drivers to judge the gaps they can take safely.

The public expressed concerns regarding the corridor's impact on the climate. The Corvallis Climate Action Plan (2016) and Greenhouse Gas Inventory (2018) outline the importance of high-priority actions relevant to reducing car dependency along OR 99W. These plans prioritize the importance of reducing single occupancy vehicle trips, idling, and congestion.

SOUTH CORVALLIS IS GROWING

Today, the character of the OR 99W corridor through south Corvallis changes significantly as it travels southward. Starting as a central business district at the north, it travels through a mixed commercial/residential area and ends at the southern limit of the plan area in rural lands. As the land use pattern changes, the amount and speed of vehicular traffic and the number of people walking, biking, and taking transit is expected to increase.

More dense residential and mixed-use development is expected in the future, allowing for shorter trips that favor bicycling, walking, and taking the bus. These shorter trips would decrease greenhouse gas contributions from vehicle emissions but are likely to be diminished if facilities are lacking or perceived to be unsafe.



IMPROVEMENT OPPORTUNITIES

Future development of OR 99W and adjacent properties presents many opportunities for addressing the issues identified in the preceding sections. The list below includes key recommendations found in the *Design Recommendations* section of the document.



Aesthetics

- Adding more greenery and stormwater management along the corridor, including a vegetation buffer and trees
- Comfort
- Providing physical separation from traffic for pedestrians and bicyclists
- Reducing high motorist speeds
- Providing convenient, direct low stress bicycle route alternatives to OR 99W
- Improving wayfinding for people walking and biking
- Reducing obstacles in bicycle lanes and on sidewalks
- Providing high comfort parallel routes for walking and biking off the corridor, like through the addition of the Tunison Community Path and neighborhood bikeways



Crossings

- Improving safety at existing mid-block crossings and intersections
- Enhancing the visibility of pedestrian crossings on the corridor by providing overhead (mast arm mounted) pedestrian actuated treatments
- Providing additional lighting at mid-block crossings and intersections
- Infrastructure
- Urbanizing the interchange by replacing higher speed ramps with signalized intersections and roundabouts, to slow speeds and set contextual differences between high-speed highways and the urban setting of Corvallis
- Modifying the roadway cross-section to provide separation from traffic for bicyclists and pedestrians and to encourage more careful driving
- Providing additional lighting along the corridor
- Evaluating sight distance at driveways and intersections and making appropriate improvements
- Adding green skip striping at conflict points with bicycle lanes at major driveways and access points
- Evaluating the existing signs for their importance, removing less critical ones to reduce sign clutter, reviewing signage for correct installation, and adjusting and/or enhancing signage as needed



Safety

- Reducing speeding along the corridor
- Providing speed feedback signs
- Providing curb extensions (bulb-outs) and tightening the intersection corner curb radii on city/local road approaches at intersections to shorten pedestrian crossing distance, reduce exposure, and slow speeds of turning vehicles
- Improving visibility by removing on-street parking on local streets near intersections
- Facilitating safer left turns onto the highway from side streets by providing more connections to signalized intersections or roundabouts



Surface Conditions & Maintenance

- Improving drainage
- Improving pavement condition
- Evaluating and improving ADA compliance of bus stops, ramps, crossings, and intersections
- Removing and/or reducing obstacles and debris from bicycle lanes and sidewalks



Traffic & Freight

- Preserving the current minimum height and width limitations, or pinch points, to allow large freight vehicles to pass through the corridor
- Providing parallel routes where possible to improve resiliency and connectivity of the roadway network
- Providing reasonable roadway operations based on Oregon Highway Plan standards guidance



4.

What's Ahead for OR 99W in South Corvallis

While it will take time to secure funding for construction, the preferred alternative for OR 99W moves South Corvallis toward the community's vision, where OR 99W contributes to the sense of place and community and provides walking and biking facilities for people of all ages and abilities. Early investments planned by ODOT will get us started.

Not all projects will be constructed at the same time. Some segments will be implemented through redevelopment or repaving, or as small funding opportunities become available. Projects can come from and be funded by different sources. The three key types of projects expected on or near the corridor are development projects, City projects, and ODOT projects.

As an area develops or redevelops, the developer makes appropriate changes to the transportation system. These changes are based on the amount of development and the roadway and streetscape standards that they are adjacent to. As areas of 99W develop, space will be dedicated and modifications to the system will be made to move the corridor toward the project vision.

The City projects anticipated for funding over the next five years can be found in the Corvallis Capital Improvement Program (CIP). These projects are in

alignment with the City's Transportation System Plan. Any projects that the City funds along or near the corridor are likely to be in that CIP list.

Finally, ODOT may also fund or secure funding for projects along OR 99W. Similar to the City's CIP, ODOT has a list of projects anticipated for funding over the next several years: the Statewide Transportation Improvement Program (STIP). When feasible, projects along OR 99W that are funded and implemented by a developer, the City, or ODOT should be aligned with the recommendations in this plan.

There were several projects incorporated into the STIP and CIP before or during the development of this plan that will move forward separately from recommendations coming from this Facility Plan. Those are outlined in the Near-Term Projects section of this plan. In addition to these near-term project lists, the City's Transportation System Plan includes a longer list of projects near the corridor.

As projects move forward, some additional planning and design will be necessary to focus the concepts further. As that occurs, additional outreach should include those most affected.

Segment 1

Western Blvd to Chapman Place

Segment 2

Chapman Place to Goodnight Ave



NEAR-TERM PROJECTS

Near Term ODOT Projects

A SIGNALIZED INTERSECTION CHANGES: OR 99W AND WESTERN BOULEVARD

ODOT will be replacing signals and making improvements at the 3rd Street intersection with Western Boulevard. At 4th Street and Western, there is funding for design to make changes to that intersection, too, but funding for construction is not currently available. The following changes, depending on funding and further design work, are also being considered:

- Add left turn phasing from Western Boulevard to OR 99W to address crashes and near misses between left turning vehicles and pedestrians.
- Curb extensions to reduce exposure for people crossing the intersections
- Leading pedestrian intervals, which allow pedestrians to begin crossing an intersection before motor vehicles are allowed to proceed; thus, making pedestrians more visible to those driving
- Protected intersection treatments on select corners that further separate motorists from pedestrians and bicyclists

While these changes will not get us to comfortable walking and biking facilities throughout the entire the study area, they do move us in that direction, providing incremental positive change for people biking and walking.

B OR 99W REPAVING: MARYS RIVER SOUTH TO KIGER ISLAND DRIVE

Anticipating this repaving opportunity, the project team developed near-term striping configurations that may be implemented during repaving. These solutions help move the corridor toward that ultimate vision—by providing more space for people biking and narrower travel lane widths, which can help manage motor vehicle speeds. The current typical cross section is shown in Figure 10.

Segment 3

Goodnight Ave to Southern UGB

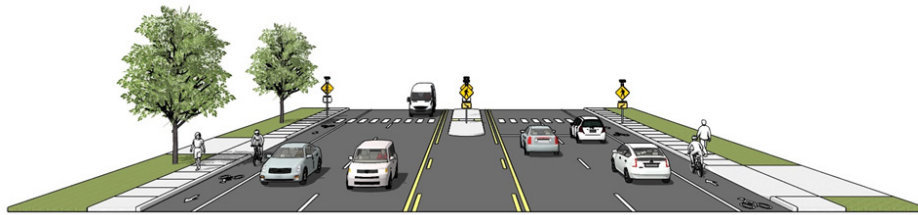


Figure 10: Segment 2 - Existing 5-Lane Roadway

Between the Marys River and Avery Avenue, the roadway is narrower and provides less flexibility to change striping. An existing shared use path on the west side of the road serves people biking coming to and from the existing bicycle and pedestrian bridge to the north through this section, too.

If there is an opportunity in the design process, this Facility Plan recommends restriping to narrow the general purpose lanes, such as to a 12-foot two-way left turn lane and four 11-foot travel lanes between Chapman Place and Avery Avenue to provide buffered bike lanes in each direction.

South of Avery Avenue where the roadway is a bit wider, buffered bike lanes are more likely through this restriping project. Figure 11 provides the likely cross section that will be implemented between Alexander and Goodnight during the repaving project. This separation (or striped buffer) will not include vertical separators in the near-term due to insufficient funding for installation and maintenance, but the space will be set aside so that vertical separation (flex posts, curb, or other) may be added in the future.

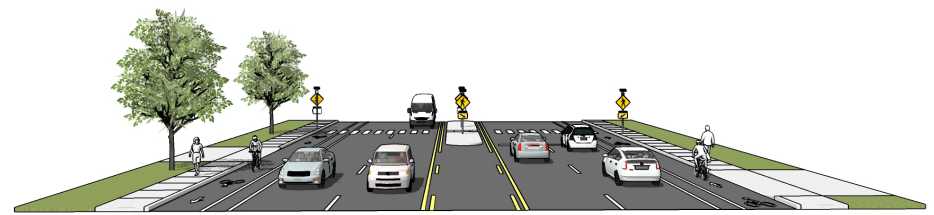


Figure 11: Near-Term Repaving Project Outcome (Alexander to Goodnight)

This concept was first developed and supported by the Technical Advisory Committee and Stakeholder Advisory Group during the Road Safety Audit process. All three groups in the concept development workshop also established similar cross sections for the near-term restriping project, and there was strong support from the public for this cross section when it was presented at the second public open house.

Segment 1

Western Blvd to Chapman Place

Segment 2

Chapman Place to Goodnight Ave



Near-Term City Projects

There are several projects funded by the City that also benefit the corridor. A speed feedback sign is anticipated to be added near Lincoln Elementary School to help manage speeds. The City has also secured a grant to study a potential future path from Butterfield Place to Avery Avenue. A neighborhood bikeway project would also improve low stress connectivity of the bike network east of the corridor.

Finally, the City has included projects in their CIP to add a signal or contribute to a roundabout at the intersections of Goodnight and Rivergreen Avenue on OR 99W. The recommended treatments at these locations from this Facility Plan are roundabouts, but roundabouts would require additional funding that has not yet been secured. More information about considerations and tradeoffs between a roundabout and signal is provided in the *Design Recommendations* section of this Facility Plan.

Changes With Development

In addition to the changes that will be made with ODOT and City projects, changes will continue to be made incrementally along the corridor through redevelopment. This will look different depending on the corridor segment and the cross section that is envisioned. A typical application of redevelopment changing the streetscape is when a curb tight sidewalk is moved to be buffered from traffic by a planted buffer strip. There are many examples of this already occurring through redevelopment on OR 99W in the recent past. Cross section elements to be provided through development are consistent with the future Design Recommendations section of this plan.

A BETWEEN WESTERN BLVD AND U.S. 20/OR-34 INTERCHANGE

This Facility Plan recommends that development along the couplet in downtown provide sufficient frontage area outside of the curbed roadway for a planted buffer, a sidewalk, and a frontage zone (the area between the sidewalk and private property). Table 1 summarizes the amount of space to construct the future cross section. The planted buffer width is consistent with the City's Transportation System Plan. The widths for sidewalk and frontage zone are consistent with the ODOT Highway Design Manual.

Segment	Planted Buffer	Sidewalk	Shared Use Path	Frontage Zone
Western Blvd to U.S. 20/OR-34 Interchange	9 ft	8ft	N/A	4 ft
Chapman Place to Avery Avenue	10.5 ft	8 ft	N/A	1 ft
Avery Avenue to Goodnight Avenue	9.5 ft	8 ft	N/A	1 ft
Goodnight to Kiger Island: 5-lane cross section	6 ft	8 ft	N/A	1 ft
Goodnight to Kiger Island: 3-lane cross section	9 ft	N/A	15.5 ft	1 ft
Kiger Island to the Southern Urban Growth Boundary	9 ft	N/A	15.5 ft	1 ft

Table 1: Cross Sectional Elements to Be Provided Through Development

C

D

B BETWEEN CHAPMAN PLACE AND GOODNIGHT AVENUE

Between Chapman Place and Goodnight Avenue, development that occurs before the ultimate cross section is implemented will provide frontage area (beyond the roadway) for a planted buffer, sidewalk, and frontage zone. Table 1 summarizes the amount of space needed to construct the identified future cross section, when the bike lane is moved outside of the curb and planted buffer. The planted buffer width, supported by the City's Transportation System Plan, provides a comfortable separation from traffic for people walking and biking, among other benefits. All other features and widths are consistent with the ODOT Highway Design Manual.

C BETWEEN GOODNIGHT AVENUE AND KIGER ISLAND DRIVE

Between Goodnight Avenue and Kiger Island Drive, near-term development will provide additional frontage area (beyond the roadway) as needed to allow for a 15.5-foot shared use path and a 1-foot frontage zone. The amount identified in Table 1 will provide the correct amount of space in the future to construct this identified future cross section.

The interim planted buffer is narrower (at 6 feet) than the ultimate (at 9 feet) because with the reduction from a 5-lane to a 3-lane roadway, much more space will become available to increase the planted buffer width, achieving the City's long-term objective for appropriate separation.

Because funding has not been identified to construct the ultimate cross section, the amount of space identified in Table 1 for Goodnight to Kiger Island: 5-lane cross section is greater than what will ultimately be needed for the 3-lane cross section so that there can still be a planted buffer and comfortable sidewalk before the transition to 3-lanes is funded.

In the case that a major development comes in, the developer may be allowed to build out the ultimate cross section, including funding the full road reconstruction to transition to one lane directionally and a center turn lane along their project frontage. They would provide the elements outside of the curb to the widths identified in Table 1 under the row labeled Goodnight to Kiger Island: 3-lane cross section if this is the case. This would reduce the overall frontage the developer would need to dedicate. This should only be considered for developments with lengthy highway frontage (likely 250 ft or greater) to provide consistency in the walking, biking, and driving experience along the corridor.

In this section, the shared use path width was selected to provide consistent biking and walking facilities north of Goodnight Avenue in the future. If biking and walking volumes dramatically increase, speed differentials become a challenge due to e-bike adoption, and as development continues to occur, consideration should be given to changing this section to have identical biking and walking facilities as north of Goodnight Avenue by reallocating the shared use path to bike lanes, sidewalks, and the bike lane/sidewalk delineation between.

D SOUTH OF KIGER ISLAND DRIVE

South of Kiger Island Drive, development that occurs should help to implement the ultimate 3-lane roadway cross section. The same consideration of a potential shift from shared use paths to separated walking and biking facilities should be given to this section as the section above. In addition to the widths required for the 3-lane cross section, the widths to be provided by developers for elements outside the curb are provided in Table 1.

Segment 1

Western Blvd to Chapman Place



Segment 2

Chapman Place to Goodnight Ave

OTHER PREVIOUSLY IDENTIFIED PROJECTS

In addition to the near-term funded projects presented above, there are a number of previously planned projects identified for the area. Many are included in the City's TSP and will enhance the transportation system and work with the planned projects coming from this Facility Plan. Those identified with an asterisk (*) are also directly included in or related to projects proposed in this Facility Plan. The TSP projects along the study corridor include the following:

- **TSP project A4*:** new off ramp from eastbound U.S. 20/OR34 to southbound OR 99W.
- **TSP project PB15:** the City has secured a grant to identify an alignment for a new off-street shared use path parallel to the railroad between Avery Avenue and the Tunison neighborhood. Construction of the path is not funded. The full length of PB15 connects south to Airport Avenue, but funding for this southern segment is not anticipated in the near future.
- **TSP project PB17:** a bicycle and pedestrian bridge over the Marys River that would provide connectivity to the Tunison Community Path and Pioneer Park. This project is not financially constrained and therefore not likely to be constructed in the near future.
- **TSP project M126:** realigns the western segment of Goodnight Avenue and should be implemented simultaneously with A10*, the addition of a signal or roundabout at Goodnight Avenue. A roundabout is recommended through this Facility Plan.
- **TSP project A11*:** signal or roundabout at Rivergreen Avenue. A roundabout is recommended through this Facility Plan.
- **TSP project A24*:** westbound right turn lane and additional southbound left turn lane at the intersection of Crystal Lake Boulevard. While this is a TSP project and therefore these changes were included in the operations analysis for this Facility Plan, implementation of this project would result in increased exposure for people walking and biking at the intersection. This is counter to the goals of this Facility Plan. Before implementation, these operational and safety tradeoffs should be reevaluated.
- **TSP project M7:** a parallel roadway west of OR 99W starting at Goodnight Avenue and extending south to Airport Avenue. Four new or modernized collector streets would provide east-west connections from the Goodnight extension to OR 99W at Rivergreen Avenue (M74), Kiger Island Drive (M110), Herbert Avenue (M135), and Weltzin Avenue (M123). This parallel network is not funded and anticipated to be added through development of the area.
- **TSP project M98:** a parallel roadway east of OR 99W starting at Rivergreen Avenue and extending south to an Airport Avenue extension (M111) on the east side of OR 99W. TSP project M15 would connect to this new route from Park Avenue to the north. M99 will modernize and extend Herbert Avenue. M100 will modernize Corliss Avenue and align with Weltzin Avenue (M123). This parallel network is not funded and anticipated to be added through development of the area.

This Facility Plan identified solutions that should be implemented as funding is available to move the area toward the project vision. To get to these solutions, the project team balanced numerous priorities. Throughout the process, the team focused on establishing biking and walking facilities that are separated from traffic and comfortable for people of all ages and abilities.

With these changes, the project team had to balance maintaining freight access on the corridor and reasonable traffic operations, while still changing the roadway to better serve and enhance the local community's needs.

Those solutions are presented and described in the following sections, and the full project list in Table 2 provides more detail.

Between Western Boulevard and Chapman Place, this project envisions the following solutions:



Figure 12 illustrates the long-term vision for the one-way couplet between Western Boulevard and the interchange with U.S. 20/OR-34. Two southbound general purpose travel lanes will be provided on 4th Street along with a protected bike lane, planted buffer strip, sidewalk, and frontage zone. Three northbound general purpose travel lanes will be provided on 3rd Street, as well as limited on-street parking. A planted buffer strip, sidewalk, and frontage zone will also be provided. Separated bicycle facilities along this segment are provided via a path on the east side of the highway and crossing the Marys River.

Segment 1

Western Blvd to Chapman Place

Segment 2

Chapman Place to Goodnight Ave



2 WESTERN BOULEVARD PROTECTED INTERSECTIONS AT 3RD & 4TH STREET

Modifications at the intersections of Western at 4th Street & 3rd Street (as shown in Figure 13) including bulb-outs, protected intersection corners, and a change from three to two southbound motor vehicle travel lanes south of Western on 4th Street, with the addition of a southbound protected on-street bicycle lane to improve safety and comfort, especially for people walking and biking through the intersection.

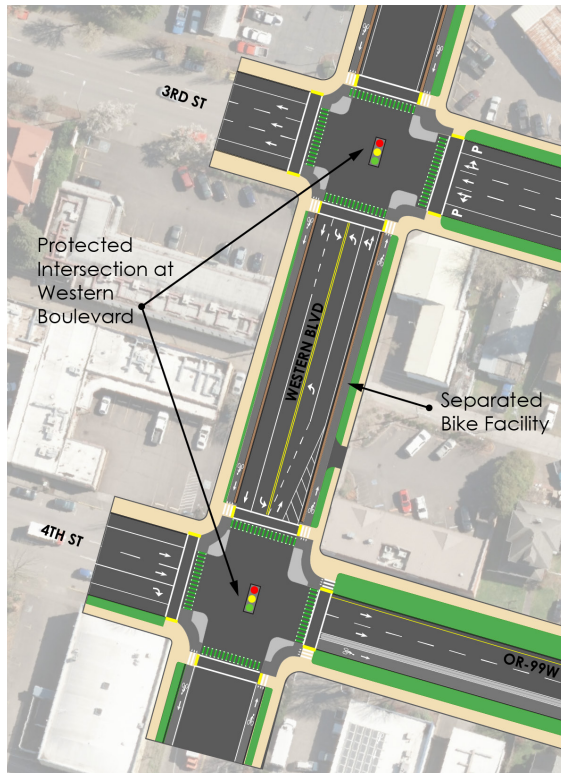


Figure 13: Western Boulevard Protected Intersections at 3rd Street & 4th Street

3 ENHANCED CROSSINGS AT B AVENUE

Enhanced crossings at B Avenue (as shown in Figure 14), the westbound U.S. 20/OR-34 on-ramp, and the new double lane roundabout south of the Marys River. This will provide a connection from the existing paths on the east side of the corridor across OR 99W to the neighborhoods and low-stress facilities to the west.

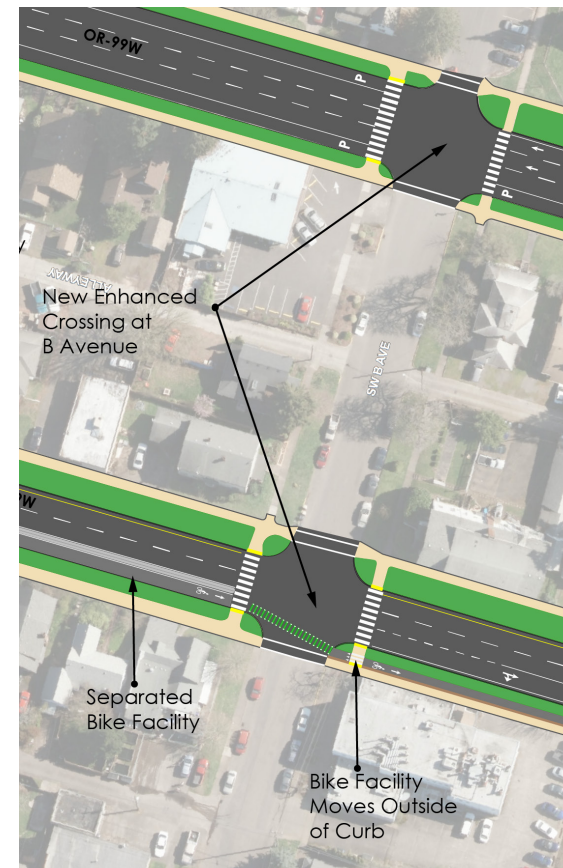


Figure 14: B Avenue Enhanced Crossings at 3rd Street & 4th Street

Segment 3

Goodnight Ave to Southern UGB

- 4 4TH STREET PROTECTED BICYCLE FACILITY**
Creation of a combination of protected on-street and off-street bicycle facilities to connect from Western Boulevard, through the interchange and across the Marys River, to protected off-street facilities in South Corvallis, as shown in Figure 15.

- 5 SIGNALIZED WESTBOUND OFF-RAMP**
Conversion of the existing westbound off-ramp from U.S. 20/OR-34 to a signalized intersection (as shown in Figure 15), better managing speeds, avoiding merge conflicts, and providing space for protected bicycle and pedestrian facilities over the Marys River.



Figure 15: 4th Street Protected Bicycle Facility & Signalized Westbound Off-Ramp

- 6 NEW EASTBOUND OFF-RAMP, ROUNDABOUT & GATEWAY**
Addition of a new U.S. 20/OR-34 off-ramp to a new double-lane roundabout ramp terminal south of the Marys River (as shown in Figure 16), which will reduce out of direction travel, slow vehicle speeds, and serve as a gateway to south Corvallis. Future design work will also refine the configuration of the existing U.S. 20/OR-34 on-ramp.

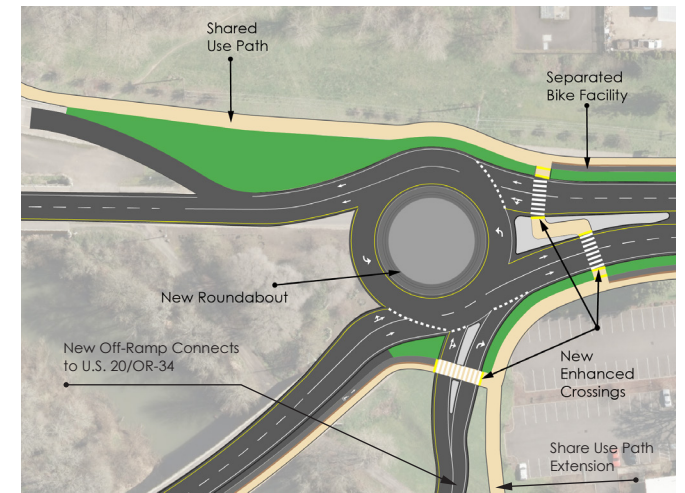
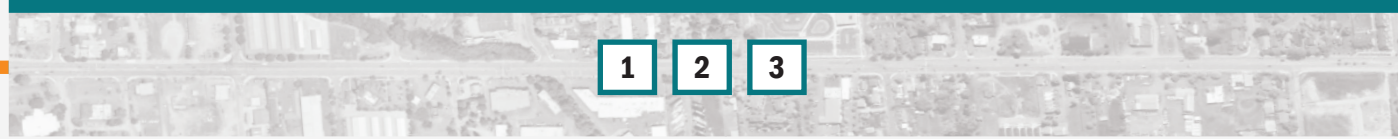


Figure 16: New U.S. 20/OR-34 Off Ramp & New Double-Lane Roundabout



Segment 2

Between Chapman Place and Goodnight Avenue, the Facility Plan recommends the following solutions:

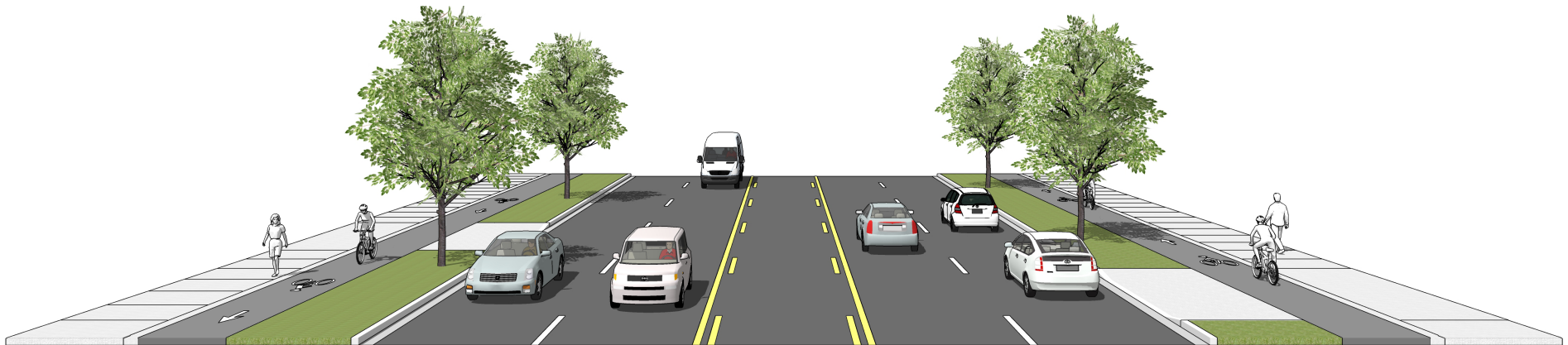


Figure 17. Segment 2 - 5-Lane Long-Term Cross-Section

1 TRANSITION TO TWO-WAY CROSS SECTION OF FIVE TRAVEL LANES

Transition from one-way facilities to a two-way cross section of five travel lanes (including a median area for left-turn treatments) between the curbs, and a wide planted buffer strip, protected bike lane, sidewalk, and frontage zone on each side of the roadway (see Figure 17) to support anticipated traffic volumes while providing safe and comfortable facilities for people walking and biking.

2

INTERSECTION MODIFICATIONS AT TWIN OAKS CIRCLE AND CHAPMAN PLACE

Potential turn restrictions at the Twin Oaks Circle and Chapman Place intersections (see Figure 18) if the roundabout is added just to the north and an alternate route is provided to Avery Avenue from Twin Oaks Circle on the west side. The left turn movement at Chapman Place will be accommodated by turning right and immediately making a u-turn at the roundabout. The modification at Twin Oaks Circle will not go into place unless alternate access is provided to a signalized intersection, to enhance the access and safety of those using Twin Oaks Circle.

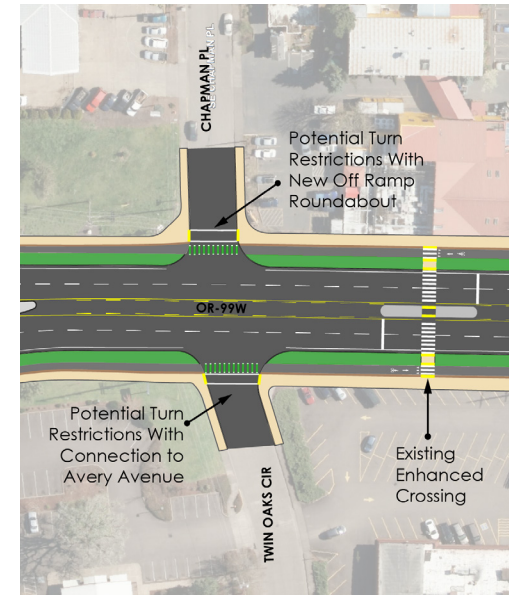


Figure 18: Intersection Modifications at Twin Oaks Circle and Chapman Place

3

ENHANCED OR 99W CROSSINGS

- At the intersections of B Avenue with 4th Street and 3rd Street (new)
- South of Chapman Place (upgrade to the existing crossing)
- North of Bridgeway Avenue (new)
- North of Lily Avenue (upgrade to the existing crossing)
- South of Mayberry Avenue (upgrade to the existing crossing)
- Between Viewmont Avenue and Tunison Avenue (new)
- Between Richland Avenue and Prairie Avenue (moved from south of Tunison Avenue)
- Between Park Avenue and Wake Robin Avenue (new)
- Immediately north of McKenzie Avenue (new)
- And crossing opportunities at all signalized intersections and roundabouts



4 PROTECTED CROSSINGS AT SIGNALIZED INTERSECTIONS OF OR 99W

Protected crossings at the signalized intersections of OR 99W with Crystal Lake Drive, Alexander Avenue, and Prairie Avenue (when warranted and approved) (see Figure 19).

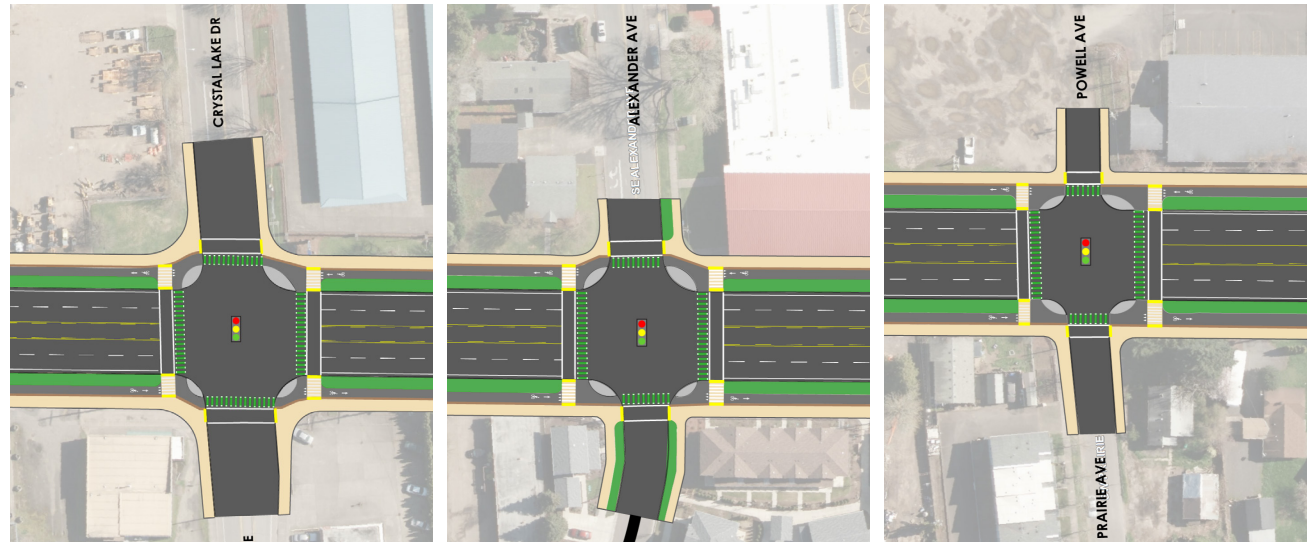


Figure 19: Protected Crossings at Crystal Lake Drive (Left), Alexander Avenue (Middle), and Prairie Avenue (Right)

5 EXTENSION OF ALEXANDER AVENUE TO BUTTERFIELD DRIVE AND CONVERSION OF TUNISON AVENUE AND VIEWMONT AVENUE

Extension of Alexander Avenue to connect with Butterfield Drive, and conversion of Tunison and Viewmont to be right-in/right-out (see Figure 20) only once alternate access is provided between Butterfield and Alexander Avenue and the Tunison Fire Station is relocated, to enhance the safety of left turning vehicles coming from the Tunison neighborhood.

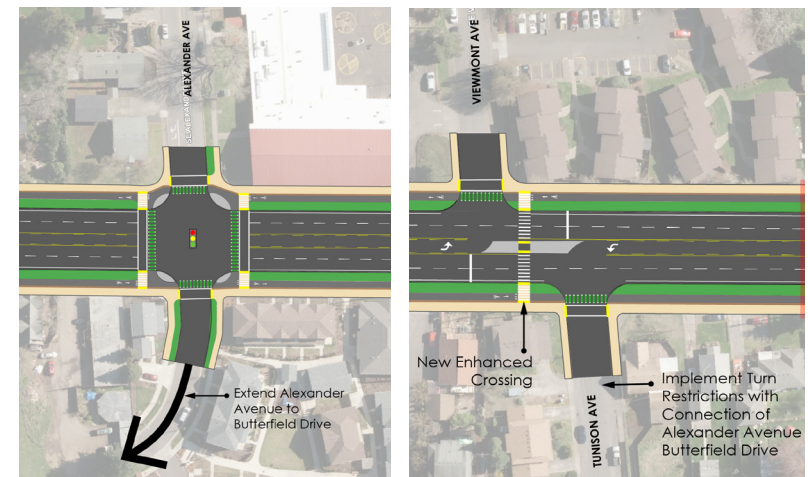


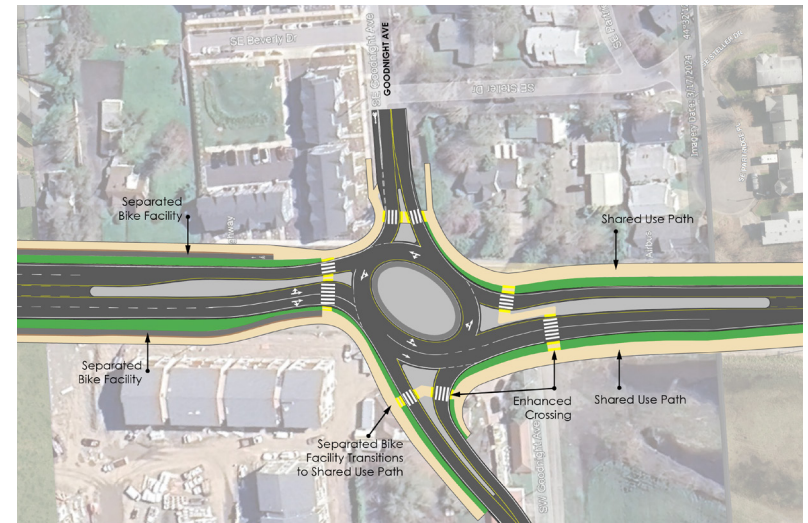
Figure 20: Extension of Alexander Avenue to Butterfield Drive (Left) and Right-In/Right-Out Only Conversion of Tunison Avenue and Viewmont Avenue

6

NEW ROUNDABOUT AT GOODNIGHT AVENUE

New roundabout at Goodnight Avenue, and a transition from five lanes to three lanes just south of Goodnight Avenue, as shown in Figure 21. A roundabout is preferred at Goodnight Avenue due to its operational and safety benefits, as well as its ability to slow speeds and serve as a gateway treatment. If a roundabout is not feasible at this location, a protected signalized intersection should be provided in its place. ODOT conducts an Intersection Control Evaluation (ICE) for the final determination of an intersection's most appropriate traffic control. If a signalized intersection is supported at Goodnight Avenue instead of a roundabout, the ICE would also consider the expectation of half-mile signal spacing (OAR 734-020-0470, Traffic Signal Spacing Requirement) and the feasibility of an additional signal at Prairie-Powell Avenue.

Figure 21: New Roundabout at Goodnight Avenue



Segment 1

Western Blvd to Chapman Place

Segment 2

Chapman Place to Goodnight Ave

Segment 3

From Goodnight Avenue to the Corvallis southern Urban Growth Boundary, the Facility Plan anticipates the following:

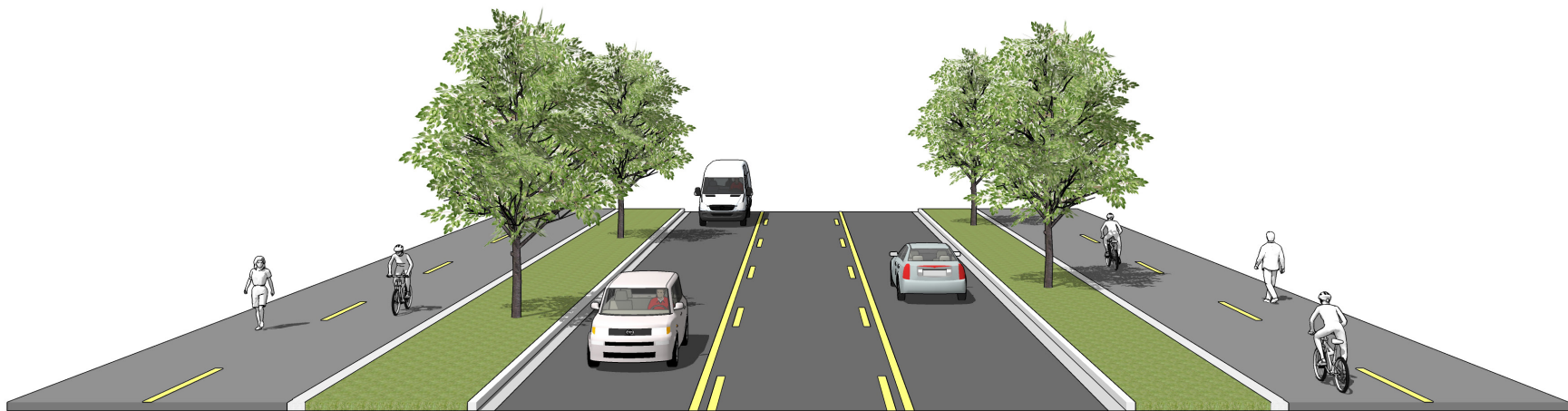


Figure 22: Segment 3 - 3-Lane Long-Term Cross-Section

1

TRANSITION TO THREE TRAVEL LANES

South of Goodnight Avenue, transition to three travel lanes (including a median area for left-turn treatments) between the curbs, wide planted buffer, wide shared use path, and frontage zone on each side of the roadway throughout Segment 3, as shown in Figure 22.

2

ENHANCED CROSSING AT SW MCKENZIE AVENUE

Enhanced crossing of OR 99W near or at SW McKenzie Avenue and with appropriate spacing through this segment as development occurs.

Segment 3

Goodnight Ave to Southern UGB



3

NEW ROUNDABOUTS AT RIVERGREEN AVENUE, KIGER ISLAND DRIVE, AND AIRPORT AVENUE

New single-lane roundabouts with enhanced crossings at Rivergreen Avenue, Kiger Island Drive, and Airport Avenue (as shown in Figure 23) as development occurs and deemed appropriate for implementation by an Intersection Control Evaluation. Other intersections along this segment, such as Herbert and Weltzin, may also connect to future development that benefits from this type of enhanced treatment.

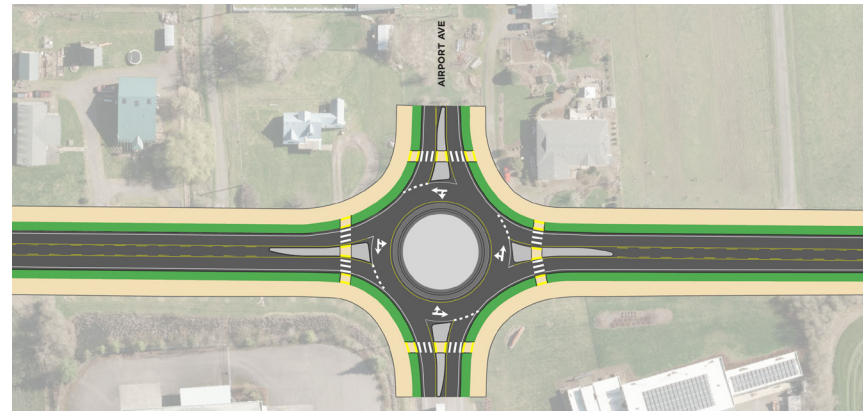
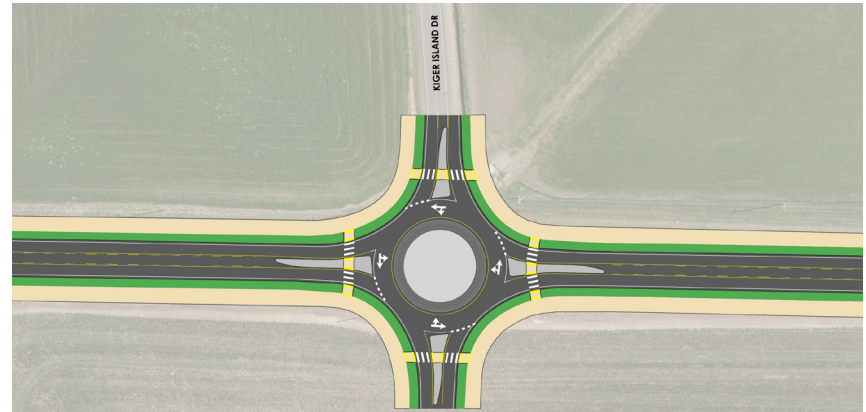
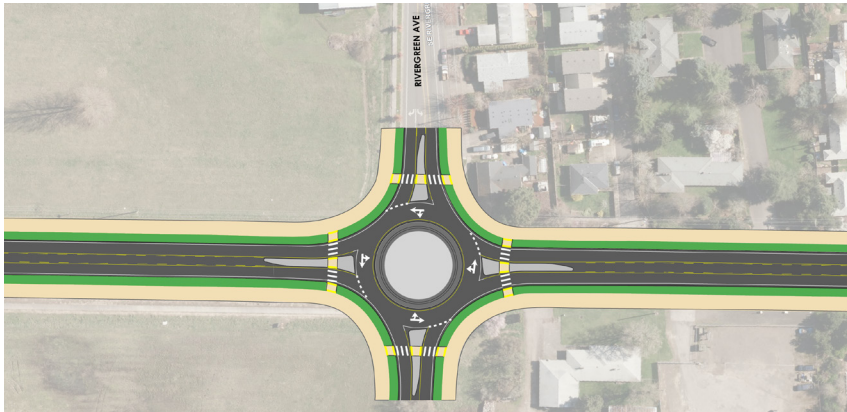


Figure 23: New Roundabouts at Rivergreen Avenue (Upper Left), Kiger Island Drive (Upper Right) and Airport Avenue (Lower Left)



PROJECT LIST & OPINION OF COST

Table 2 (pages 46 to 58) contains the complete list of projects recommended in this Facility Plan. Potential sources of funding have been identified by ODOT and the project team has developed a planning-level cost estimate for each project.

These opinions of cost are thought to be conservatively high for two primary reasons. First, they do not assume any economies of scale that would be realized by packaging many recommendations into one of several phased corridor improvements. Second, there is some overlap of costs between an intersection improvement and the adjacent segment of roadway that is also recommended for improvement, which would be eliminated if the two improvements were built at the same time. As such, it would not be reasonable to add all of the opinions of cost to estimate the total cost of implementing the Facility Plan.

WHAT OTHER ALTERNATIVES DID WE LOOK AT?

Other options the project team identified and evaluated throughout the planning process are outlined below:

Road Reorganization + Parallel Street Network

The project team considered reallocating space to reduce the cross section from five lanes to three lanes in the area between Chapman Avenue and Kiger Island Drive, where a transition from five lanes to two lanes currently happens.

The team tested multiple iterations of this reorganization transitioning at such locations as Crystal Lake Drive, between Bridgeway and Cummings, at Alexander, and at Prairie. There was special focus on trying to transition from 5-lanes to 3-lanes north of the Mill Race, with the acknowledgement that widening the cross section to add comfortable walking and biking facilities would be especially expensive and less feasible over the Mill Race bridge. The analysis, though, revealed a need for significant changes to the city street network on both

sides of the highway to accommodate the motor vehicle demand that would rely less on OR 99W. Without a parallel network that residents can use for local trips instead of the highway, traffic operations were predicted to exceed ODOT's allowed amounts based on guidance provided in the Oregon Highway Plan and ODOT's Highway Design Manual. Because the City Transportation System Plan (TSP) does not anticipate new or improved collector streets in this northern area of South Corvallis, none of these alternatives proved viable.

The TSP does identify new future roads parallel to OR 99W south of Goodnight Avenue. The project team noted that if that parallel roadway network were extended north of Goodnight Avenue, giving local residents more options for where to transition onto OR 99W, traffic operations on OR 99W would be within ODOT's allowed threshold for this alternative. The City of Corvallis expressed concern that these changes would be contingent on developing a street network not currently included in their TSP through developed neighborhoods. The South Corvallis Area Plan was in development at the same time as this Facility Plan, and it was not expected to make major changes to the parallel street network in a meaningful enough way to change the outcome of where the 5-lane to 3-lane transition could occur.

These considerations led the project team to conclude that the transition from five lanes to three lanes should happen at Goodnight Avenue, where the City TSP provides for a future parallel roadway network on both sides of the highway that is capable of accommodating the local travel demand.

Boulevard Style Treatments: Four lanes with a Planted Median

Providing a continuous raised and planted median would improve traffic flow, safety for all users traveling along and crossing the facility, and aesthetics. It would also introduce challenges, including finding the funds to construct and maintain such a facility, constraints on where motorists can turn left, and potential constraints to freight movements through the corridor.

In areas where a sequence of roundabouts is recommended, like from Goodnight Avenue south, left turns could be made by making U-turns at roundabouts. But north of Goodnight Avenue, out of direction travel would become a concern for those that are not able to make left turns due to the addition of the planted medians. Additionally, transitioning the intersections with Crystal Lake Drive and Alexander Avenue to roundabouts was not anticipated to be feasible or supported by the community due to costs and property impacts.

Maintenance costs also became an important factor for not moving forward with this option. Neither ODOT nor the City of Corvallis were able to support this alternative's anticipated maintenance needs. The project team evaluated the benefits of changing the alternative to have a concrete median instead of a planted median, but a concrete median would not provide enough benefits, like the environmental, shade, traffic calming, and aesthetic benefits that a planted median provides, to move forward with it as the design recommendations.

If either ODOT or the City of Corvallis secure maintenance funding and are able to commit to maintaining planted medians in the future, they can be provided south of Goodnight Avenue where regular U-turn opportunities will be allowed by the planned roundabouts.

Additional Considerations

In addition to these general alternatives, many decisions were made along the way that led to the design recommendations. Some of the questions identified include:

Width of Each Cross Section Element:

The project team considered ODOT Highway Design Manual recommendations for the identified land use contexts, the City's design guidance, and the type of facility that would be comfortable for all ages and abilities while balancing freight mobility needs. Because OR 99W is a designated freight route, there are limitations on the ability to narrow the corridor both vertically and horizontally.

Bus-Only Lanes:

While the project team considered a bus-only lane, current and planned service frequencies are not sufficient to justify dedicating space for this treatment. If changes are made to the bus service in South Corvallis in the future, spot treatments that can reduce delays, like queue jumps, can be considered.

Removal of the Eastbound to Northbound U.S. 20/OR-34 Off-Ramp:

Removing the eastbound to northbound U.S. 20/OR-34 off-ramp would allow for improved biking and walking access north of the Marys River by allowing for the addition of an enhanced crossing on 3rd Street at C Avenue. The project team analyzed whether the new recommended eastbound off-ramp to the double lane roundabout north of Chapman Avenue could replace the existing eastbound to northbound off-ramp, but analysis showed that the option would create too much traffic for the roundabout to accommodate. Ultimately the recommendation is to keep the eastbound to northbound U.S. 20/OR-34 off-ramp and forego crossing enhancements on 3rd Street at C Avenue. In the future, if traffic volumes end up being lower than estimated to allow the roundabout to function reasonably and for traffic to not back up onto U.S. 20/OR-34, this may be revisited and the ramp removed.

Replacement of the Diagonal Bike Signal at Crystal Lake with a Protected Intersection

The diagonal bike signal at Crystal Lake can be removed when directional bicycle facilities are provided on 4th Street from Western Boulevard to Crystal Lake Drive and when the roundabout north of Chapman Avenue allows southbound bicyclists coming from the existing bicycle and pedestrian bridge east of the corridor to cross appropriately. At that roundabout, enhanced crossings and wayfinding will guide bicyclists to use the future directional protected facilities on the corridor instead of the shared use path that exists on the east side of the roadway north of Crystal Lake Drive today. When this occurs and a protected intersection is implemented at Crystal Lake Drive, the existing diagonal bike crossing will no longer be beneficial.

South Corvallis Bypass

While several community members called for the highway to bypass south Corvallis, such as through extensions from Kiger Island Drive to 53rd Street, a full bypass study was outside the scope of this project. This could be considered as the topic of a future study.

CORRIDOR WIDE PROJECTS

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Signage Improvements	Corridor-Wide	C1	Reduce sign clutter throughout the corridor as allowable.	Near		\$15,000
Signage Improvements	Corridor-Wide	C2	Evaluate locations of speed limit signs to make sure they are visible. Relocate if feasible or remove site obstructions such as foliage that could be blocking signs.	Near		\$10,000
Signage Improvements	Corridor-Wide	C3	Add wayfinding throughout the corridor for people walking and biking. Formalize pedestrian connection from C Ave. to 3rd St.; add wayfinding for people biking to the Mary's River path.	Near		\$10,000
Signage Improvements	Corridor-Wide	C4	Confirm side street name signs are visible from OR 99W; move signs toward OR 99W or remove barriers to visibility as necessary.	Near		\$15,000
Signage and Striping Improvements	Corridor-Wide	C5	Ensure retro reflectivity is maximized utilizing recommendations from FHWA's Methods for Maintaining Traffic Sign Retroreflectivity guidance document.	Near*		\$14,000
Striping Improvements	Corridor-Wide	C6	Provide green bike conflict stripes at major driveways, such as at driveways to businesses such as veterinary hospitals, gas stations, gyms, convenience stores, auto repair stores, tire centers, markets, and auto wrecking lots.	Near*		\$32,000
Striping Improvements	Corridor-Wide	C7	Provide green bike conflict stripes across all side street approaches.	Near*		\$87,000
Striping Improvements	Corridor-Wide	C10	Stripe single white lines leading to all pedestrian crossings to reduce the likelihood of a "double threat" from a vehicle changing lanes trying to avoid stopping.	Near*		\$19,000
Signal Improvements	Corridor-Wide	C11	Evaluate Leading Pedestrian Intervals (LPIs) at Western Blvd., Crystal Lake Dr., and Alexander Ave. Incorporate into any future projects including intersection signalization.	Near		\$30,000

Table 2-1: Corridor Wide Project List

*Should be considered within the 2026 pavement preservation project

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Improve Sidewalks and Bike Lanes	Corridor-Wide	C12	Remove obstacles from bike lanes and sidewalks to maintain a clear path. Increase Americans with Disability Act (ADA) compliance through curb ramps and obstruction removal to improve corridor accessibility for people with special needs.	Near		\$10,000
Crossing Improvements	All pedestrian crossing locations	C13	Install advance crossing warnings when applicable. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Near		\$10,000
Crossing Improvements	All pedestrian crossing locations	C14	Improve lighting, especially on the motor vehicle approach side of the pedestrian crossing, to make those in the crossing more visible to approaching drivers.	Medium		\$209,000
Install New Mid-Block Crossings	South of Prairie Ave.	C15	With development, provide enhanced crossings to support connectivity across OR 99W. According to the identified future land use context, target crossing spacing should be 500-1000'. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Long		\$870,000
Side Street Approaches Corner Radii Reduction	Corridor-Wide	C16	Reduce corner radii on side street approaches using low-profile speed bumps, plastic/rubber curb, parking stops, or truck aprons. Corner radii should be reduced to not less than 20', and intersections of collector and arterial streets must provide corner radii which can accommodate truck turning maneuvers. The need for radiuses larger than 20' must also consider pedestrian crossing impacts.	Near		\$26,000
Side Street Approaches Corner Radii Reduction	Corridor-Wide	C17	Construct new curb at side-street approaches with reduced corner radii. Corner radii should be reduced to not less than 20', and intersections of collector and arterial streets must provide corner radii which can accommodate truck turning maneuvers. The need for radiuses larger than 20' must also consider pedestrian crossing impacts.	Long	Coordinate with curb extension installation (Project C18)	\$55,000

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Side Street Approaches Corner Curb Extensions	Corridor-Wide, especially Lily Ave.	C18	Construct new curb at side-street approaches with curb extensions across side streets. Consider low-cost materials like plastic/rubber curb or parking stops if permanent concrete curb extensions are not feasible.	Long	Coordinate with curb radii reduction (Project C17)	\$50,000
Bicycle Lane Vertical Separation	Marys River to Kiger Island Dr.	C19	Provide vertical separation, such as traffic delineators, plastic/rubber curb or cast in place curb, within the bike lane buffer as funding allows. Convex vibration lines or other types of raised pavement markers can be used in the interim before maintenance for protected bike lanes is available to accommodate traditional sweepers.	Near		\$142,000
Speed Feedback Signs	Corridor-Wide	C20	Consider speed feedback signs throughout the corridor. Consider potential locations: southbound 4th St. between B Ave. and the interchange; southbound north of Chapman Pl.; southbound north of Alexander Ave; northbound south of Viewmont Ave.; northbound south of Goodnight Ave.	Near		\$29,000
Lighting Improvements	Corridor-Wide	C21	Provide intersection lighting as prescribed in the ODOT Traffic Lighting Design Manual.	Near		\$304,000
Lighting Improvements	Corridor-Wide	C22	Provide overhead highway lighting, especially south of Crystal Lake Dr. on the east side of the corridor.	Medium		\$1,454,000
Improve Drainage	Corridor-Wide	C23	Improve drainage throughout the corridor, including near the southern driveway to Millrace Center.	Long		\$2,500,000

LOCATION-SPECIFIC PROJECTS

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Western Blvd./ OR 99W Enhancements	4th St. at Western Blvd.	L1	Consider reconfiguring OR 99W/4th St. to one dedicated right turn lane southbound and two southbound through lanes.	Medium	Coordinate with reorganization/ restriping of 4th to the on-ramp (Project L5).	\$80,000
Western Blvd./ OR 99W Enhancements	Western Blvd. at 4th St. & 3rd St.	L2	Consider future operations and signal reconfiguration, including: <ul style="list-style-type: none"> Provide a protected bike corner at the northeast corner of 3rd St. and Western Blvd., restripe to keep the bicyclists to the right of the right turning vehicles, and add bike and right turn signals with no-turn-on-red restrictions and associated signage. 	Near		\$5,260,000
Western Blvd./ OR 99W Enhancements	Western Blvd. at 4th St. & 3rd St.	L3	Add curb extensions across parking lanes on all four corners across 3rd St. at Western Blvd. and on the northeast and northwest corners across 4th St.	Near		\$160,000
Western Blvd. Bike Lanes	Western Blvd. between 4th St. and 3rd St.	L4	Reconstruct northern curb and reallocate existing right-of-way on Western Blvd. to provide protected east-bound and west-bound bike lanes.	Medium		\$160,000
4th St. Reorganization	4th St. from Western Blvd. to US 20/OR 34 westbound on-ramp	L5	Restripe to reorganize from three to two travel lanes with a southbound buffered bike lane, potentially with physical protection. Ramp bicyclists to a sidewalk-level bike lane south of C Ave. to travel adjacent to pedestrians to the recommended enhanced crossing across the on-ramp (Project L8).	Medium	Coordinate with intersection project at Western Blvd. (Projects L1-L3).	\$260,000
4th St. & US 20/ OR 34 On-Ramp Pedestrian Crossing	4th St. at US 20/ OR 34 westbound on-ramp	L6	Provide an ADA-accessible enhanced pedestrian and bicycle crossing north of existing unmarked on-ramp crossing. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Build out the median in gore approaching the crossing to provide protection and regrade as necessary to support this change.	Near		\$890,000

Table 2-2: Location Specific Project List

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
B Ave. Bicycle Network Connection	B Ave. from 2nd St. to 5th St.	L7	Consider treatments to provide low stress bike connectivity between the north end of the multi-use path at B Ave. & 2nd St. to the low-stress bicycle facility on 5th St. Consider re-routing through traffic to Western Blvd. or removing street parking to provide buffered bike lanes on B Ave. between 3rd St. and 4th St. as two possible alternatives.	Near		\$20,000
B Ave. Enhanced Pedestrian Crossings	B Ave. and 4th St. & 3rd St.	L8	Provide enhanced crossing treatments across 3rd St. and 4th St. at B Ave. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Provide an activation option for people cycling in the roadway.	Near	Coordinate with bike connection on B Ave. (Project L7).	\$1,500,000
4th St./OR 34/US 20 Westbound Off Ramp Reconfiguration	OR 34 westbound off ramp to 4th St.	L9	Reconstruct the OR 34 westbound off-ramp to signalized ramp terminal with OR 99W south of C Ave. Equip the intersection with enhanced pedestrian and bicycle crossings across 4th St. and the new off-ramp terminal.	Long	Sequence with 4th St. protected bike lane from Western Blvd. to Chapman Pl. (Project L12).	\$9,370,000
4th St. Bridge Buffered Bike Lane	4th St. southbound, between US 20/ OR 34 westbound on-ramp and north of Chapman Pl.	L10	Restripe to provide a buffered bike lane, with the buffer preferably being 2' or more. This may require reducing the shoulder width/shy distance on the east side.	Near	Coordinate with 4th St. Bike facility (Project L5).	\$590,000
4th St. Bridge Protected Bike Lane	From OR 34 off-ramp intersections to Chapman Pl./ Twin Oaks Cir.	L12	Restripe the 4th St. bridge across Marys River from three to two southbound travel lanes. Provide a buffered bike southbound bike lane and install bike lane protection when feasible.	Long	Sequence with OR 34/US 20 westbound Off Ramp Reconfiguration (Project L9).	\$560,000
Pedestrian and Bicycle Undercrossing South of Marys River	Existing path system south of the Marys River to the bike/ped bridge across the Marys River	L13	Provide an enhanced crossing (or undercrossing) of OR 99W and OR 34-US 20 eastbound on-ramp just south of the Marys River, connecting the bicycle/pedestrian bridge over the Marys River to the existing Marys River path.	Medium	See Corvallis TSP project PB15.	\$1,980,000

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Pedestrian Crossing of US 20/OR 34 Eastbound On Ramp from OR 99W Northbound	Pedestrian crossing of US 20/OR 34 eastbound on ramp from OR 99W northbound north of Eric M. Austin Memorial Path	L14	Provide an enhanced pedestrian crossing across the on-ramp. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Near		\$530,000
US 20/OR 34 Eastbound Off Ramp Terminal (TSP Project A4)	Between the Marys River and Chapman Pl.	L15	Add a new off ramp from eastbound US 20-OR 34 to OR 99W that terminates at the roundabout (Project L16). Consider TSP project A4, which would also construct an on ramp from southbound OR 99W to eastbound US 20-OR 34.	Long	Implement coincident with roundabout that is added south of the Marys River (Project L16).	\$13,500,000
US 20/OR 34 Terminal Roundabout	North of SE Chapman Pl./Twin Oaks Cir.	L16	Construct a roundabout in the vicinity of SE Chapman Place and Twin Oaks Circle. Provide crossing opportunities to future directional bicycle facilities on each side of OR 99W and enhanced pedestrian crossings across southern and western legs of roundabout.	Medium		\$10,000,000
OR 99W Typical Cross Section: Off-Ramp Roundabout to Goodnight Ave.	From the roundabout north of Chapman Pl. to Goodnight Ave.	L17	Provide a 5-lane roadway. Outside the curb, aim to provide a 9' planter strip, a 6' raised separated bicycle lane, a 1.5' delineator strip, an 8' sidewalk, and a 1' frontage zone on each side as conditions allow. Remove the shared-use path on east side of OR 99W when the roundabout is added between the Marys River and Chapman Pl. (Project L16) and a protected bicycle facility is constructed on the west side of OR 99W.	Long	Transition to directional bike facilities should occur at northern roundabout, so sequence with or after addition of roundabout (Project L16). Remove diagonal bike signal at Crystal Lake Dr. with implementation of these directional facilities (Project L22).	\$33,400,000
Chapman Pedestrian Crossing	At existing enhanced crossing location south of Chapman Pl.	L18	Upgrade the existing pedestrian crossing. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Consider overhead treatment based on community feedback. Consider reconstructing the pedestrian refuge island to widen and provide shared-use bicycle and pedestrian crossing.	Medium	Sequence with installation of bi-directional bicycle facilities on OR 99W (Project L17).	\$870,000

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Crystal Lake Dr. Near-Term Improvements (TSP Project PB86)	OR 99W & Crystal Lake Dr.	L20	Provide bicycle boxes, bicycle green conflict striping for Avery Ave. and restrict right turn on red.	Near*		\$40,000
Crystal Lake Dr. Protected Intersection (TSP Project PB86)	OR 99W & Crystal Lake Dr.	L21	Provide protected intersection treatments at Crystal Lake Dr.	Long	Sequence with installation of bi-directional bicycle facilities on OR 99W (Project L17).	\$2,630,000
Crystal Lake Dr. Diagonal Bike Signal Removal	OR 99W & Crystal Lake Dr.	L22	Remove the diagonal bike crossing markings.	Long	Sequence with installation of directional bicycle facilities on both sides of OR 99W (Project L17).	\$590,000
Crystal Lake Dr. Second Southbound Left-Turn Lane and Eastbound Receiving Lane	OR 99W & Crystal Lake Dr.	L23	Consider TSP Project A24: widen OR 99W to provide a second southbound left-turn lane; widen Crystal Lake Blvd. to provide a second eastbound receiving lane. Project is driven by expected traffic volumes but should be reevaluated for implementation in the future due to impacts to active transportation safety and comfort.	Medium	Sequence with protected intersection treatments (Project L21).	\$1,860,000
Enhanced Crossing Between Hopkins Ave. and Bridgeway Ave.	OR 99W between Hopkins Ave. and Bridgeway Ave.	L24	Provide an enhanced crossing of OR 99W between Hopkins Ave. and Bridgeway Ave. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Medium		\$870,000
Lilly Ave. Pedestrian Crossing	Existing crossing North of Lilly Ave.	L25	Upgrade the existing pedestrian crossing. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Consider overhead treatment based on community feedback.	Medium		\$870,000
Lilly Ave. Pedestrian Crossing	Lilly Ave. & OR 99W	L26	Provide enhanced crossing treatments on the south leg. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Medium		\$870,000

*Should be considered within the 2026 pavement preservation project

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Mayberry Ave. Pedestrian Crossing	Existing crossing south of Mayberry Ave.	L27	Upgrade the existing pedestrian crossing. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Consider overhead treatment based on community feedback.	Medium		\$870,000
Alexander Ave. Near-Term Improvements	Alexander Ave. & OR 99W	L28	Provide bicycle boxes, bicycle green conflict striping, and restrict right turn on red.	Near*	Coordinate with TSP Project B5, which would add bike lanes to Alexander Ave.	\$40,000
Alexander Ave. Protected Intersection	Alexander Ave. & OR 99W	L29	Provide protected intersection treatments at Alexander Ave.	Medium	Sequence before or with the extension of Alexander Ave. to Butterfield Dr. (Project L30). Coordinate with TSP Project B5, which would add bike lanes to Alexander Ave.	\$2,630,000
Alexander Ave. Extension to Butterfield Dr.	Alexander Ave. west of OR 99W	L30	Extend Alexander Ave. to intersect with Butterfield Dr. west of OR 99W. This project will be the responsibility of City of Corvallis, as it takes place outside of ODOT right-of-way.	Medium	Must occur before Tunison Ave. turn restrictions are imposed (Project L31). Sequence with or following protected intersection treatments at OR 99W & Alexander Ave. (Project 27)	\$2,730,000
Tunison Ave. & Viewmont Ave. Intersection Improvements	Tunison Ave. & Viewmont Ave.	L31	Provide an enhanced pedestrian crossing across OR 99W between Viewmont Ave. and Tunison Ave. Refer to the ODOT Traffic Manual for recommended enhanced treatments. Modify Tunison-Viewmont intersections to improve the pedestrian crossing and potentially restrict some turn movements at each side street approach.	Medium	Coordinate with or after Alexander Ave. Extension (Project L30). Must be implemented after fire station relocation or include design treatments that accommodate fire station access.	\$920,000
Tunison Ave./Richland Ave. Pedestrian Crossing	Existing crossing between Tunison Ave. and Richland Ave.	L32	Relocate the existing crossing to the Richland Ave. intersection. Provide enhanced crossing treatment. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Medium		\$870,000
Prairie Ave. Improvements	Prairie Ave. & OR 99W	L33	Extend Powell Ave. to connect to Prairie Ave. at OR 99W. This project will be the responsibility of City of Corvallis, as it takes place outside of ODOT right-of-way.	Long		\$2,570,000

**Should be considered within the 2026 pavement preservation project*

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Prairie Ave. Improvements	Prairie Ave. & OR 99W	L34	Convert the OR 99W & Powell Ave./Prairie Ave. intersection to a signalized intersection to support future Neighborhood Town Center vision.	Long	Implement with the development of a Neighborhood Town Center development.	\$2,630,000
Wake Robin Ave. Enhanced Pedestrian Crossing	Wake Robin Ave. & OR 99W	L35	Provide an enhanced pedestrian crossing across OR 99W. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Long	Coordinate with TSP Project B6, which would add bike lanes to Park Ave.	\$870,000
Goodnight Ave. Roundabout (TSP Projects A48 and A10)	Goodnight Ave. & OR 99W	L36	Convert the Goodnight Ave. & OR 99W intersection to a roundabout that transitions from 5-lanes to the north to 3-lanes to the south. Consider TSP projects A48 and A10, which would re-align Goodnight Ave. to establish a 4-way intersection and install a roundabout or traffic signal, respectively.	Long	Implement with or after conversion to 3-lane cross section south of Goodnight Ave. (Project L37 or L38). Coordinate with TSP Project B22, which would add bike lanes to Goodnight Ave.	\$7,000,000
Restriping: OR 99W Typical Cross Section: Goodnight Ave. to Kiger Island Dr.	Goodnight Ave. to Kiger Island Dr.	L37	Restripe to provide a 3-lane roadway. Provide a wide buffer and 8'+ protected on-street bike lanes, as conditions allow. With interim development, aim to provide a 6' wide planted buffer, 8' wide sidewalk, and 1' wide frontage zone as conditions allow.	Long	This should be implemented as soon as possible, likely with the addition of a roundabout at Goodnight Ave. This project may be skipped if Project L38 can be provided sooner.	\$2,480,000
OR 99W Typical Cross Section: Goodnight Ave. to Kiger Island Dr.	Goodnight Ave. to Kiger Island Dr.	L38A	Provide a 3-lane roadway with 9' planted buffer, a 15.5' shared use path, and 1' frontage zone on each side, as conditions allow. Provide wayfinding to bicyclists to support the transition between the bidirectional shared use paths to the south and the directional bike lanes to the north.	Medium		\$16,000,000
OR 99W Typical Cross Section: Kiger Island Dr. to Airport Ave.	Kiger Island Dr. to Airport Ave.	L38B	Provide a 3-lane roadway with 9' planted buffer, a 15.5' shared use path, and 1' frontage zone on each side, as conditions allow. Provide wayfinding to bicyclists to support the transition between the bidirectional shared use paths to the south and the directional bike lanes to the north.	Medium	If a future trail system, facilities, or growth are built south of Airport Ave., the shared use path should be extended to connect.	\$26,500,000

Project	Location	ID	Description	Timeline	Implementation Considerations	Cost Estimate
Rivergreen Ave. Roundabout (TSP Project A11)	Rivergreen Ave. & OR 99W	L39	Construct a single-lane roundabout. Consider TSP project A11, which would install a roundabout or traffic signal.	Long		\$6,200,000
McKenzie Ave. Pedestrian Crossing	McKenzie Ave. & OR 99W	L40	Provide an enhanced pedestrian crossing across OR 99W. Refer to the ODOT Traffic Manual for recommended enhanced treatments.	Long		\$530,000
Kiger Island Dr. Roundabout (TSP Project A16)	Kiger Island Dr. & OR 99W	L41	Construct a single-lane roundabout. Consider TSP project A16, which would install a roundabout or traffic signal.	Long		\$6,200,000
Herbert Ave. Roundabout	Herbert Ave. & OR 99W	L42	With development, conduct an intersection control evaluation to identify appropriate intersection control device.	Long		\$6,200,000
Weltzin Ave. Roundabout	Weltzin Ave. & OR 99W	L43	With development, conduct an intersection control evaluation to identify appropriate intersection control device.	Long		\$6,200,000
Airport Ave. Roundabout (TSP Project A13)	Airport Ave. & OR 99W	L44	Construct a single-lane roundabout. Consider TSP project A13, which would install a roundabout or traffic signal.	Long		\$6,200,000

RELEVANT 2024-2027 STIP PROJECTS

Project Number	2024-2027 STIP Project	Description	Consistent with OR 99W corridor Vision Statement
STIP 22724	OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)	Complete design to rebuild signals and repair of curb ramps across the state to meet compliance with the Americans with Disabilities Act (ADA) standards.	Yes
STIP 22785	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	Complete design and repave the road and surface on bridges to repair deterioration, improve smoothness and reduce maintenance costs.	Yes

Table 2-3: Relevant 2024-2027 STIP Projects

RELEVANT CITY OF CORVALLIS 2018 TRANSPORTATION SYSTEM PLAN PROJECTS

Project Number	2018 TSP Project	Description	Priority (TSP)	Consistent with OR 99W corridor Vision Statement
PB15	South Corvallis	Construct a 3.5-mile multi-use path parallel to the railroad in Southeast Corvallis, between Marys River south to Airport 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 and PB26. Extend the path east along the south side of Marys River to the existing pedestrian and bicycle bridge. The existing bridge and PB17 bridge would provide connections to the Corvallis-Philomath Multi-Use Path.	High	Yes
PB31	OR 99W South Corvallis Refinement Study	Conduct a study to evaluate safety improvements to the OR 99W corridor that would make this route in south Corvallis a more safe, comfortable, and attractive place to walk and bike. Note: this OR 99W South Corvallis Facility Plan is the study noted in this line item.	High	Yes
PB86	3rd Street/OR 99W/ Crystal Lake Drive/ Avery Avenue	Intersection Improvements (safety): Safety improvements to address known right hook conflicts for bicyclists in the bike lanes. 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.	High	Yes
A4	OR 99W/US 20-OR 34 Ramps	New off-ramp: Options may include providing an off ramp from eastbound US 20-OR 34 to southbound OR 99W and an on ramp from southbound OR 99W to eastbound US 20-OR 34. Project has potential impacts to or may be constrained by environmental resources. Coordinate with Project PB14	High	Yes
A24	3rd Street/OR 99W/ Crystal Lake Drive/ Avery Avenue	Intersection improvements (capacity): Construct capacity improvements at the intersection. Options may include construction of a westbound right-turn lane and a second southbound left-turn lane, which would require a second receiving lane on Crystal Lake Drive and traffic signal modifications	Low	No

Table 2-4: Relevant 2018 TSP Projects

Project Number	2018 TSP Project	Description	Priority (TSP)	Consistent with OR 99W corridor Vision Statement
B5	Alexander Avenue Bike Lanes	Add bike lanes to Alexander Avenue between Crystal Lake Drive and 3rd Street/OR 99W. Reconfiguring the existing curb-to-curb lane configuration and/or widening the street may be required. This may result in narrower lanes and reductions in on-street parking	Medium	Yes
B6	Park Avenue Bike Lanes	Add bike lanes on Park Avenue between Crystal Lake Drive and 3rd Street/OR 99W. Reconfiguring the existing curb-to-curb lane configuration and/or widening the street may be required. This may result in narrower lanes and reductions in on-street parking.	Medium	Yes
A10	OR 99W/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 Project A11. Improvement cannot occur until Project A48 is complete and should be coordinated with Project M126. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.	High	Yes
A48	Goodnight Avenue/3rd Street/OR 99W ROW	Right-of-Way (ROW) acquisition to allow realignment of Goodnight Avenue to make a 4-way intersection at Goodnight Avenue/OR 99W. Would precede Project A10.	High	Yes
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.	Medium	Yes
A11	OR 99W/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 Project A10. Traffic signal warrants must be met, and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.	Medium	Yes
A16	OR 99W/Kiger Island Drive Traffic Control	Intersection improvements (capacity): Options may include constructing a roundabout or traffic signal, when warranted. Traffic signal warrants must be met, and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway. Improvement required with Kiger Island Street Extension, M110.	Medium	Yes
A13	OR 99W/Airport Avenue Traffic Control	Intersection improvements (capacity): Options may include constructing a roundabout or traffic signal, when warranted. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway	Medium	Yes

RELEVANT 2025-2029 CORVALLIS CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS

Initiation Plan Year	CIP Project	Description	Consistent with OR 99W corridor Vision Statement
In Process	Multi-Use Path – Tunison to Avery Avenue – Phase I	Planning and design for a shared use path in south Corvallis between Avery Avenue and the vicinity of Butterfield Place.	Yes
In Process; Project progress contingent on development in the area and the outcomes of this planning effort	New Traffic Signal – OR 99W at Goodnight Avenue	The project considers a traffic signal or roundabout at the intersection of Hwy 99W and Goodnight Avenue when warranted.	Yes
In Process; Design is in process, construction planned for summer 2024	Radar Speed Feedback Sign – Lincoln Elementary	This project will construct two speed feedback signs near Lincoln Elementary School on South 3rd Street (Highway 99W). These solar-powered radar-based signs display the speeds of vehicles entering the school zone. This project is a cooperative project with 509J who will provide the grant match. The City will construct the project and maintain the signs after construction is complete.	Yes
FY 2025-26	Neighborhood Bikeway – Southeast Corvallis	This project will implement a Neighborhood Bikeway (NB), in South Corvallis between SE Crystal Lake Drive and Goodnight Avenue (B47) using local streets with the exception of a short segment on SE Alexander Avenue. This is identified as a High Priority Project in the Transportation System Plan and will include bicycle guide signage, pavement markings, speed humps and mini traffic circle(s) along with other similar treatments providing clear, prioritized bicycle and pedestrian focused corridors along local, low volume streets. The NB project will be coupled with a new shared use path connection between SE Chester Avenue and SE Crystal Lake Drive at its intersection with the Eric E. Austin path (PB74). These projects provide an alternate, lower stress bike route to Crystal Lake drive and Hwy 99W and provide improved pedestrian and bicycle connectivity to Crystal Lake Drive and points north via the Eric E. Austin path.	Yes
FY 2025-26; Project progress contingent on development in the area	New Traffic Signal - OR 99W at Rivergreen Avenue	The project considers a traffic signal or roundabout at the intersection of Hwy 99W and Rivergreen Avenue. Assumptions: Timing is dependent on property developing on the west side of Hwy 99W that will require the extension of Rivergreen Avenue. An approval from the Oregon Department of Transportation is required. Consideration of a roundabout is typical for intersection control along State Highways. This project assumes construction of a traffic signal, but also represents a potential level of City participation in the construction of a roundabout.	Yes
Unfunded	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. Project is currently unfunded.	Yes

Table 2-5: Relevant 2025-2029 CIP Projects



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Next Steps

Other than the currently funded near-term improvements identified in the Facility Plan, the projects presented here are not currently funded, but the adoption of this plan creates the ability to apply for grants to secure funding for implementation. While many of these projects come with significant cost and will require federal grants or state legislative action to fund, the projects are also anticipated to positively impact the quality of life and abilities to walk and bike safely and comfortably within the community for generations to come.

Smaller, lower-cost, safety related improvements may be eligible for funding through various safety grant programs that ODOT already offers. It is likely that the projects in this plan are implemented in a piecemeal fashion, as funding is available, and that each will provide a piece of the puzzle that helps accomplish the ultimate goal.

Local funding in the form of Systems Development Charges (SDC) may be available to support constructing some eligible elements of the plan or used as match while other elements, such as planted buffer strips or pedestrian/bicycle facilities behind the curb may be implemented by local development as frontage improvements. In general, however, based on the current financial limitations of the SDC Program as well as limitations on what can be legally required from development, local funding is expected to pay for only a small fraction of the overall costs to implement the plan, and in the long run, the funding gap will need to be filled from other sources.

In some cases, compromises will need to be made to create a step in the right direction but to also acknowledge that the availability of funding may not match the operational need for improvements. For example, roundabouts are recommended at Goodnight Avenue, Rivergreen Avenue, Kiger Island Drive, and Airport Avenue. While maintenance and operational costs are ultimately lower for roundabouts than signals, the cost of construction can be significantly higher than a signal. As this corridor develops, so will the need to implement intersection control at these intersections to provide safe access to and from OR 99W. However, the availability of funding may not coincide with the need to implement the recommended improvements. Therefore, even if a treatment, like a roundabout, is preferred through this plan, it is important to retain flexibility to move forward with alternative treatments, such as traffic signals, that may continue to support the overall goal of the plan but that do not achieve all of the anticipated benefits.

The cost to maintain the plan as it is implemented is expected to mirror current practices, with ODOT having primary responsibility over the right-of-way and with the City maintaining or assuming the cost of certain elements such as street trees, landscaped planter strips, shared use path pavement markings, mid-block RRFB beacons, and lighting/signal power costs.

