



# OR 99W South Corvallis Facility Plan

## Stakeholder Advisory Group Meeting 2

January 27, 2021

# 1. Introductions

SAG members, please introduce yourselves!

# Agenda

1. Welcome & Meeting Purpose
2. Public Involvement
3. The Vision
4. Desired Outcomes
5. Goals
6. Guiding Design Principles
7. OR 99W/S 3<sup>rd</sup> St Land Use Context
8. Road Safety Audit (RSA) Summary
9. Land Use and Roadway and Transit System Inventory
10. Next Steps & Adjourn

# 1. Welcome & Meeting Purpose



Get feedback on the vision, goals, desired outcomes, and guiding principles for OR 99W (S 3<sup>rd</sup> St)



Discuss public involvement, RSA findings, online mapping and land use, roadway and transit system inventory (TPAU)



# Study Corridor

Western Blvd to Corvallis Southern UGB (Airport Rd)

Within the ODOT Right-of-Way of OR 99W

## 2. Public Involvement

1. 14 stakeholders - interviewed by telephone (current and former South Corvallis residents)
2. Key Themes:
  - Safety (especially school safety) – top priority
  - OR 99W (S 3<sup>rd</sup> St) needs to function as a neighborhood street
  - Corridor should serve as southern gateway to Corvallis

1. Do you agree with the key themes/thoughts of the stakeholders?
2. What else should be considered?

# 2. Public Involvement

## OR 99W S.CORVALLIS

The Oregon Department of Transportation (ODOT) and the City of Corvallis are working on a facility plan to make the OR 99W (SW 3rd Street) corridor more safe, comfortable, and attractive, especially for biking and walking. This facility plan will focus on potential improvements to OR 99W between SW Western Boulevard and SW Airport Avenue.

Public involvement is a key component of this plan. If you live, work, or regularly travel in the area, please use the map to tell us about your experience with the existing transportation system. Simply zoom into an area of interest or concern and then double-click on the specific location. You will be able to provide comments and organize them by categories, as well as select key words to help understand the issue or interest that you express. Input we are looking for includes, but is not limited to, items such as:

- What barriers make it difficult to travel on OR 99W or what makes it feel unsafe?
- What would make bicycling or walking more comfortable and safe on OR 99W?
- Where would you like to walk or bicycle, but currently do not and why?
- Are there concerns you have about the traffic on OR 99W?
- Are there locations where it is difficult to turn onto or off of OR 99W and why?
- What attributes would make the corridor more attractive to you?

[View a list of existing comments](#)

Having trouble viewing or using the map? Please contact [ppolikakhina@kittelson.com](mailto:ppolikakhina@kittelson.com) with your comments.

© 2007-2021 Kittelson & Associates, Inc. unless otherwise noted. Admin login

**Satellite Topography Map**

**INSTRUCTIONS**

Click and hold to move the map in any direction. Zoom in and out of the map with the + and - symbols in the lower right corner of the screen.

Double-click on the location where you want to comment and a Comment Box will appear. If you want to draw a line, double-click on the location where you want to begin, then move the cursor and single-click on the map anywhere you need to turn a corner or bend the line to draw your route. Double click to finalize your route.

Please type your comment in the box. Below the Comment Box choose the Category that is most related to your comment, and then choose the words or terms that best match your comment (you can choose more than one). When finished, simply click on the Create Comment box and your comment will be attached to the location/route you placed on the map.

You are welcome to choose and comment on many locations and address as many categories as you like (one category with each comment that you create). You also may "like" a comment placed on the map by someone else. Simply click on an icon to see the comment and click on "Like Comment" if you agree.

Thank you!

**LAYERS**

Click any of the layer titles below to toggle them off the map.

Project Extents

Map data ©2021 Terms of Use Report a map error

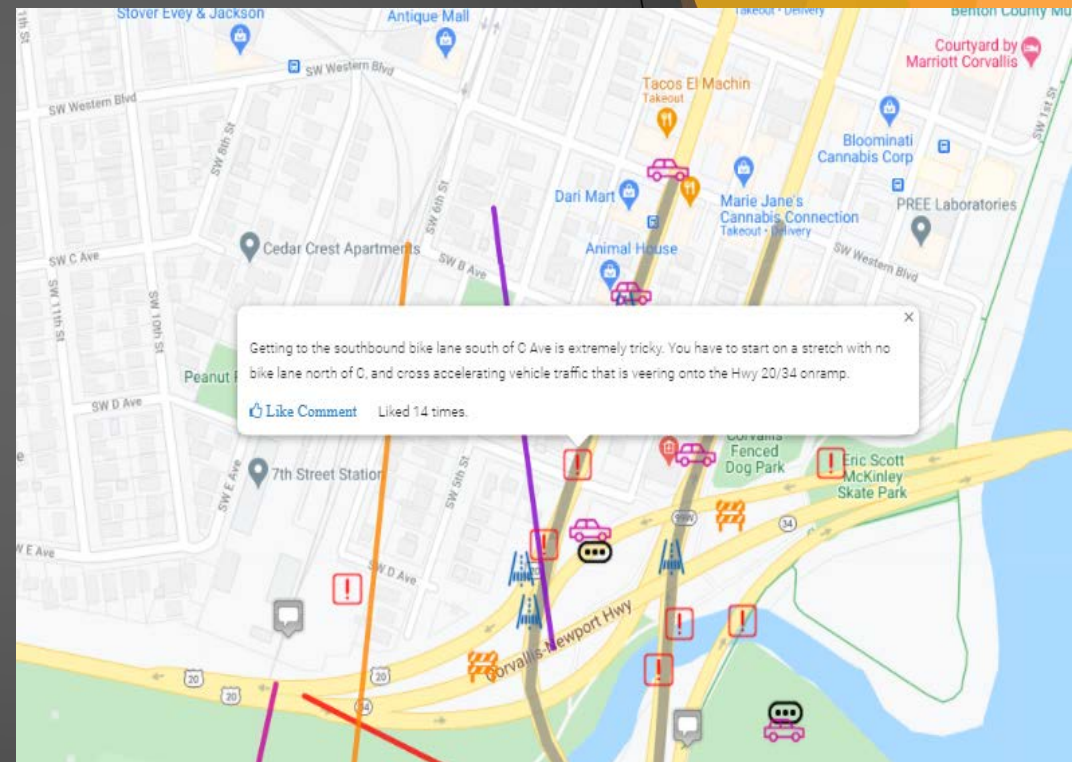


## 2. Public Involvement

180 comments as of January 14<sup>th</sup>, 2021

### Comment Categories:

- Safety (73 comments)
- Crossing (42 comments)
- Infrastructure Gaps and Barriers (20 comments)
- Traffic (19 comments)
- Other (16 comments)
- Surface Conditions and Maintenance (3 comments)



## 3. The Vision

Please take a minute to read the vision statement in the next slide and provide your thoughts:

1. Are the key characteristics of the corridor captured?
2. Are any critical elements missing?
3. What, if anything, should be emphasized or prioritized?

### 3. The Vision

- *“OR 99W (South 3<sup>rd</sup> 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 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 vulnerable users.*
- *Freight haulers and other through travelers recognize the character of the area and adapt their behaviors and expectations accordingly.”*

## 4. Desired Outcomes

- Safety for all modes (SRTS)
- Comfort and aesthetics for pedestrians and bicyclists
- Address traffic access and operations
- Robust public involvement
- Evaluate corridor alternatives
- Identify interchange ramp locations on corridor

1. Do you agree with the desired outcomes?
2. Are any elements/components missing?

## 5. Goals

- Unique and self-sufficient district
- Connected to the community by a robust network
- Housing for all cultural identities and wages
- Thriving businesses that enhance livability and the economy
- Nurture & protect the environment while providing safe, easy, & aesthetically pleasing access for all to parks and open space
- Home to the Corvallis airport & southern gateway into Corvallis

1. Do you agree with the goals?
2. Are any elements/components missing?

## 6. Blueprint for Urban Design (BUD)

### Chapter 1

- Document purpose; message from ODOT leadership; & background on ODOT program types

### Chapter 2

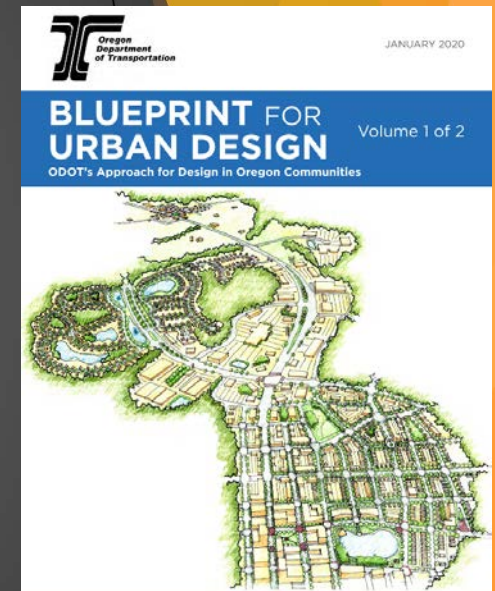
- Identify the appropriate urban context

### Chapter 3

- Evaluate and identify the design elements based on the contexts

### Chapter 4

- ODOT urban design concurrence documents design decisions based on the multimodal decision-making framework





## 6. Guiding Design Principles

- ▶ The corridor context will inform the **corridor users** and create design principles to be considered throughout the **performance-based design process**

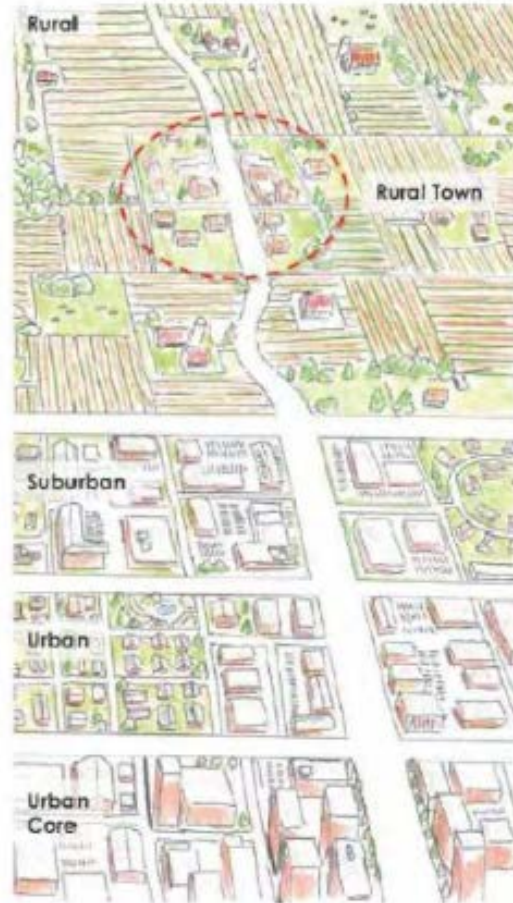


# 7. OR 99W/S 3<sup>rd</sup> St Land Use Context

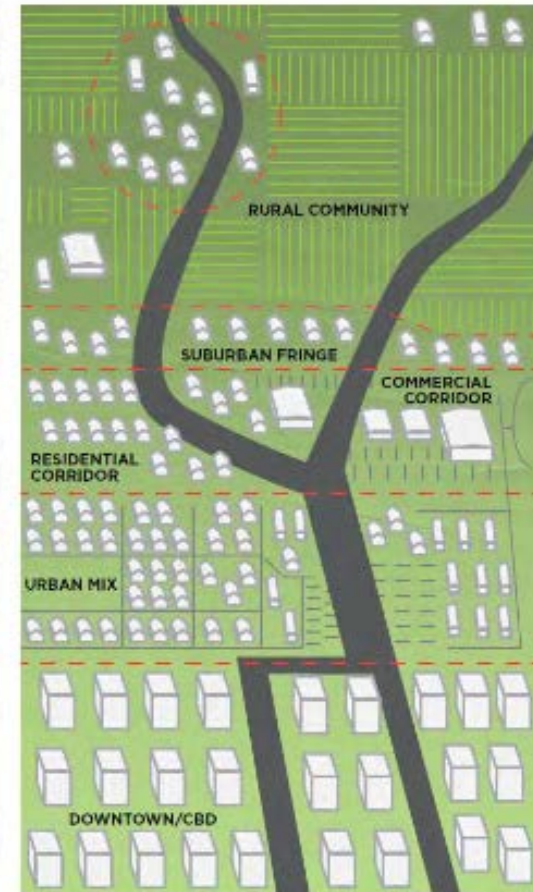
## Identifying the Urban Context

Identifying a context reflective of a **desired outcome** rather than an existing condition can help achieve the **overall corridor vision**.

Figure 2-1: Land Use Contexts



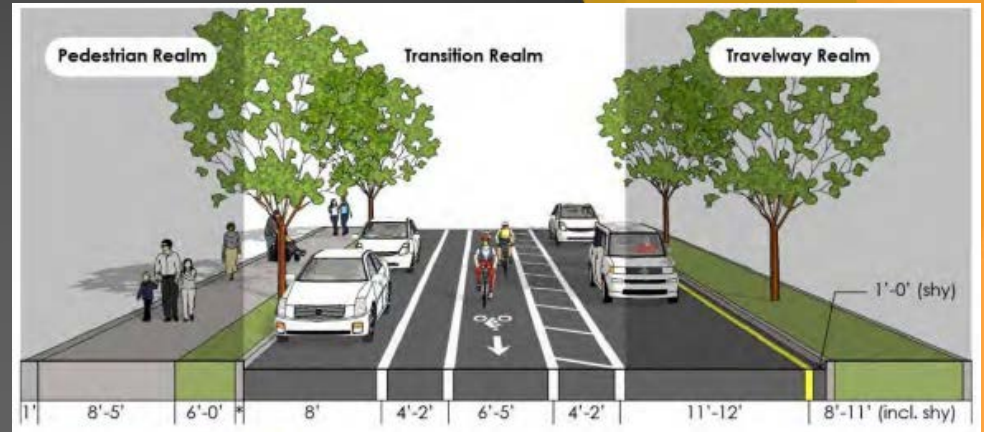
NCHRP Report 855 Contexts



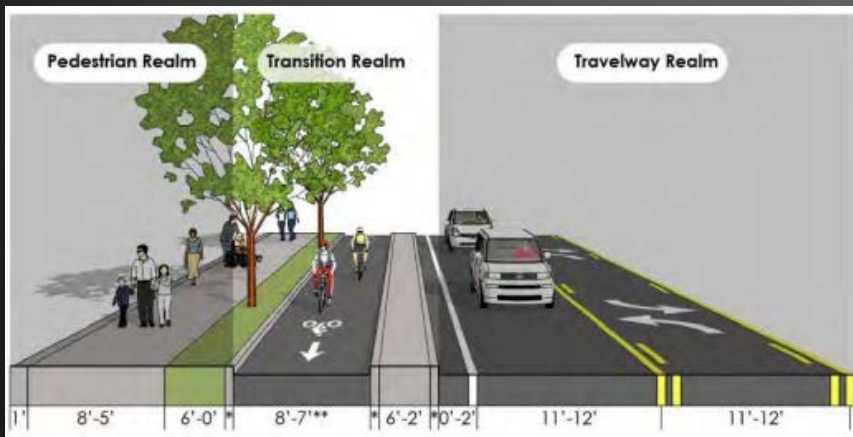
ODOT Urban Contexts

# Guiding Principles How do the land use contexts help inform the corridor design?

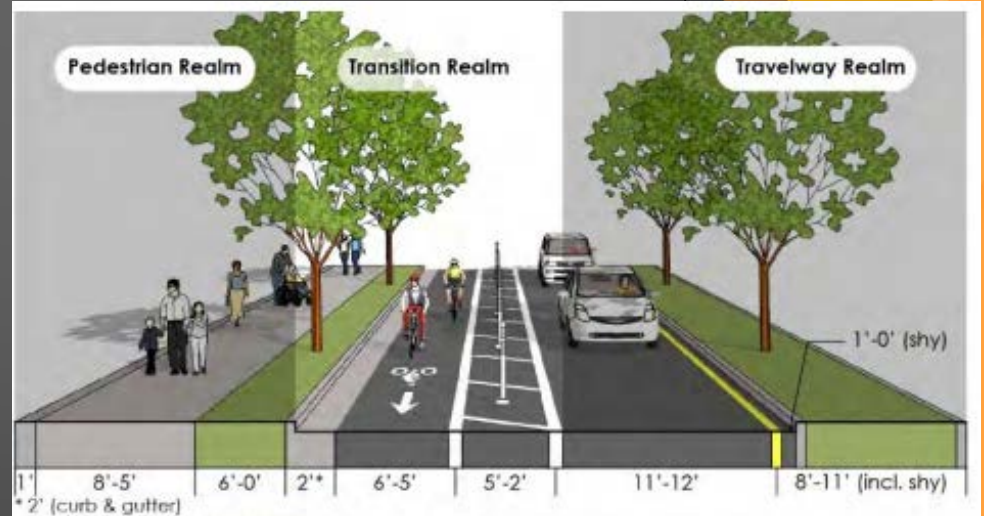
- ▶ Elements like target speed, target crossing spacing, parking locations, and lane widths are influenced by the corridor context



Urban Mix Example



Urban Mix Example



Residential Corridor Example

# Identifying the Urban Context

Land Use Context	Setbacks Distance from the building to the property line	Building Orientation Buildings with front doors that can be accessed from the sidewalks along a pedestrian path	Land Use Existing or future mix of land uses	Building Coverage Percent of area adjacent to right-of-way with buildings, as opposed to parking, landscape, or other uses	Parking Location of parking in relation to the buildings along the right-of-way	Block Size Average size of blocks adjacent to the right-of-way
<b>Traditional Downtown/CBD</b>	Shallow/ None	Yes	Mixed (Residential, Commercial, Park/Recreation)	High	On-street/ garage/ shared in back	Small, consistent block structure
<b>Urban Mix</b>	Shallow	Some	Commercial fronting, residential behind or above	Medium	Mostly off-street/Single row in front/ In back/ On side	Small to medium blocks
<b>Commercial Corridor</b>	Medium to Large	Sparse	Commercial, Institutional, Industrial	Low	Off-street/In front	Large blocks, not well defined
<b>Residential Corridor</b>	Shallow	Some	Residential	Medium	Varies	Small to medium blocks
<b>Suburban Fringe</b>	Varies	Varies	Varied, interspersed development	Low	Varies	Large blocks, not well defined
<b>Rural Community</b>	Shallow/ None	Some	Mixed (Residential, Commercial, Institutional, Park/Recreation)	Medium	Single row in front/ In back/ On side	Small to medium blocks

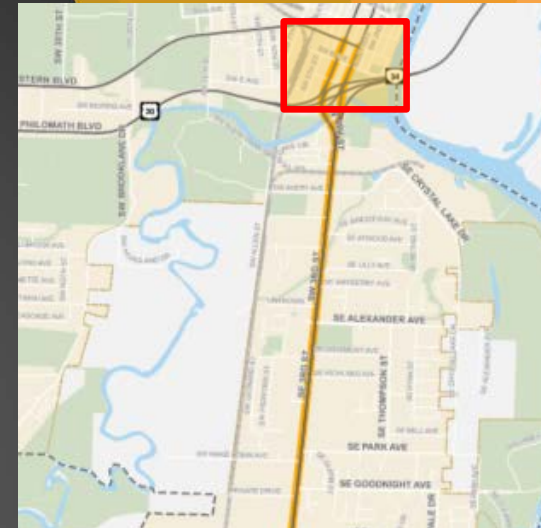
## BUD Urban Context Matrix

Land Use Context	Motorist	Freight	Transit	Bicyclist	Pedestrian
<b>Traditional Downtown/CBD</b>	Low	Low	High	High	High
<b>Urban Mix</b>	Medium	Low	High	High	High
<b>Commercial Corridor</b>	High	High	High	Medium	Medium
<b>Residential Corridor</b>	Medium	Medium	Low	Medium	Medium
<b>Suburban Fringe</b>	High	High	Varies	Low	Low
<b>Rural Community</b>	Medium	Medium	Varies	High	High

# Segment 1: Western Avenue to Corvallis-Newport Highway

- **Proposed Context (Draft): *Urban Mix***
- Shallow setbacks
- Some buildings with front doors that can be accessed from the sidewalk
- Medium building coverage
- Mostly in-back parking
- Small to medium blocks

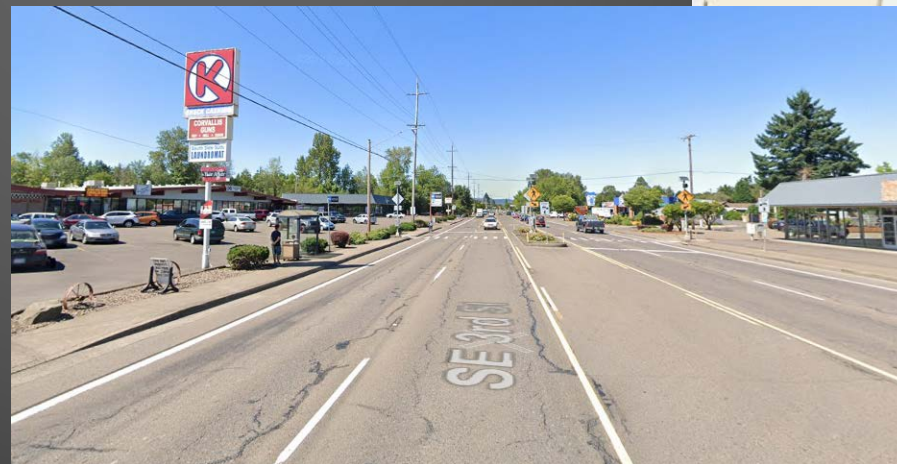
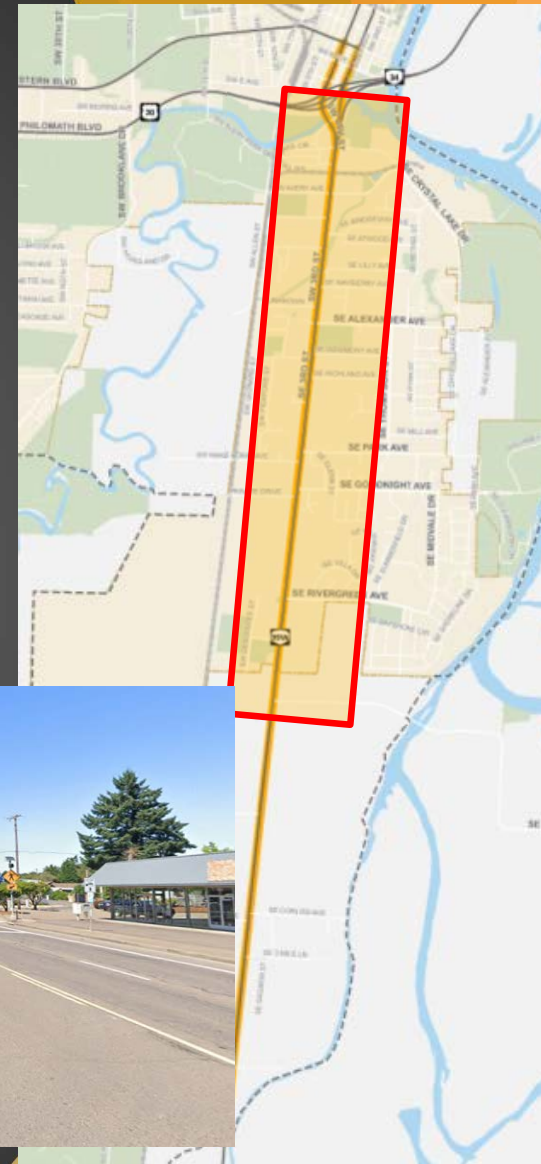
*This is the recommended context to be applied for this segment*



## Segment 2: Corvallis-Newport Highway to just South of Kiger Island Drive

### - **Draft Current Context: Commercial Corridor**

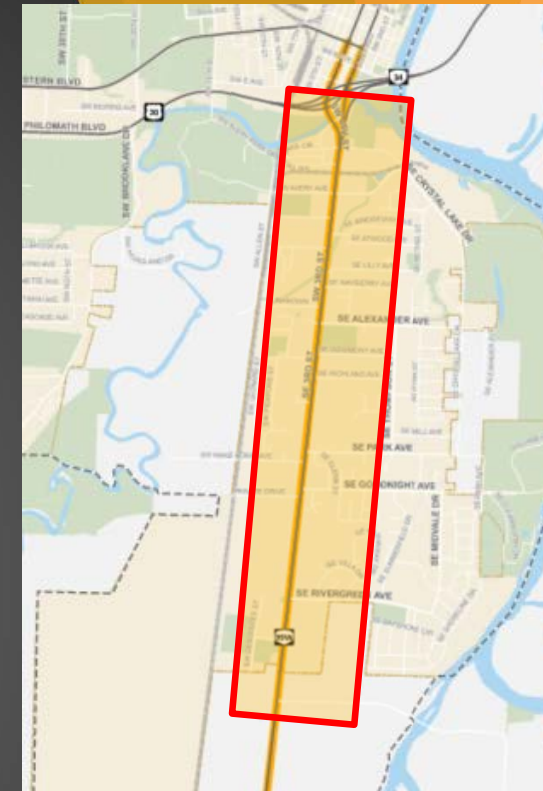
- Medium to large building setbacks
- Sparse direct building access from sidewalks
- A mix of commercial, institutional, and industrial land uses
- Low building coverage
- High amount of off-street parking in front of buildings
- Large block sizes



# Segment 2: Corvallis-Newport Highway to just South of Kiger Island Drive

- **Draft Future Context: Urban Mix**
- Target speed: 25-30; higher levels of congestion are acceptable
- Bicycle and pedestrian facilities: should be relatively wide and comfortable
- Curbside uses are important and may include loading/unloading, parking (vehicles, bicycles, etc.), and other uses
- Landscaping and street trees are appropriate

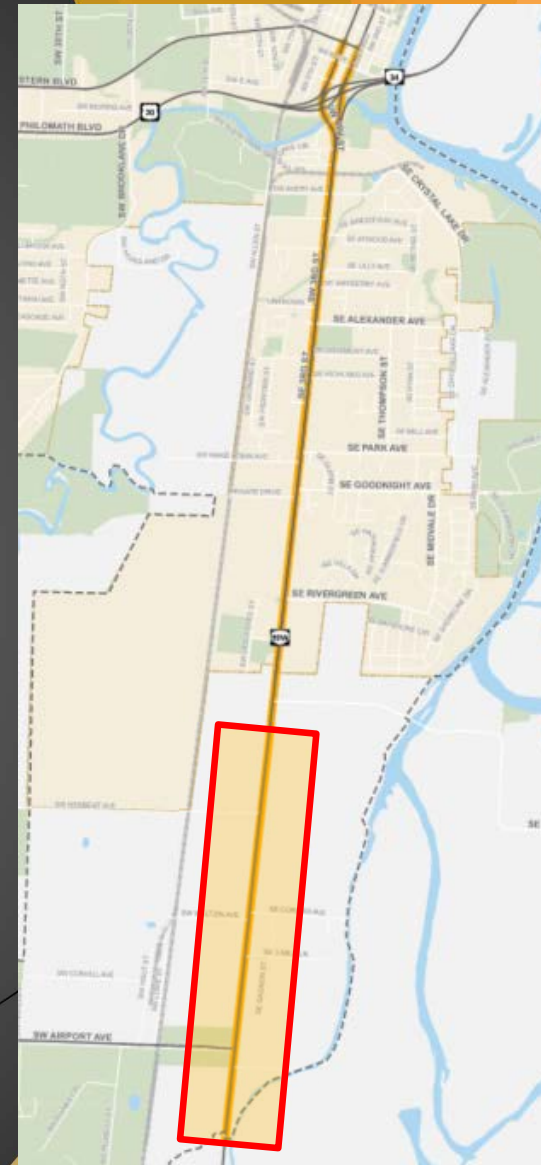
*This is the recommended context to be applied for this segment*



Land Use Context	Motorist	Freight	Transit	Bicyclist	Pedestrian
Traditional Downtown/CBD	Low	Low	High	High	High
<b>Urban Mix</b>	Medium	Low	High	High	High
Commercial Corridor	High	High	High	Medium	Medium
Residential Corridor	Medium	Medium	Low	Medium	Medium
Suburban Fringe	High	High	Varies	Low	Low
Rural Community	Medium	Medium	Varies	High	High

## Segment 3: South of Kiger Island Drive to UGB

- **Draft Current Context: Suburban Fringe**
- Varying building setbacks
- Varying amounts of direct pedestrian building access from sidewalks
- Varied, interspersed development
- Low building coverage
- Large, not well-defined blocks



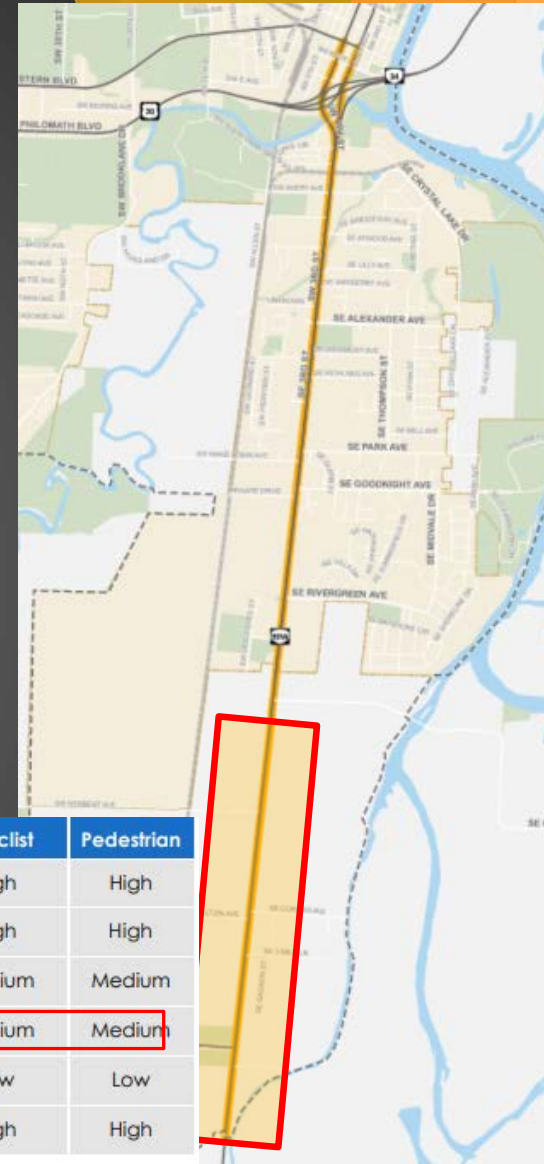


# Segment 3: South of Kiger Island Drive to UGB

- **Draft Future Context: Residential Corridor**
- Target speeds: 30 to 35 mph
- Bicycle and pedestrian facilities should be provided for residents
- Shallow setbacks
- Some buildings that can be accessed directly from the sidewalk
- Mostly residential uses
- Medium building coverage

*This is the recommended context to be applied for this segment*

Land Use Context	Motorist	Freight	Transit	Bicyclist	Pedestrian
Traditional Downtown/CBD	Low	Low	High	High	High
Urban Mix	Medium	Low	High	High	High
Commercial Corridor	High	High	High	Medium	Medium
<b>Residential Corridor</b>	Medium	Medium	Low	Medium	Medium
Suburban Fringe	High	High	Varies	Low	Low
Rural Community	Medium	Medium	Varies	High	High



# Discussion

- ▶ Do the current contexts feel correctly identified?
- ▶ Have we identified the appropriate future and overall contexts?
- ▶ Do the future contexts capture the vision for the corridor?

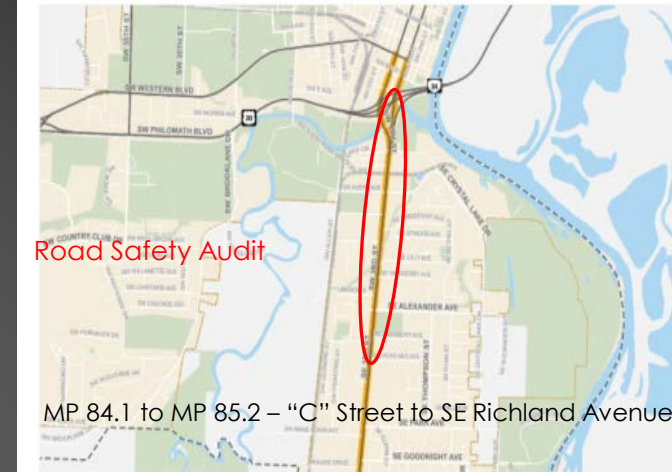
# 8. Road Safety Audit

## Issues

- Vehicles do not comply with speed limit; poor lighting
- Sign clutter; improper mounting of sign
- Poor conditions of bicycle and pedestrian facilities
- Poor drainage; obstacles on sidewalks and bike lanes; some sections of corridor are not ADA accessible

## Suggestions

- Speed feedback signs, RRFB advance warning, add ADA ramps, **(near-term)**
- Cross section modification, crossing location improvement, wayfinding and lighting improvements **(mid-term)**
- Repave roads, remove obstacles, 'urbanize' interchange **(long-term)**



# 9. Land Use and Roadway and Transit System Inventory

Currently underway

## 10. Next Steps & Adjourn

- ▶ Next – Late February SAG Meeting #3
- ▶ In the next couple of months, we will be working on:
  - Existing Motor Vehicle Conditions
  - Existing Safety and Active Transportation Inventory and Conditions
  - Existing Needs, Planned Improvements, Alternatives, and Recommendations

## Questions/Comments?

### **James Feldmann**

Oregon Department of Transportation

Agency Project Manager

[james.feldmann@odot.state.or.us](mailto:james.feldmann@odot.state.or.us)

### **Camilla Dartnell**

Kittelson and Associates, Inc.

Engineering Associate/Planner

[cdartnell@kittelson.com](mailto:cdartnell@kittelson.com)

Thank You!