

Spring 2024

HWY OR 99W SOUTH CORVALLIS FACILITY PLAN

Draft Facility Plan Presentation



AGENDA

- ① Introductions
- ② Recent Steps
- ③ Project Vision
- ④ How Did We Get Here: Project Process
- ⑤ Public and Project Partner Involvement
- ⑥ Long Term Recommendation
- ⑦ What's Happening Sooner?
- ⑧ Discussion
- ⑨ Next Steps



INTRODUCTIONS

PREVIOUS MEETING RECAP

Discussed:

- Key elements of the draft facility plan
- Remaining analysis
- City and ODOT drivers for the preferred concept
- 4th Street interim bicycle treatment and connections to B Avenue
- Preference for signal at the future Prairie/Powell intersection

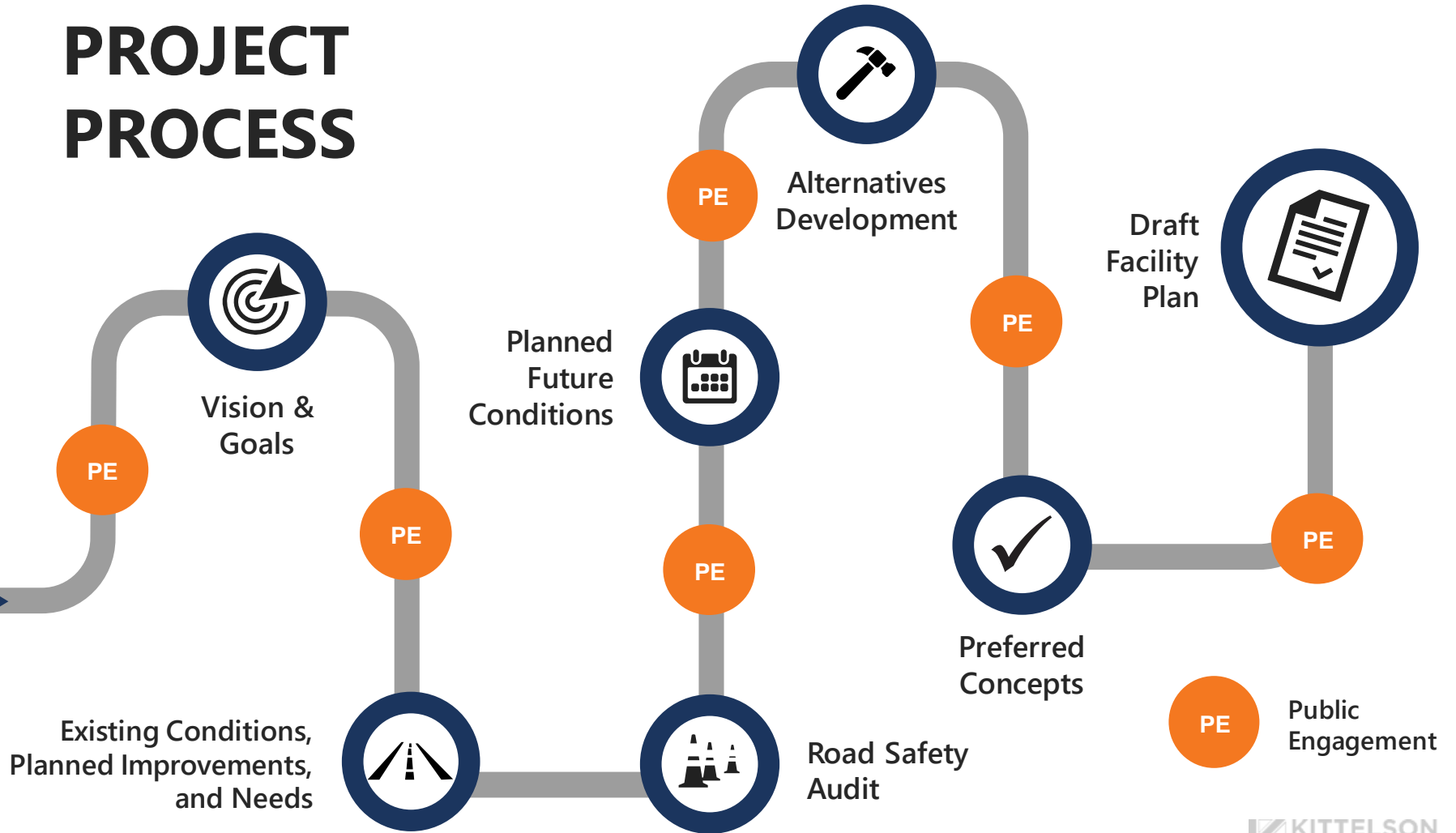
RECENT STEPS

- Analysis informed location of the 5-lane to 3-lane transition
- Further refinement of recommended investments
- Near-term/long-term investment packaging & phasing
- Cost estimating
- Drafting the Plan

PROJECT VISION

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.

PROJECT PROCESS



PUBLIC & PROJECT PARTNER INVOLVEMENT

- Continuous online access
- Online and in-person open houses
- Surveys and interviews
- Road safety audit with partners
- Concept development workshop
- Two briefings with ODOT's Mobility Advisory Committee
- 13 Technical Advisory Committee meetings with partners
- 13 Stakeholder Advisory Group meetings with area representatives



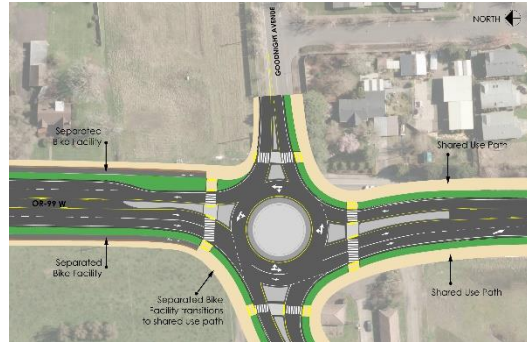


LONG TERM RECOMMENDATION



A NOTE ABOUT THE ILLUSTRATIONS

- All illustrations in this presentation are conceptual in nature.
- They are only meant to represent the intended improvement.
- Further analysis, decision-making, and design will be required to confirm these concepts before they can be constructed.



LONG TERM RECOMMENDATION

SEGMENT 1
Western Boulevard to Chapman Place

SEGMENT 2
Chapman Place to Goodnight Ave

SEGMENT 3
Goodnight Ave to Southern UGB



LAND USE CONTEXT 1
Traditional Downtown / Central Business District*

LAND USE CONTEXT 2
Urban Mix

LAND USE CONTEXT 3
Residential Corridor

LEGEND

Oregon Route 99W	5-Lane Section of 99W	Existing Signal	Existing Pedestrian Crossing	New Roundabout Meter
US Route 20	New or Realigned Roadway	Modified Existing Signal/Intersection	Modified Existing Pedestrian Crossing	New Roundabout
Oregon Route 34	New Left Turn Restrictions	New Signal	New Pedestrian Crossing	

*Represents a recent change in classification

COMMONLY USED TREATMENTS

PROTECTED INTERSECTIONS

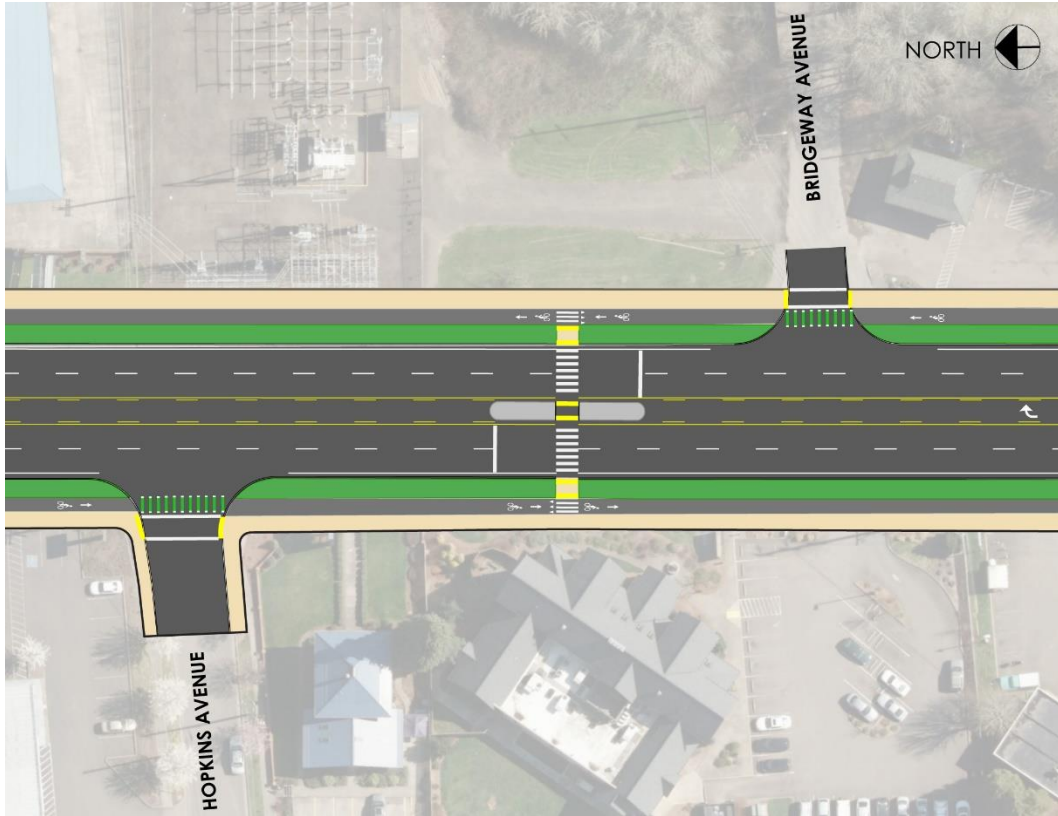


Better protection is provided for pedestrians and bicyclists at signalized intersections

- Western Blvd/4th Street
- Western Blvd/3rd Street
- Crystal Lake Dr/3rd Street
- Alexander Ave/3rd Street
- Prairie Ave-Powell Ave/3rd Street

COMMONLY USED TREATMENTS

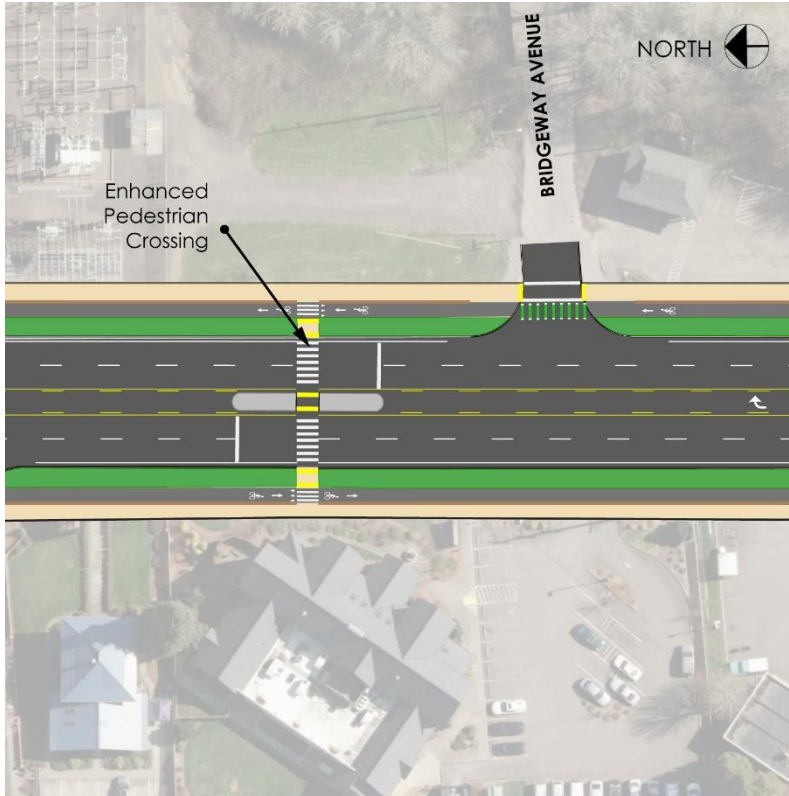
ENHANCED INTERSECTION STRIPING



At side street intersections like Hopkins Ave and Bridgeway Ave, additional striping is provided to alert drivers of crossing areas and provide clear guidance for pedestrians and bicyclists

COMMONLY USED TREATMENTS

ENHANCED CROSSINGS

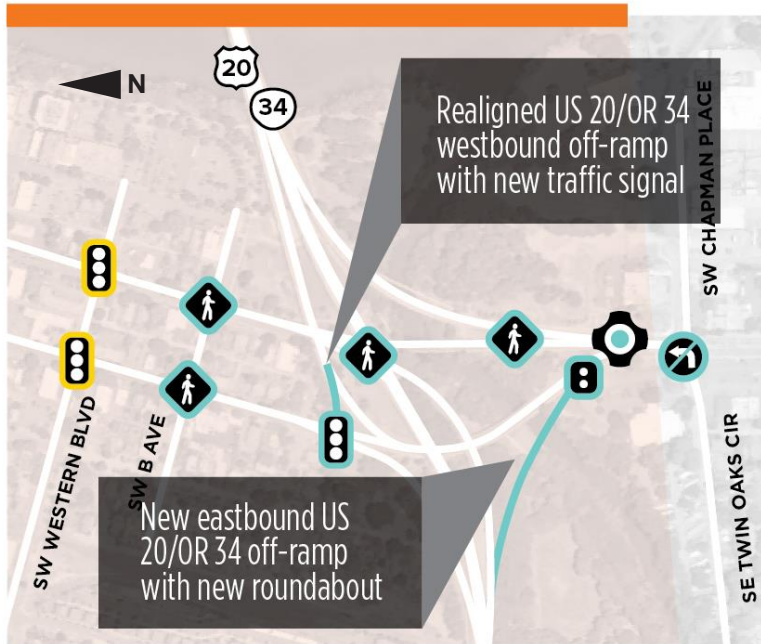


Additional midblock pedestrian-bicycle crossings are provided to better connect the community at key locations throughout the corridor, with more potentially occurring as development continues in South Corvallis

SEGMENT 1: WESTERN BOULEVARD TO CHAPMAN PLACE

SEGMENT 1

Western Blvd to Chapman Place



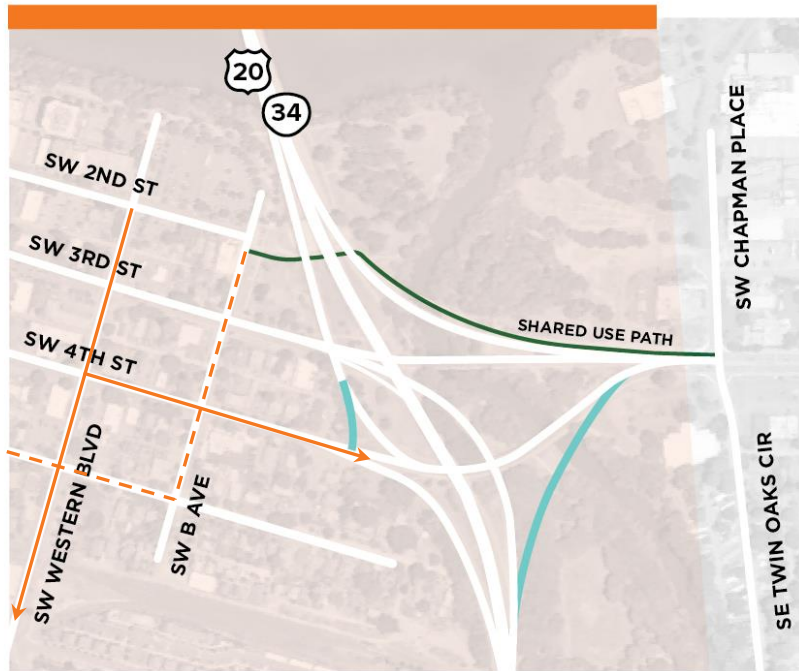
Land Use Context:
Traditional Downtown /
Central Business District

-  Modified/existing signal/intersection
-  New signal/intersection
-  New pedestrian crossing
-  New roundabout meter
-  New roundabout
-  New turn restriction
-  New or realigned roadway

SEGMENT 1: BETTER PEDESTRIAN-BICYCLE CONNECTIONS

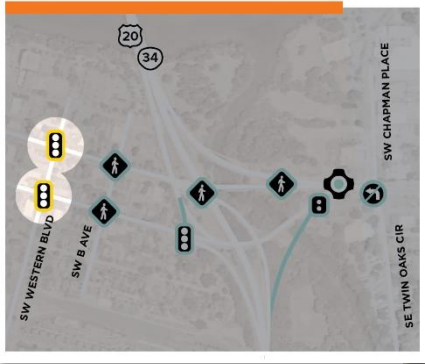
SEGMENT 1

Western Blvd to Chapman Place

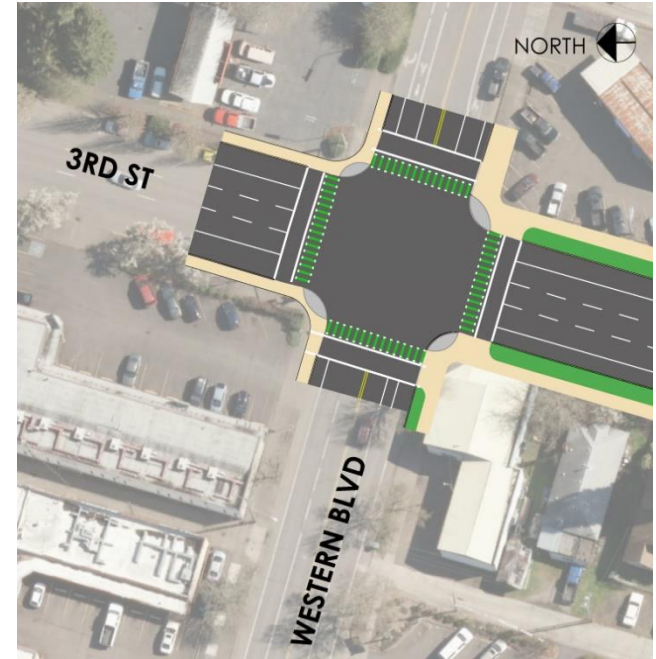
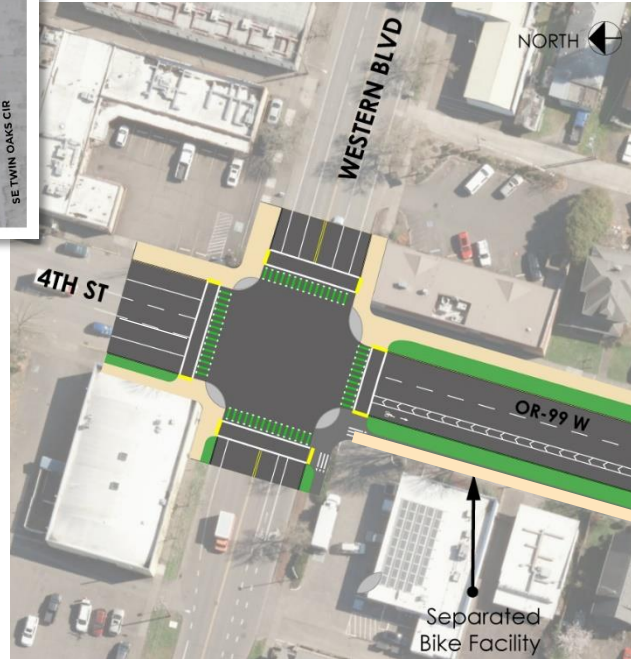


Improvements are planned to better connect the shared use path with low-stress pedestrian and bicycle facilities north of the Marys River.

SEGMENT 1: WESTERN BLVD PROTECTED INTERSECTIONS AT 3RD & 4TH



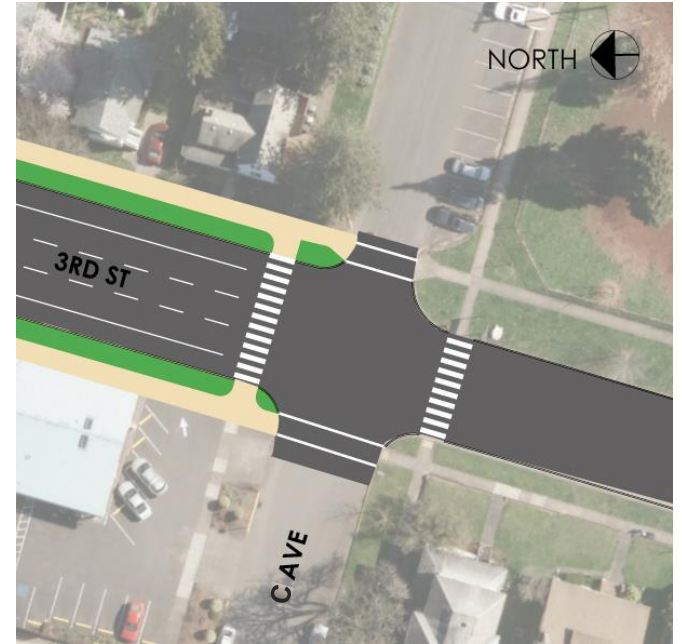
Modifies travel and turn lanes, signal phasing, and provides better protection to pedestrians and bicyclists



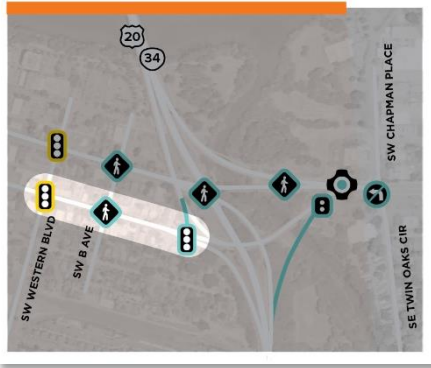
SEGMENT 1: B AVE ENHANCED INTERSECTION STRIPING



Improves east-west pedestrian and bicycle connections across the highway



SEGMENT 1: 4TH STREET PROTECTED BICYCLE FACILITY

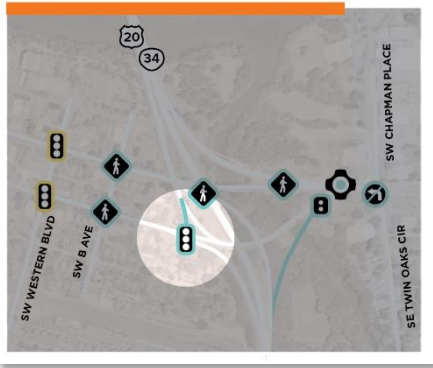


Provides a protected bike lane from Western Blvd to south of the Marys River

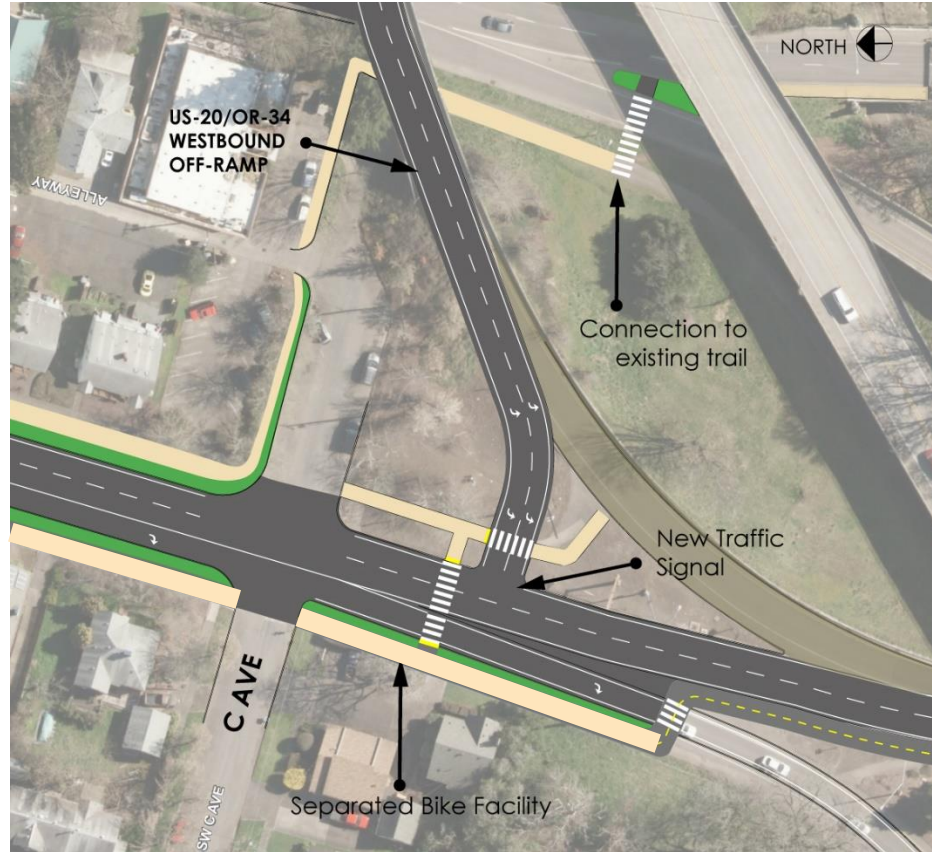


SEGMENT 1:

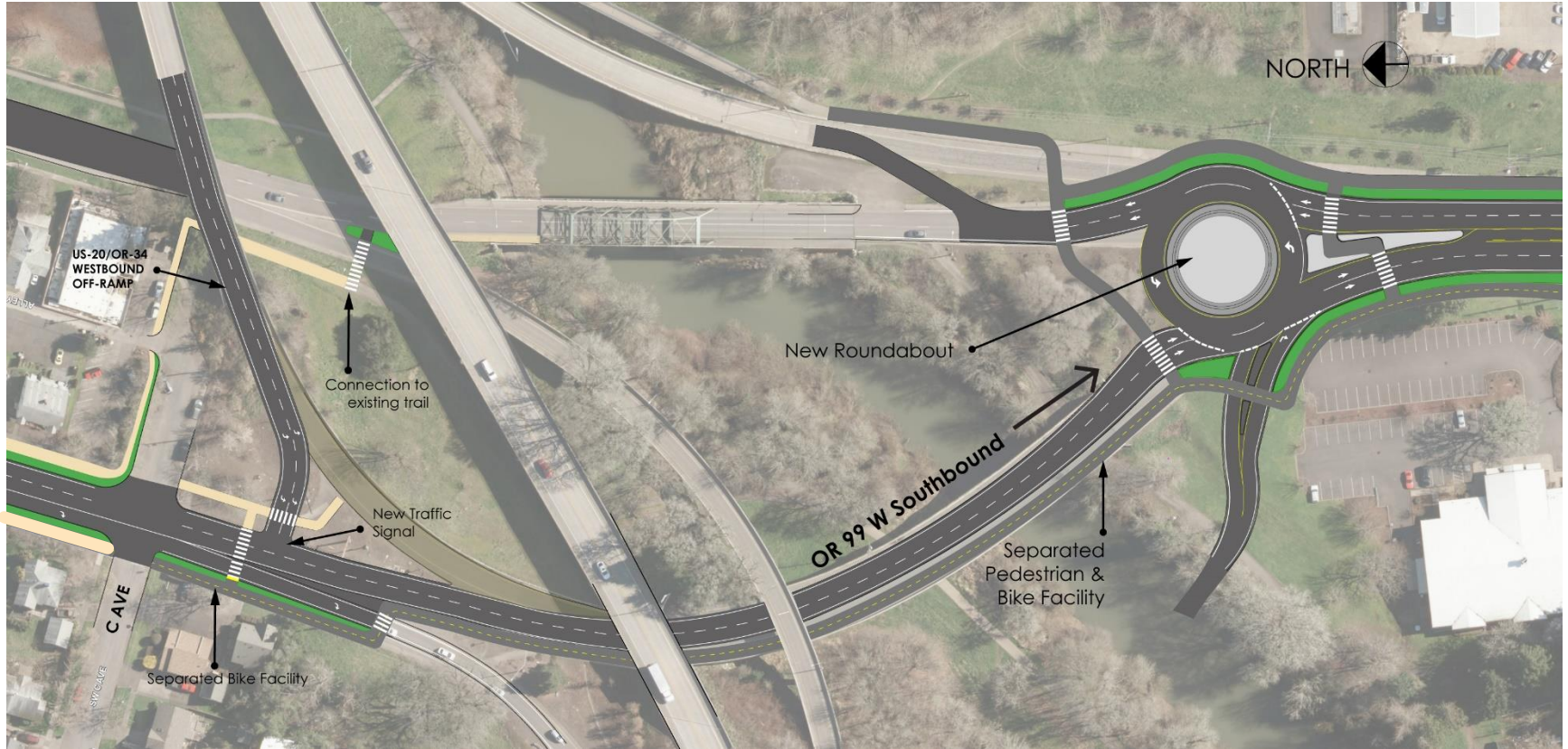
SIGNAL AT U.S. 20 / OR-34 WESTBOUND OFF-RAMP



Provides better speed control of motor vehicles through this interchange area and protected crossings



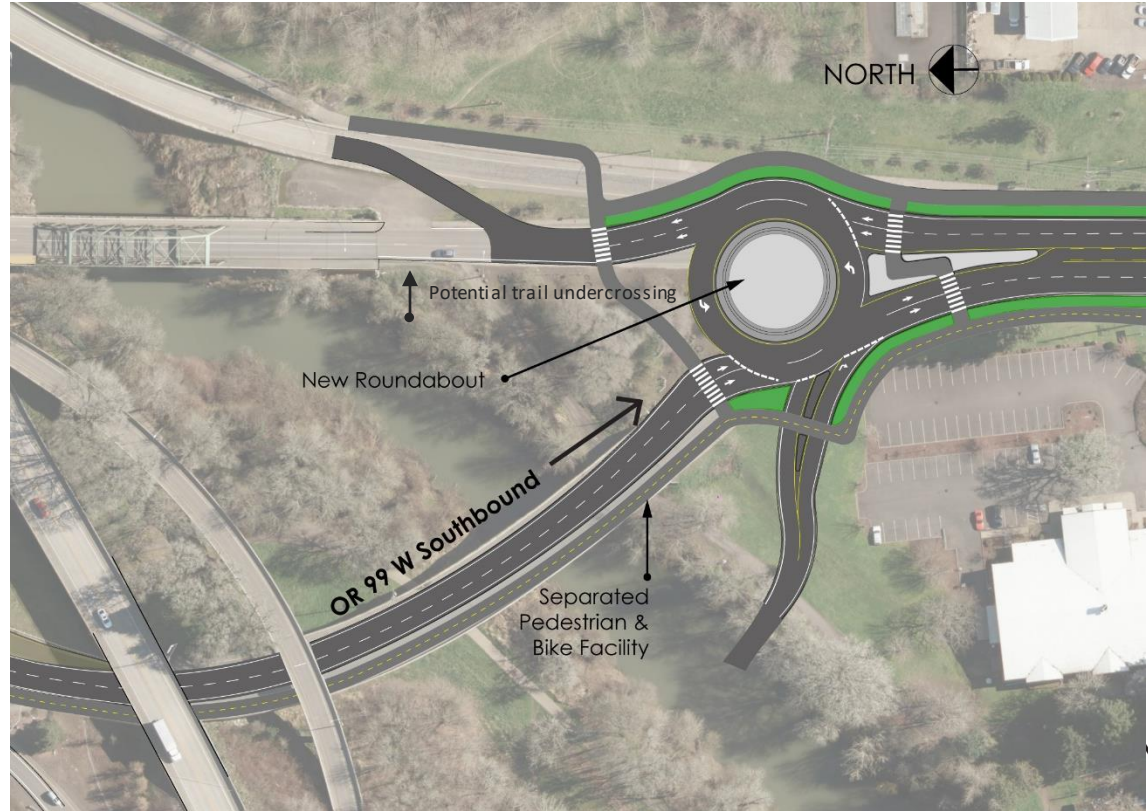
SEGMENT 1: INTERCHANGE AREA



SEGMENT 1: NEW EASTBOUND OFF-RAMP, ROUNDABOUT, & GATEWAY



Provides new off-ramp from U.S. 20 / OR-34 to OR 99W south of the Marys River, with protected crossings & possible gateway treatments; transition to 5-lane cross section

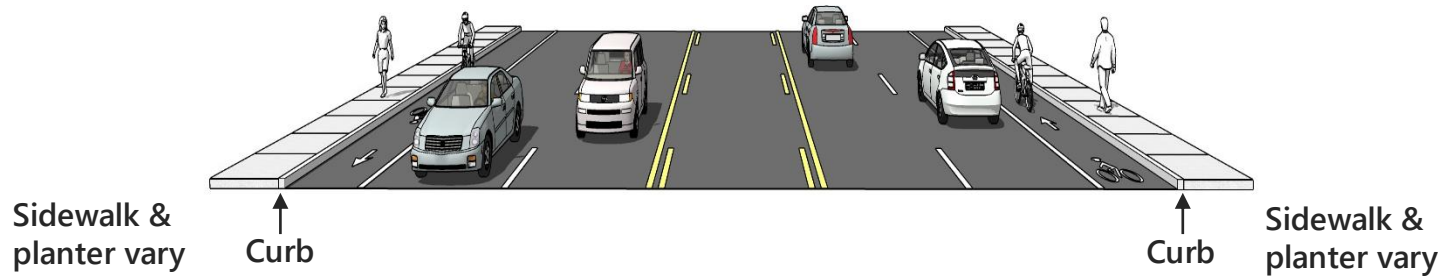




**SEGMENT 2:
CHAPMAN PLACE TO GOODNIGHT AVE**

SEGMENT 2: EXISTING CROSS SECTION

EXISTING 5-LANE TREATMENT

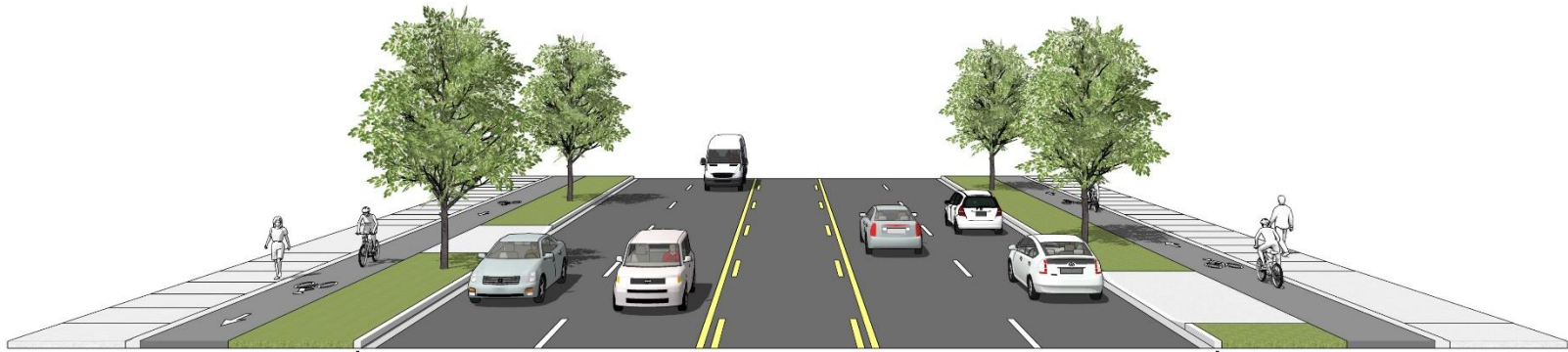


Between the raised curbs, the highway provides a narrow bike lane and two motor vehicle lanes in each direction, with a center median area for northbound and southbound left-turning vehicles

Outside the raised curbs, the sidewalk is next to the curb (as shown) or separated by a planter strip, each of varying widths

SEGMENT 2: FUTURE CROSS SECTION

RECOMMENDED 5-LANE TREATMENT



← Curbs moved in to shorten crossing distance →

Continuous, wide planter strip outside the curbs, separates motor vehicles from bicycles and pedestrians

Dedicated bike lane outside of the planter strip on each side of the highway is separated from the sidewalk

Continuous, wide sidewalk on each side of highway for comfortable use and connection to adjacent properties

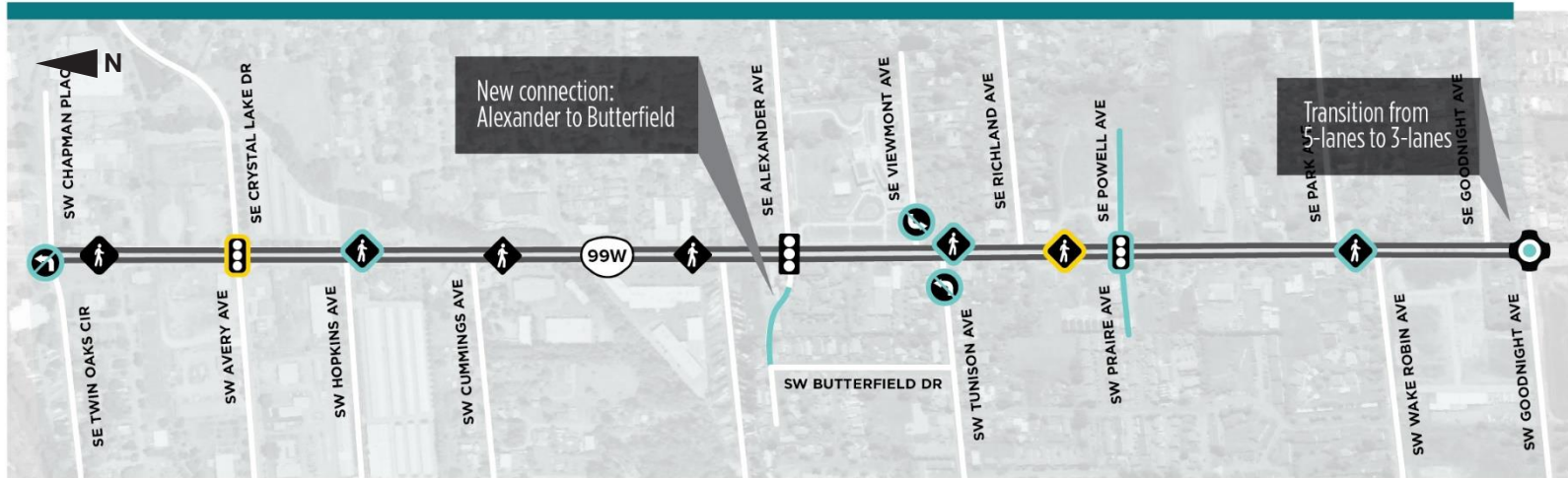
SEGMENT 2: CHAPMAN PLACE TO GOODNIGHT AVE

SEGMENT 2

Chapman Place to Goodnight Ave



Land Use Context:
Urban Mix



Existing signal/
intersection



Modified/existing
signal/intersection



New signal/
intersection



New roundabout



Existing pedestrian
crossing



Modified/existing
pedestrian crossing



New pedestrian
crossing



New turn restriction



New roundabout
meter



5-Lane Section
of 99W

SEGMENT 2: CHAPMAN PLACE TO GOODNIGHT AVE

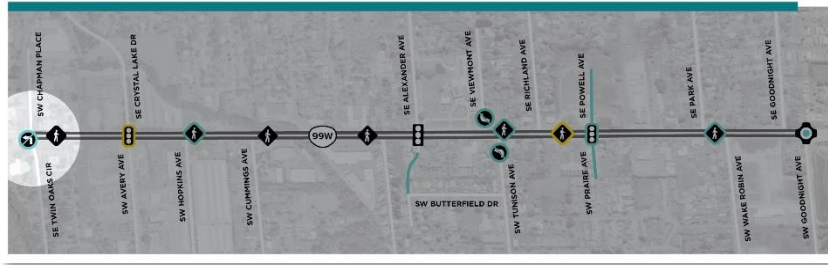


Land Use Context:
Urban Mix

Key Features:

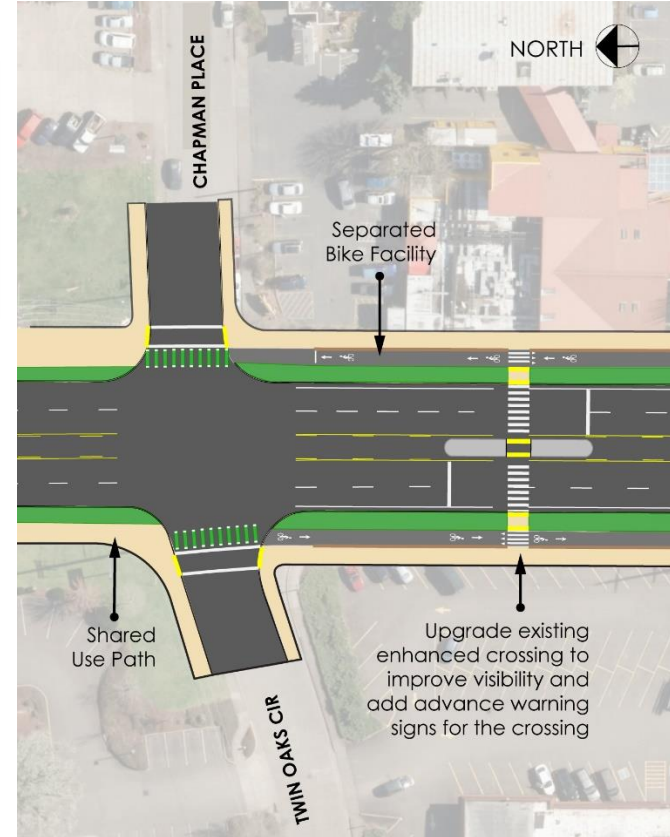
- 5-lane cross section with planted buffer, sidewalk level bike lanes, and sidewalks
- Enhanced pedestrian crossings
- Protected intersections at Crystal Lake Blvd and Alexander Ave
- New connectivity from Alexander Ave to Butterfield Dr
- Modifications to Viewmont Ave – Tunison Ave intersections
- Possible signal at future Prairie Ave – Powell Ave intersection
- New roundabout at Goodnight Avenue and transition

SEGMENT 2: TWIN OAKS CIRCLE – CHAPMAN PLACE INTERSECTION MODIFICATIONS

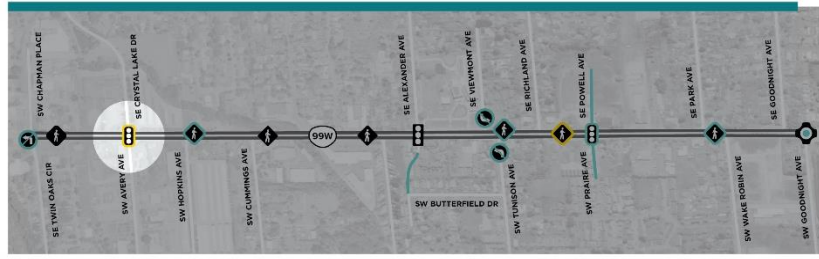


With development of the new off-ramp and roundabout, modifications to this intersection may be needed, as well as enhanced striping for pedestrians and bicyclists

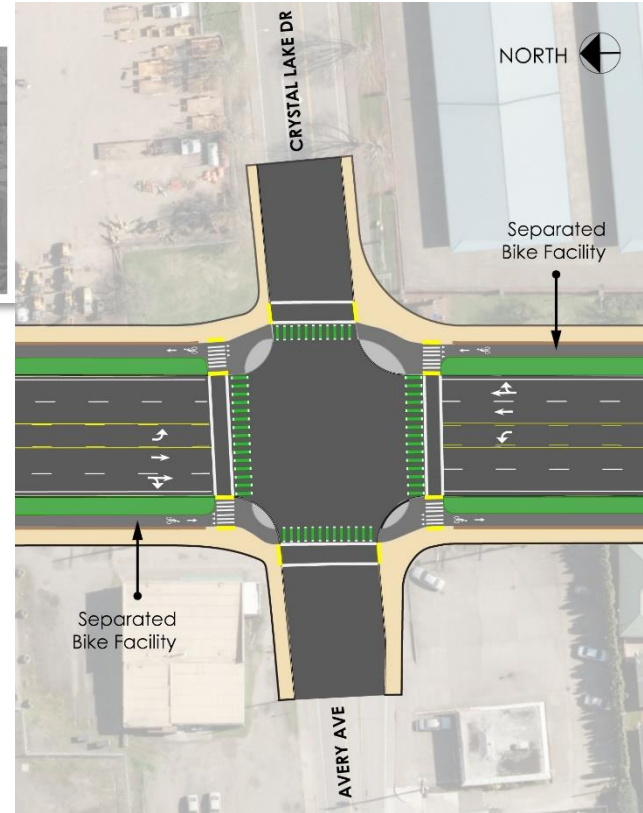
Modifications may include left turn restrictions from Chapman Place and Twin Oaks Circle, which will only be put in place with the addition of other street connections to maintain full access for businesses and residences



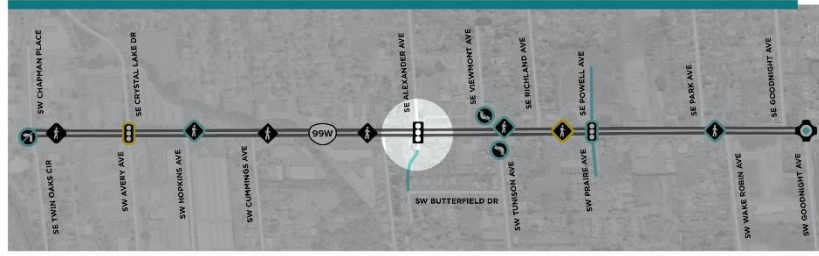
SEGMENT 2: AVERY – CRYSTAL LAKE DR PROTECTED INTERSECTION



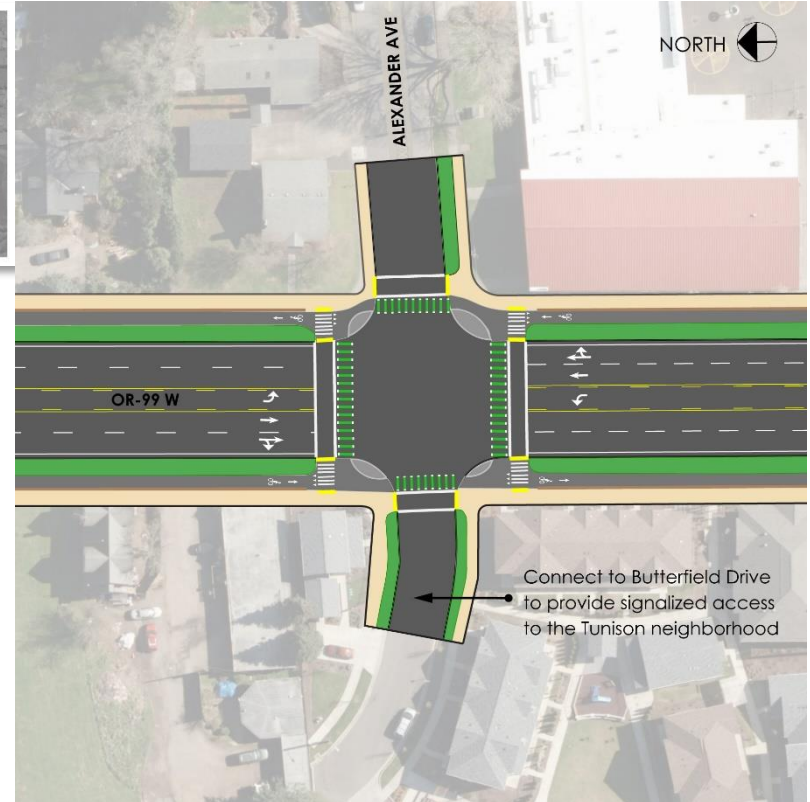
Pedestrian and bicycle facilities are separated from the roadway, with enhanced striping where they cross the intersecting streets



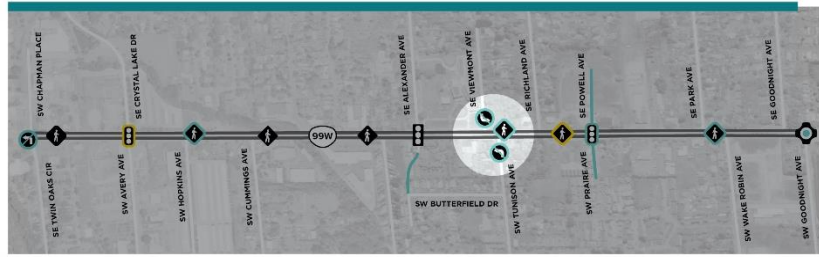
SEGMENT 2: ALEXANDER AVE PROTECTED INTERSECTION & EXTENSION TO BUTTERFIELD DR



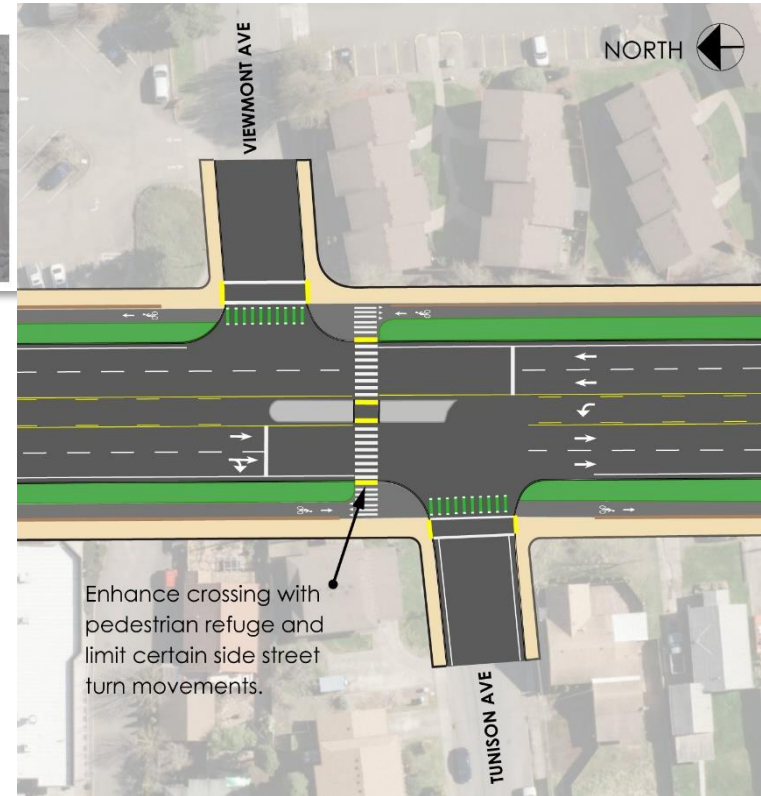
Intersection improved for better pedestrian and bicycle protection and Alexander Ave is extended to connect with Butterfield Dr for better connectivity to the Tunison Neighborhood



SEGMENT 2: TUNISON AVE/VIEWMONT AVE MODIFICATIONS

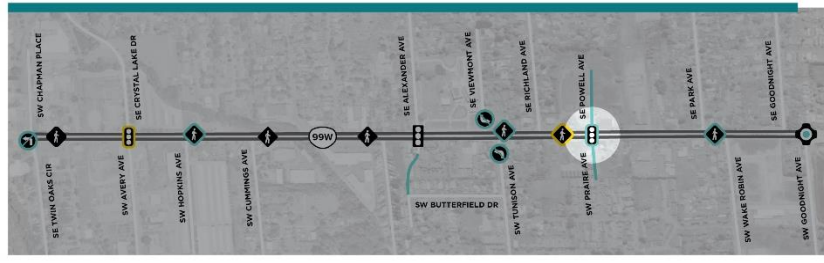


Modifications to both intersections for better crossing treatments near Lincoln Elementary School and better vehicle flows through the area



NOTE: Changes at Tunison Ave must occur after the Alexander Ave extension to Butterfield Dr and the Tunison Fire Station is relocated.

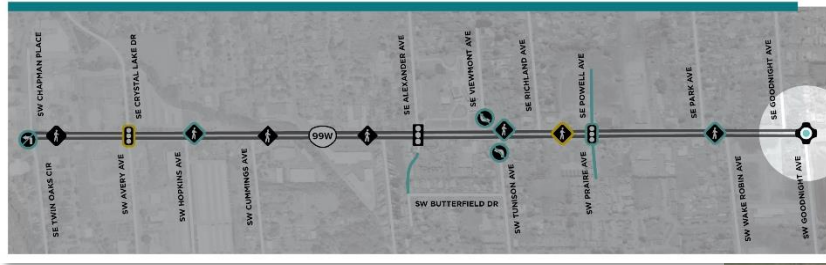
SEGMENT 2: FUTURE PRAIRIE AVE – POWELL AVE INTERSECTION



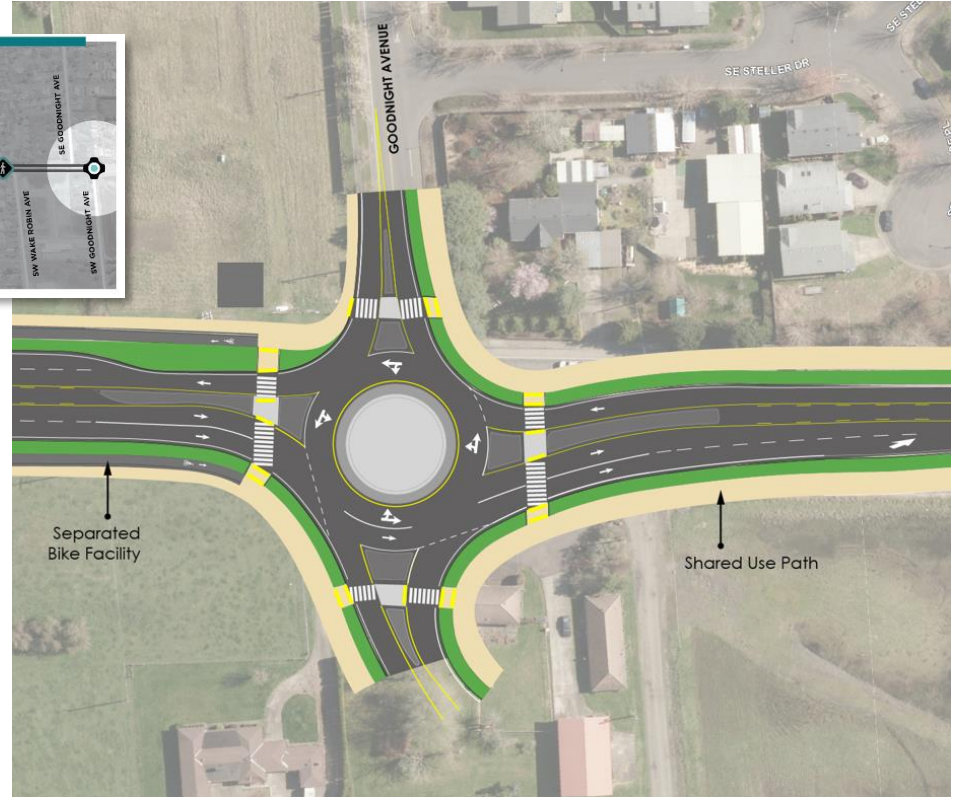
Planned development is anticipated to result in a neighborhood commercial center and street extensions here that would benefit from a signal with protected intersection treatments for pedestrians and bicyclists



SEGMENT 2: GOODNIGHT AVE ROUNDABOUT & GATEWAY



The Goodnight Ave approaches will be aligned and controlled with a roundabout that moderates vehicle speeds and provides a gateway treatment into South Corvallis

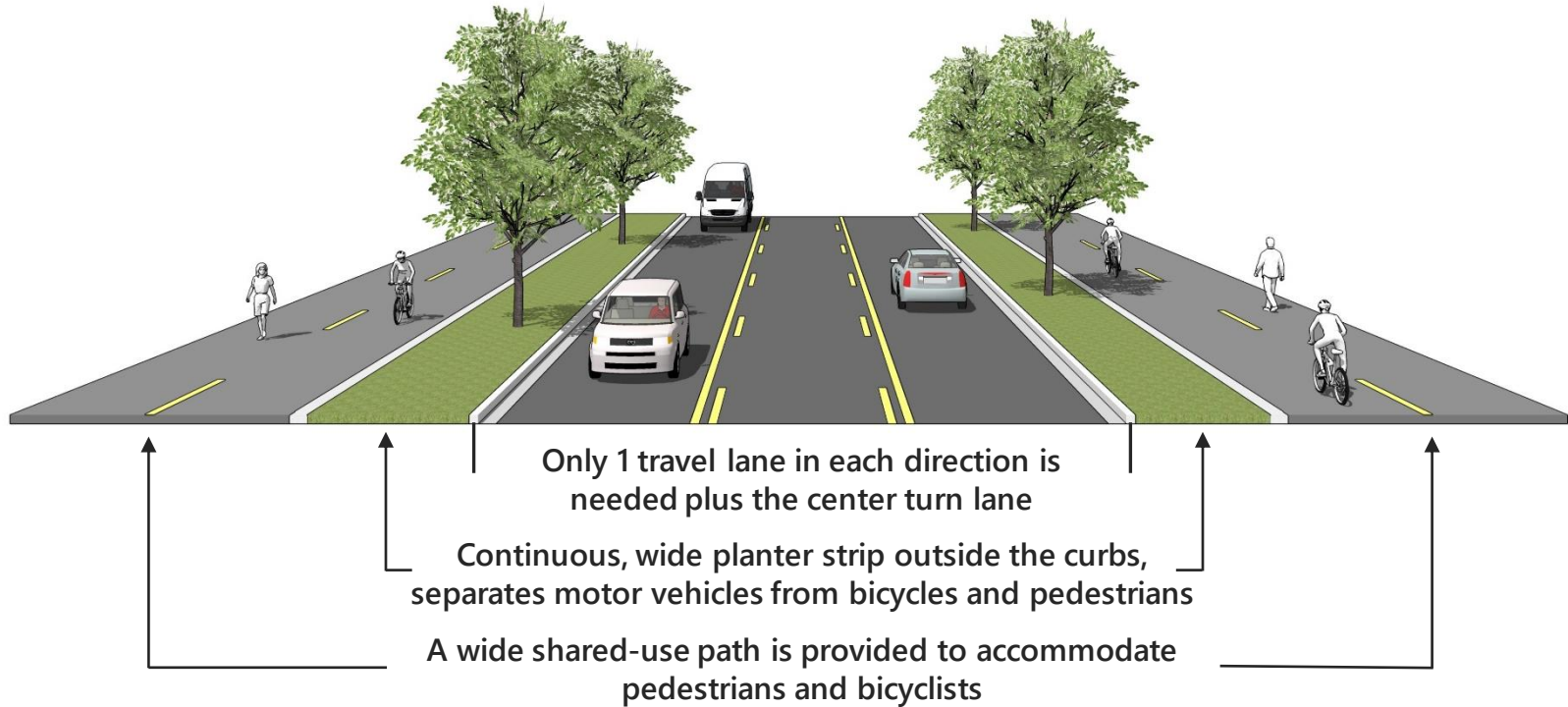




**SEGMENT 3:
GOODNIGHT AVE TO SOUTHERN UGB**

CROSS SECTION

RECOMMENDED 3-LANE TREATMENT



NOTE: The shared-use path may evolve over time to become a separate bike lane and sidewalk, similar to the 5-lane treatment, outside of the curbs.

SEGMENT 3: GOODNIGHT AVE TO SOUTHERN UGB

SEGMENT 3

Goodnight Ave to Southern UGB



Future Land Use Context:
Urban Mix / Residential Corridor



New pedestrian
crossing



New roundabout

SEGMENT 3: GOODNIGHT AVE TO SOUTHERN UGB



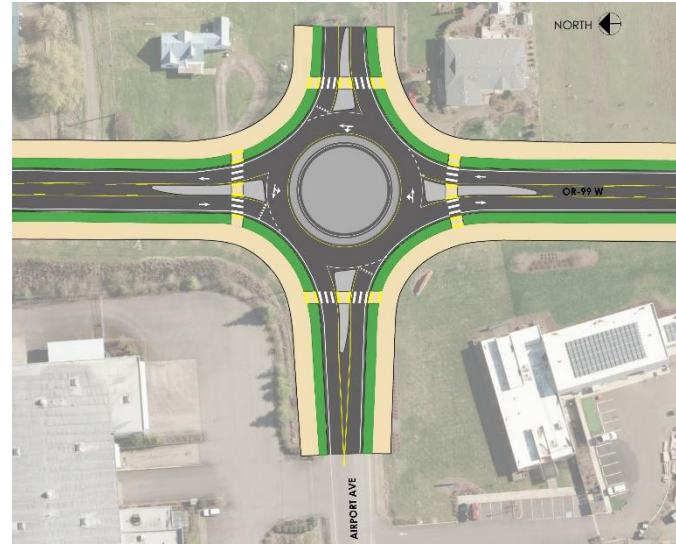
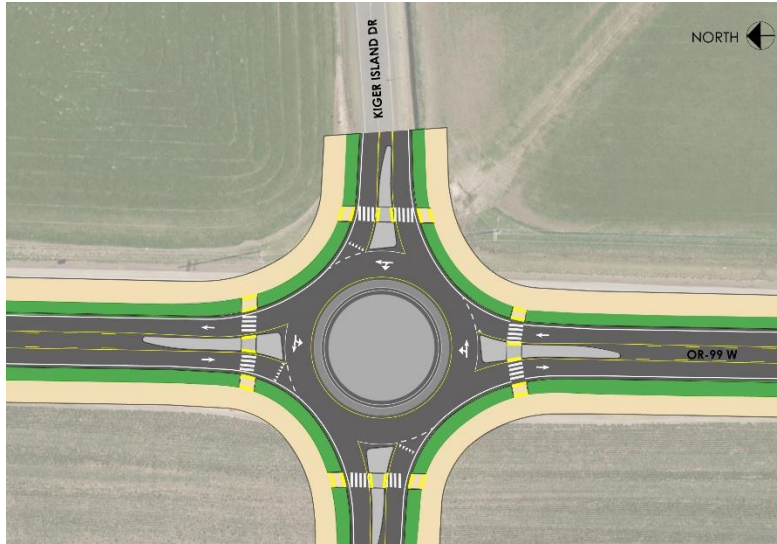
Land Use Context:

Urban Mix / Residential Corridor

Key Features:

- 3-lane cross section with planted buffer and shared use path on either side
- Roundabouts at Rivergreen Ave, Kiger Island Dr, and Airport Ave
- Regularly spaced pedestrian crossings as development occurs
- Parallel roadway network as shown in City's Transportation System Plan

SEGMENT 3: NEW ROUNDABOUTS



WHAT'S HAPPENING SOONER?

ODOT

- Intersection improvements on highway at Western Blvd and 3rd Street
- Resurfacing & restriping on highway from the Marys River to Kiger Island Drive

City

- Lincoln Elementary Speed Feedback Sign
- Tunison Ave to Avery Ave Multi-Use Path Alignment Study
- Neighborhood Bikeway Project: From Vera Avenue and Crystal Lake Drive to Shoreline Drive, along Vica Way, Bethel Street, Thompson Street, Goodpark Street, Summerfield Drive, and Dockside Drive (B47 from TSP)

Development

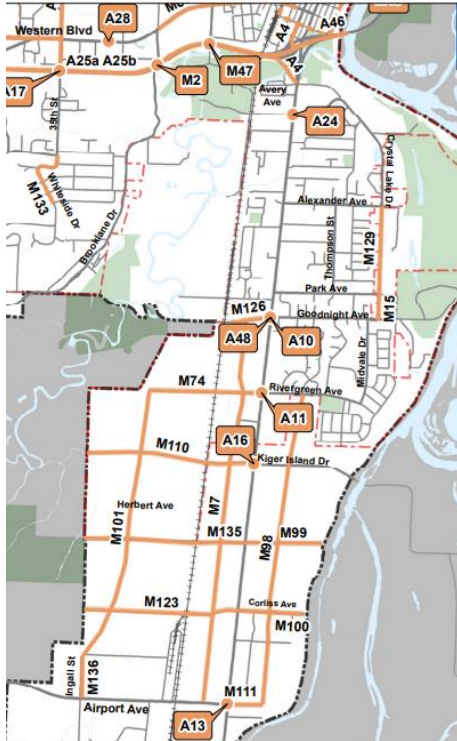
- Frontage improvements associated with new development will continue to provide a planted buffer strip and sidewalk (or shared use path, depending on the location)

- 
- An aerial photograph of a wide, multi-lane road. The road has several lanes for cars, a dedicated buffered bike lane on the right side, and a sidewalk on the left. A tennis court is visible on the right side of the road, adjacent to a building. The scene is set in a suburban or urban area with trees and buildings.
- Buffered Bike Lanes South of Avery Avenue
 - Crossing Evaluations

LIKELY RESURFACING/RESTRIPING OUTCOMES BY 2026

Sidewalk improvements and vertical bike lane separation not included

PLANNED PROJECTS FROM THE CORVALLIS TRANSPORTATION SYSTEM PLAN



Multimodal Improvements



Pedestrian - Bicycle Improvements

The City of Corvallis has many projects planned for the South Corvallis area that are anticipated to happen over the next 20 years or so, as development occurs



DISCUSSION

IN PROGRESS



Public meeting
(in-person and
online)



MAY 2024
Planning
Commission and
City Council
meetings



JUNE 2024
Finalize
Draft Facility
Plan



JULY 2024
Planning
Commission and
City Council
meetings