



# OR 99W South Corvallis Facility Plan

## Stakeholder Advisory Group Meeting 3

March 10, 2021

# Introductions

SAG members, please introduce yourselves!

# Agenda

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1. Welcome & Meeting Purpose

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2. The Vision, Desired Outcomes, Goals and Guiding Principles

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3. Performance Measures

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4. Public Involvement

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5. Other Deliverables

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6. Discussion

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7. Next Steps & Adjourn

# 1. Welcome & Meeting Purpose



Finalize the vision, goals, and desired outcomes for OR 99W and this plan



Discuss results of public input (mapping tool), current public open house, and recent project deliverables



Discuss issues and concerns



# Study Corridor

Western Blvd to Corvallis Southern UGB (Airport Rd)  
 Within the ODOT Right-of-Way of OR 99W

## 2. The Vision, Desired Outcomes, Goals and Guiding Principles Summary

**FINAL 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 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 indicate the **northbound** entry to Corvallis, and freight haulers and other through travelers recognize the character of the area and adapt their behaviors and expectations accordingly.”*

# Proposed Edit by TAC to Vision

- *TAC: Gateway features indicate the northbound entry to Corvallis, for travelers to recognize the character of the area.*
- *SAG (Final): Gateway features reinforce the **entry to** Corvallis for travelers to recognize the character of the area **and adapt their behaviors and expectations accordingly.***

## 2. Desired Outcomes

### **FINAL DESIRED OUTCOMES:**

- Safety and convenience for all modes
- Comfort and aesthetics for pedestrians and bicyclists
- Reasonable vehicular access, operations, and target speeds
- Robust public involvement
- Evaluation of realistic, effective corridor treatments
- Viable interchange ramp options
- Realistic Implementation Phasing



## 2. Guiding Principles Summary

### **FINAL GOALS/GUIDING PRINCIPLES:**

- Unique and self-sufficient district
- Connected to the community by a robust, multimodal network
- Vibrant neighborhoods comprising housing for all cultural identities and economic levels
- Thriving businesses that enhance livability and the economy
- Transportation facilities that 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

## For the Vision, Desired Outcomes, and Guiding Principles:

1. Are there any major concerns that would prevent you from supporting it?
2. What (if anything) would need to be changed to garner your acceptance?

# 3. Potential Performance Measures

Evaluation Criterion	Proposed Performance Measures	Resource
<b>Equity</b>	<ul style="list-style-type: none"> <li><b>Qualitative:</b> Extent of improvements directly benefiting disadvantaged, underrepresented, and/or vulnerable communities</li> </ul>	<ul style="list-style-type: none"> <li>City GIS socio-economic data, stakeholder input</li> </ul>
<b>Comfort</b>	<ul style="list-style-type: none"> <li><b>Quantitative:</b> Bicycle Level of Traffic Stress (BLTS)</li> <li><b>Quantitative:</b> Pedestrian Level of Traffic Stress PLTS</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle: Posted speed, traffic volumes, number of lanes, and bicycle facility type</li> <li>Pedestrian: Sidewalk condition and width, buffer type and width, bike lane width, parking width, number of lanes, posted speed, lighting, land use, functional class, median refuge, signalized intersection features</li> </ul>
<b>Convenience</b>	<ul style="list-style-type: none"> <li><b>Quantitative:</b> Pedestrian Crossing Spacing</li> </ul>	<ul style="list-style-type: none"> <li>Target pedestrian crossing spacing based on context identified within Blueprint for Urban Design</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li><b>Quantitative:</b> Crash reduction factor (CRF) %</li> </ul>	<ul style="list-style-type: none"> <li>Percentage (%) of anticipated crash reduction based on crash reduction factor (CRF)</li> </ul>
<b>Design</b>	<ul style="list-style-type: none"> <li><b>Qualitative:</b> Constructability (including, but not limited to, right-of-way, acquisitions, freight accommodations)</li> </ul>	<ul style="list-style-type: none"> <li>Right-of-way, tax lot parcel information</li> <li>Freight stakeholder input</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li><b>Quantitative:</b> Planning-level cost estimates</li> </ul>	<ul style="list-style-type: none"> <li>Planning-level cost estimates</li> </ul>
<b>Connected</b>	<ul style="list-style-type: none"> <li><b>Quantitative:</b> Proximity of protected pedestrian crossing to transit stop</li> <li><b>Quantitative:</b> Percent of transit stops connected to pedestrian and bicycle routes with an LTS of 2 or better</li> </ul>	<ul style="list-style-type: none"> <li>Distance between transit stop and protected crossing, number of transit stops on low-stress ped/bike networks</li> </ul>
<b>Aesthetics</b>	<ul style="list-style-type: none"> <li><b>Qualitative:</b> Presence of landscaping and vegetation landscaping</li> </ul>	<ul style="list-style-type: none"> <li>Width of buffer strip, type of vegetative treatment, presence of pedestrian/bicycle amenities</li> </ul>
<b>Support</b>	<ul style="list-style-type: none"> <li><b>Qualitative:</b> Public and advisory group support</li> </ul>	<ul style="list-style-type: none"> <li>Public, stakeholder, and advisory group feedback through documentation</li> </ul>

## 4. Public Involvement: Stakeholder Interviews

### 14 stakeholders including:

1. South Corvallis residents
2. Business operators
3. Bicycle and pedestrian advocates
4. Environmental and climate leaders
5. Former City elected officials
6. NAACP and affordable housing representatives

### 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**

# 4. Public Involvement: Online Mapping Tool

## 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.

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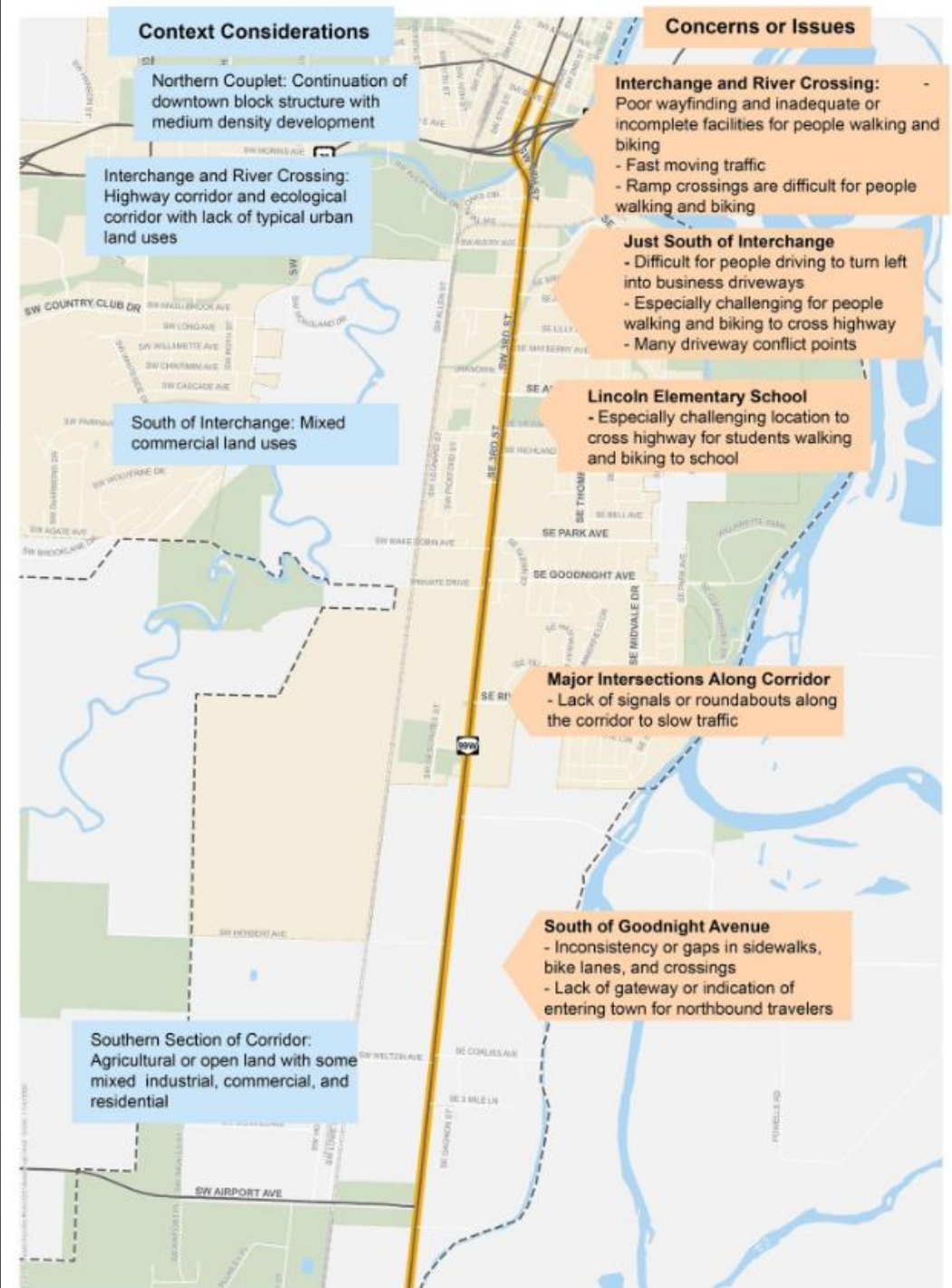
## Most Comment Categories:

1. Safety
2. Crossing
3. Infrastructure Gaps and Barriers
4. Traffic

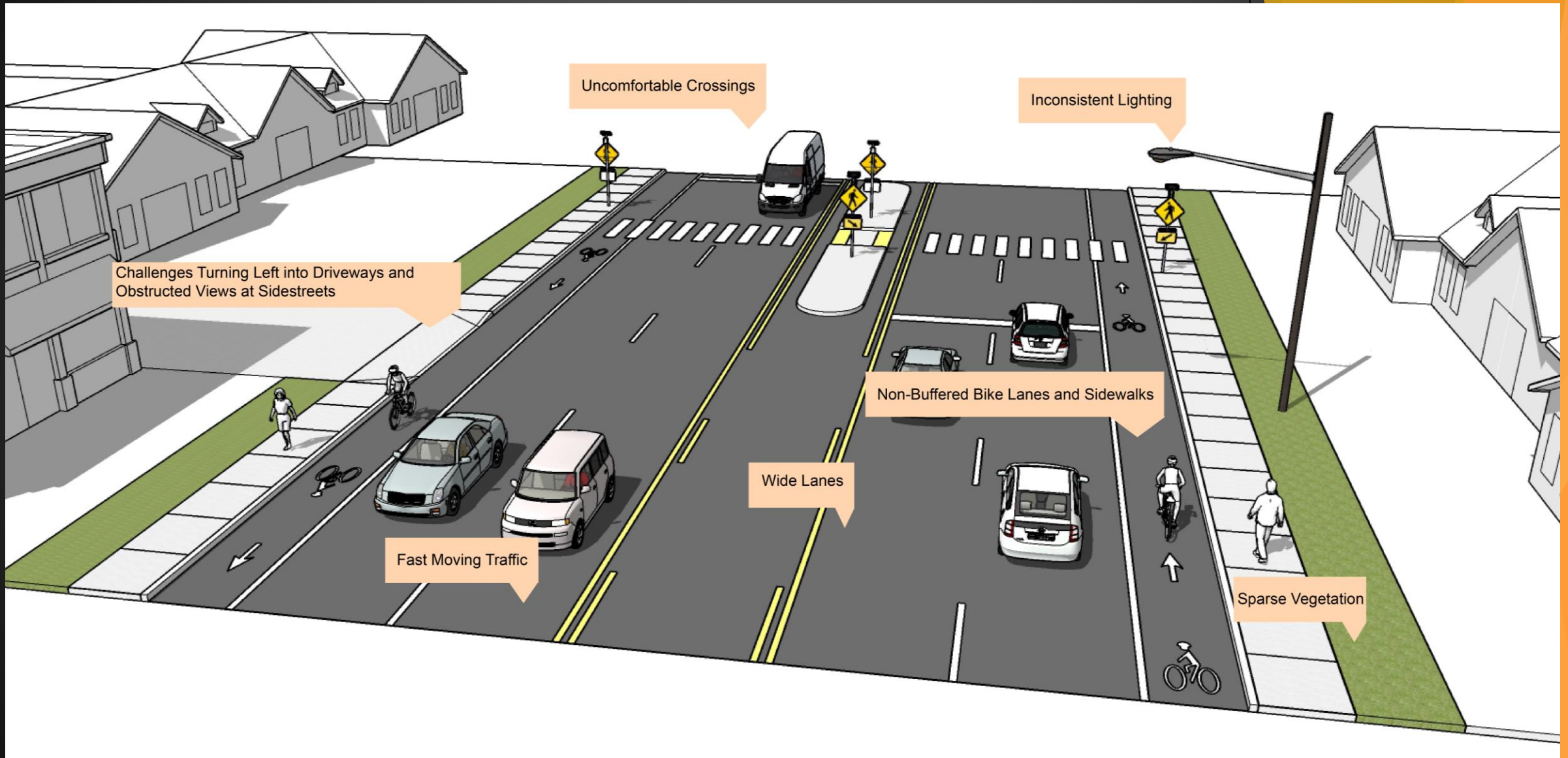
The screenshot displays a Google Maps interface with a custom overlay for the OR 99W corridor in Corvallis, Oregon. The map shows the corridor running north-south through the city, with various colored lines (red, orange, purple, black) and icons (bicycles, pedestrians, cars) placed along it to represent user comments. Key landmarks like Oregon State University, Corvallis Country Club, and the Willamette River are visible. The interface includes a top navigation bar with 'Satellite', 'Topography', and 'Map' options. On the right side, there are two panels: 'INSTRUCTIONS' and 'LAYERS'. The 'INSTRUCTIONS' panel provides detailed guidance on how to use the map for commenting, including how to move, zoom, and place comments. The 'LAYERS' panel shows a 'Project Extents' layer. At the bottom right, there are standard map controls like a person icon, a zoom in (+) button, and a zoom out (-) button.

# 4. Current Open House

- Goals:
  - Confirm that we understand the corridor needs and issues
  - Ask about solutions the community would like to see



# Open House Interactive Graphic



## Key Open House Questions

- Have we captured the main issues or challenges on the corridor?
- What are the solutions to these challenges that you'd like to see?



## 5. Other Deliverables

- ▶ Road Safety Audit: Complete
- ▶ Plans/Policy Review: Complete
- ▶ Analysis Methodology and Assumptions: Complete
- ▶ Land Use and Roadway and Transit System Inventory: Complete
- ▶ Local Access Survey Summary: Complete
- ▶ Draft Access Management Methodology: In Review
- ▶ Existing Safety and Active Transportation Inventory and Conditions: In Review

## 6. Discussion

Do you have any more questions, reflections and comments?

## 7. Next Steps & Adjourn

- ▶ Next – April SAG Meeting #4
- ▶ In the next couple of months, the team will be working on:
  - Summary of Corridor Issues, Opportunities, and Constraints
  - Existing Needs, Planned Improvements, Alternatives, and Recommendations
  - Existing Motor Vehicles Conditions

# Questions/Comments?

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Thank You!