



OR 99W South Corvallis Facility Plan

Stakeholder Advisory Group Meeting 4

April 14, 2021

Agenda

1. Welcome & Meeting Purpose
2. Public Open House Overview
3. Existing Safety and Active Transportation Inventory and Conditions
4. Corridor Issues, Opportunities and Constraints
5. Existing Needs, Planned Improvements, Alternatives and Recommendations
6. Discussion
7. Other Deliverables
8. Next Steps & Adjourn

1. Welcome & Meeting Purpose



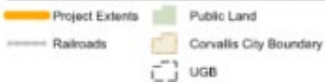
Present overview of existing issues and solutions



Discuss the benefits and feasibility of solutions



Discuss other deliverables, issues and concerns



Study Corridor

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

2. Public Open House Overview – March 12-21, 2021

- ▶ 182 visitors (standard open house attendance is around 40)
- ▶ Average stay: 5 minutes, 24 seconds; 79 repeat visits
- ▶ 67 comments received
- ▶ 50%+ South Corvallis residents
- ▶ Many are multi-modal travelers: drive (86%); bike (54%); walk (37%)

2. Public Open House Overview – Visitor Input

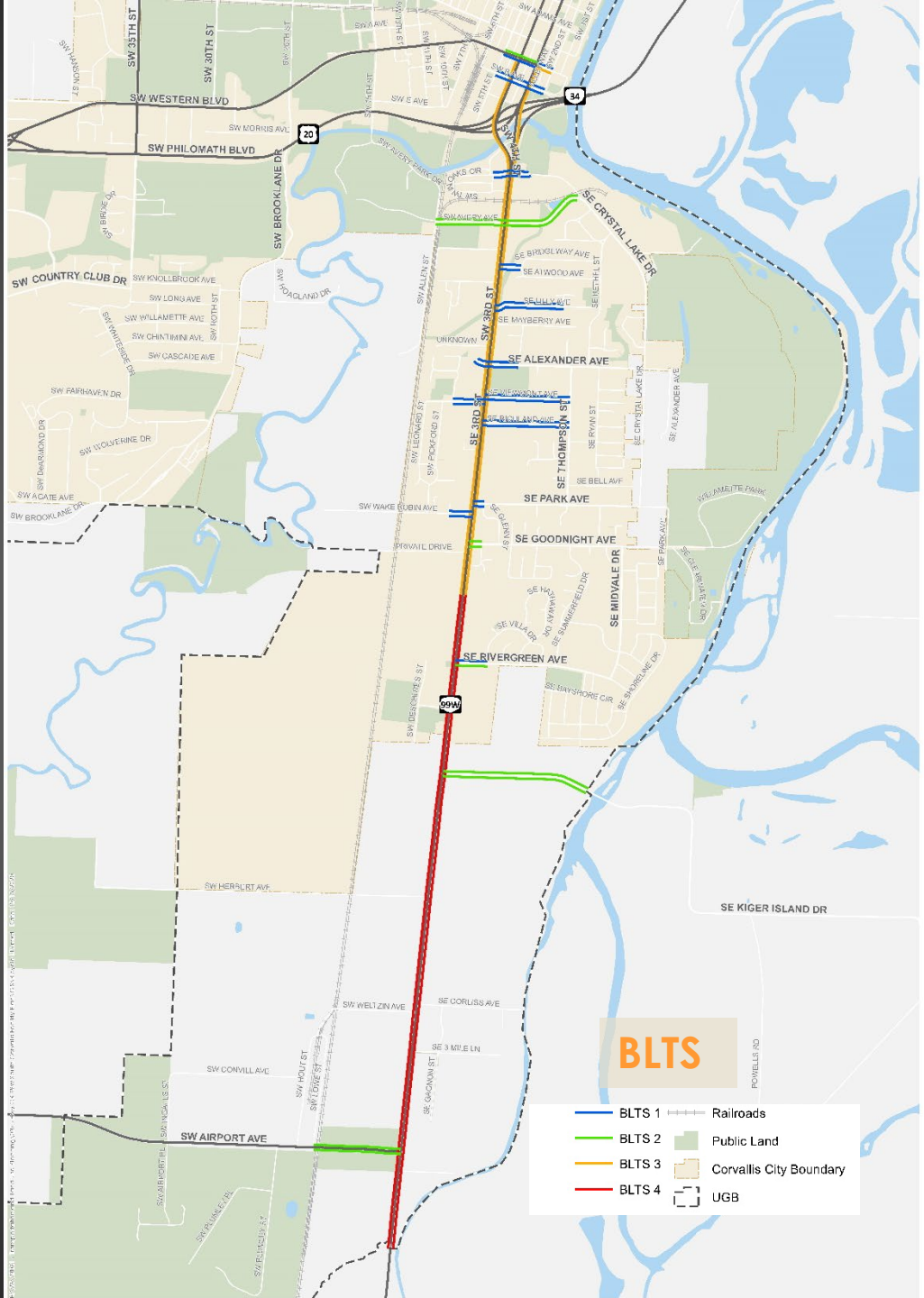
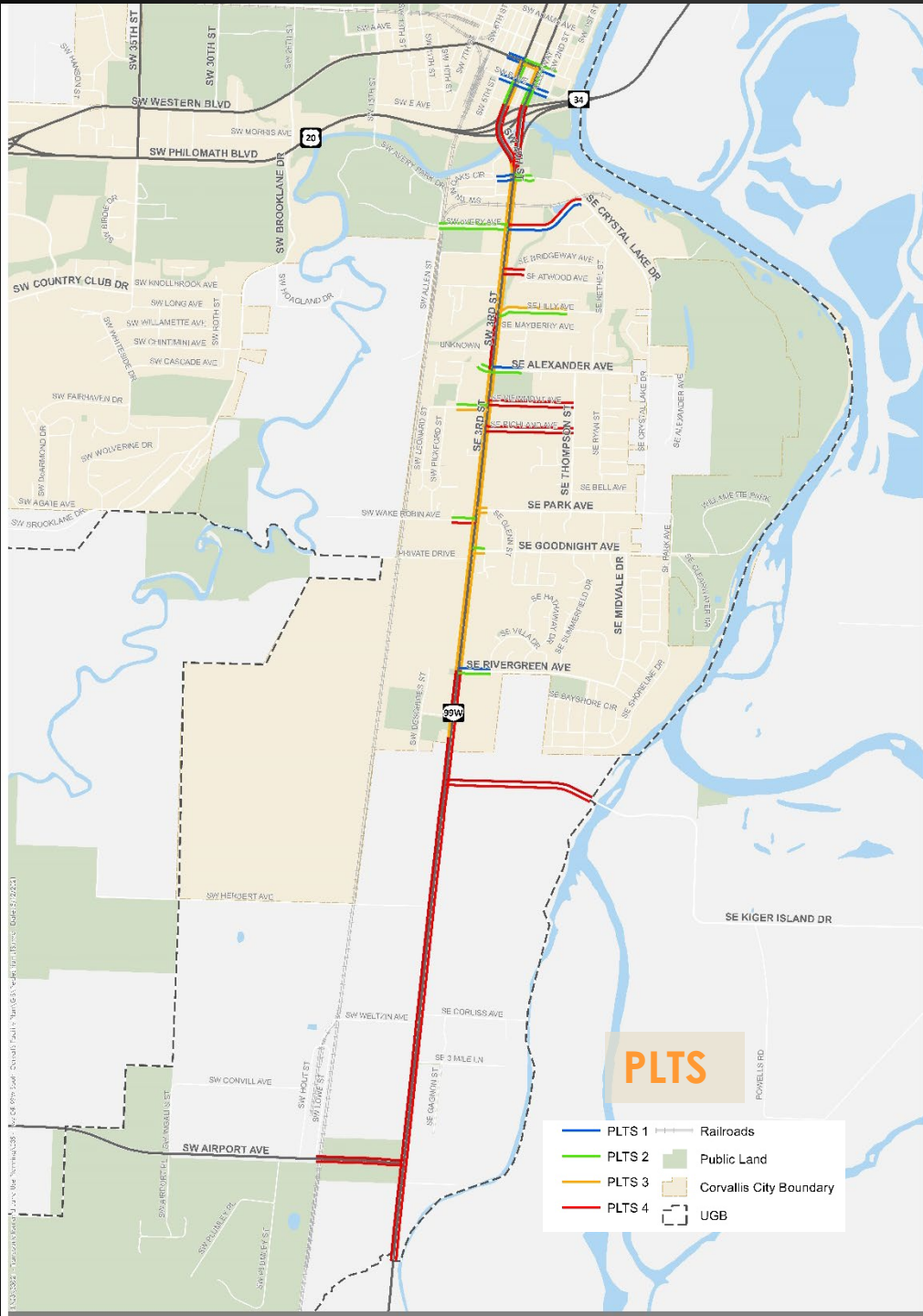
Priorities

- ▶ Slower traffic speeds
- ▶ Bicycle safety
- ▶ Pedestrian safety / crosswalks
- ▶ Aesthetics

Preferred Solutions

- ▶ Slower speed limits (56%)
- ▶ Separate/protected bike lanes or paths (81%)
- ▶ More/better pedestrian crossings (65%)
- ▶ Improved bicycle crossings (62%)
- ▶ Attractive streetscape design (58%)

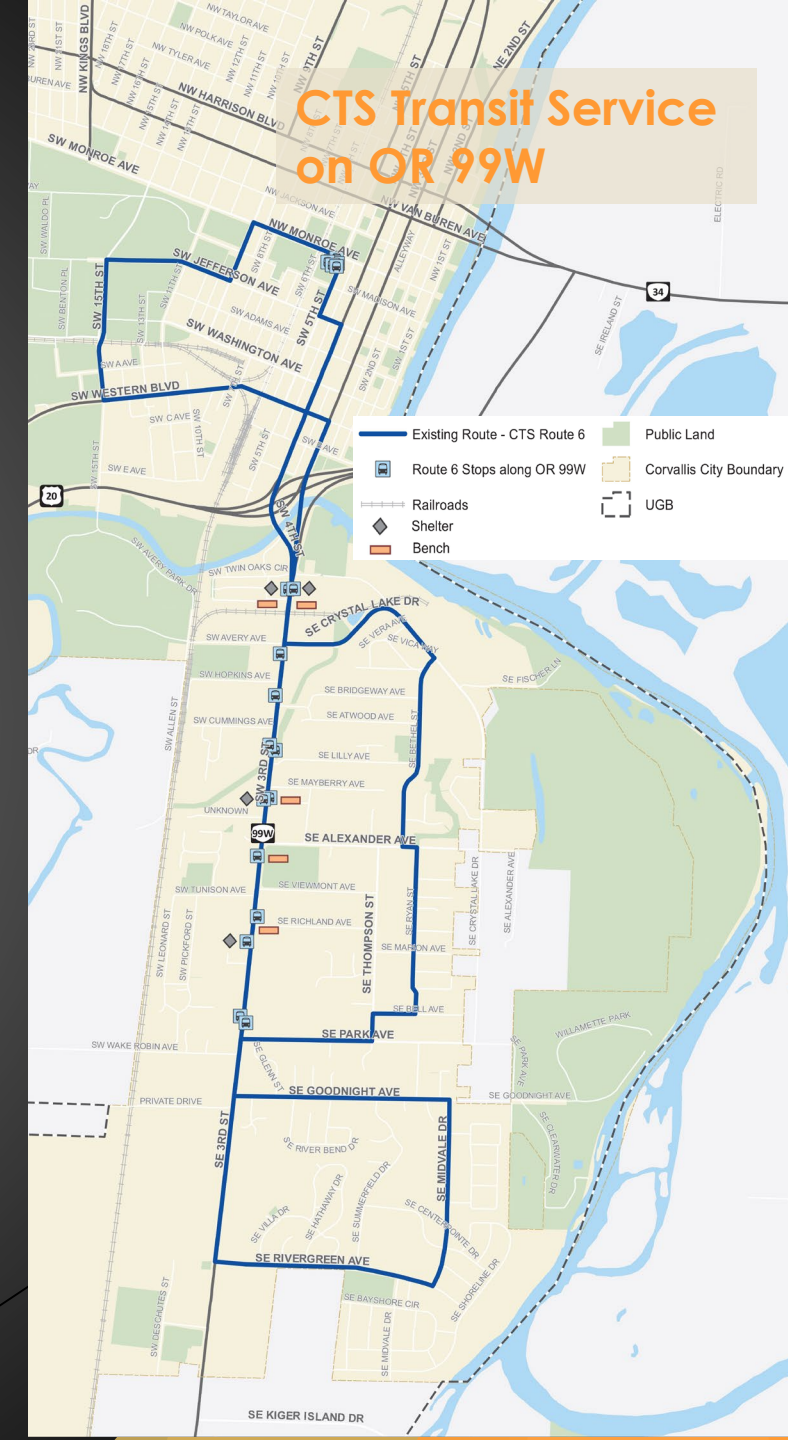
3. Pedestrian and Bicycle Level of Traffic Stress



3. Existing Safety and Active Transportation Summary

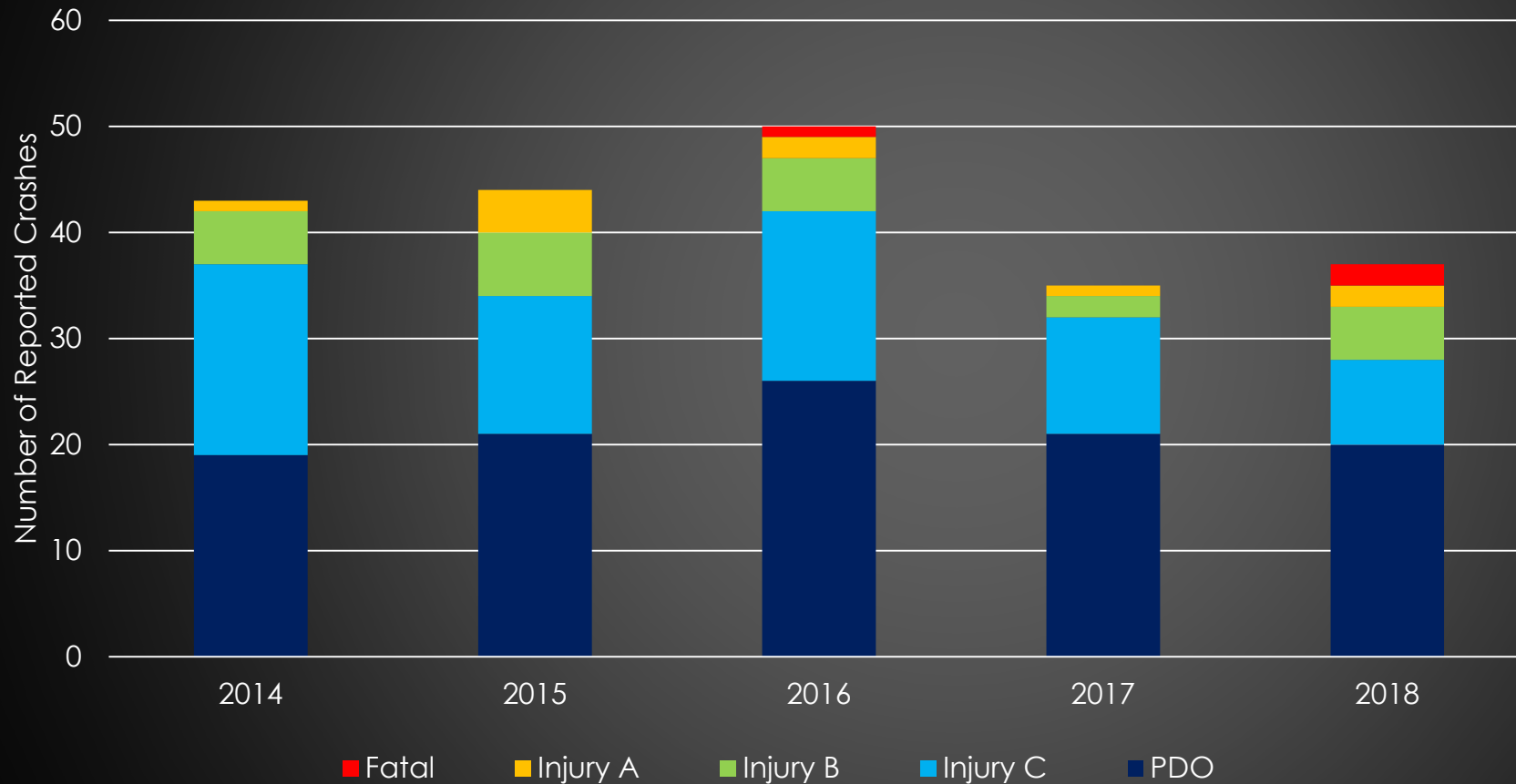
Quality of Service Transit Measures

- Stops with shelters (31%), benches (38%), and lighting (0%)
- On-Time Reliability of Transit Routes:
 - Outbound Stops (87% pre-COVID, 98% during COVID)
 - Inbound Stops (90% pre-COVID, 91% during COVID)
- Ped/Bike Connections to Transit:
 - No stops have a PLTS below 2
 - One stop (SW Twin Oaks Circle) has a BLTS of 2
- Average Stop Spacing (typically 0.25 miles, except):
 - SE Richland Avenue & SE Park Avenue (inbound and outbound)
 - SE Richland Avenue & SE Mayberry Avenue (inbound)
 - SE Lilly Avenue & SE Twin Oaks Circle (inbound)



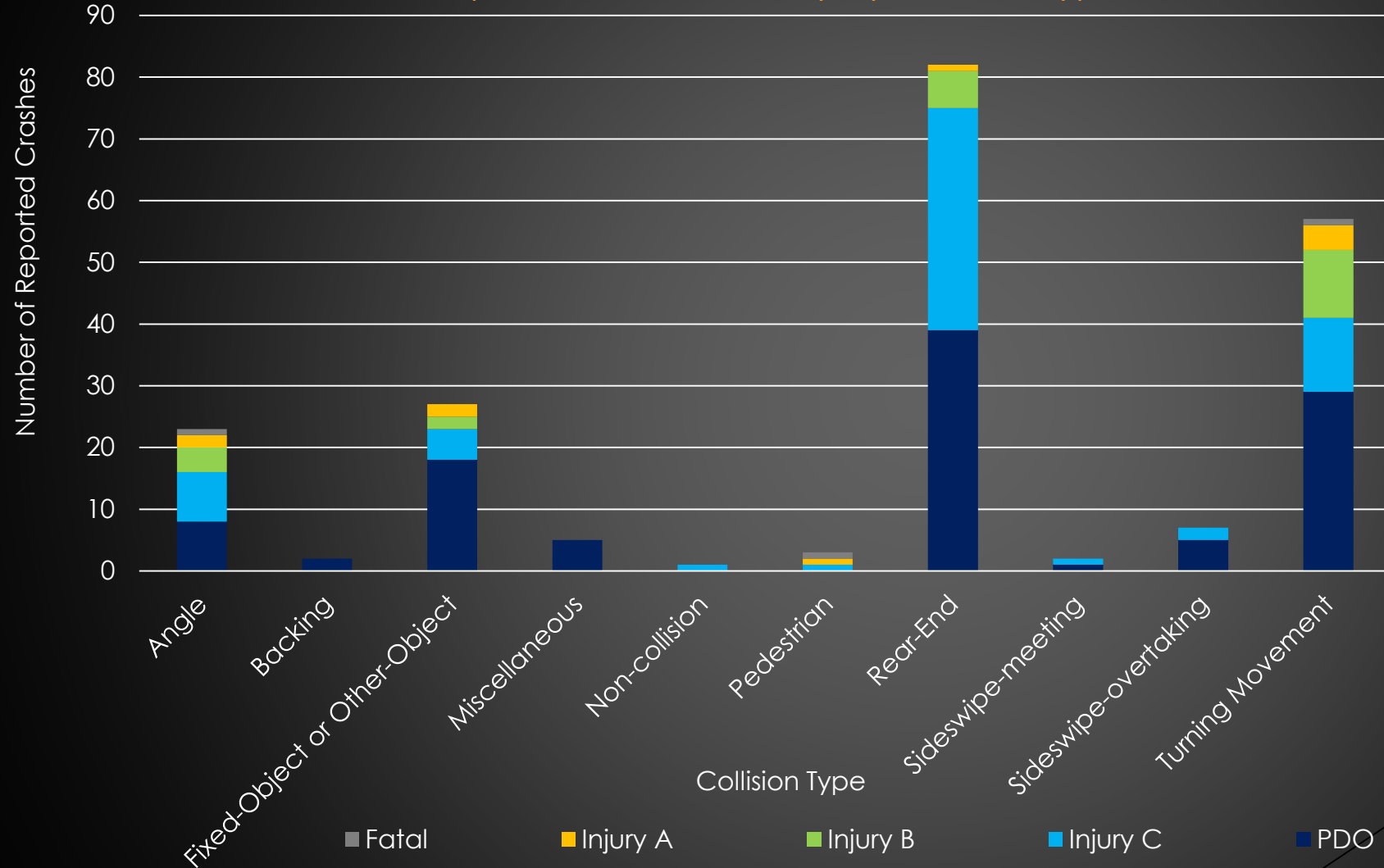
3. Existing Safety and Active Transportation Summary

Reported Crash Severity by Year



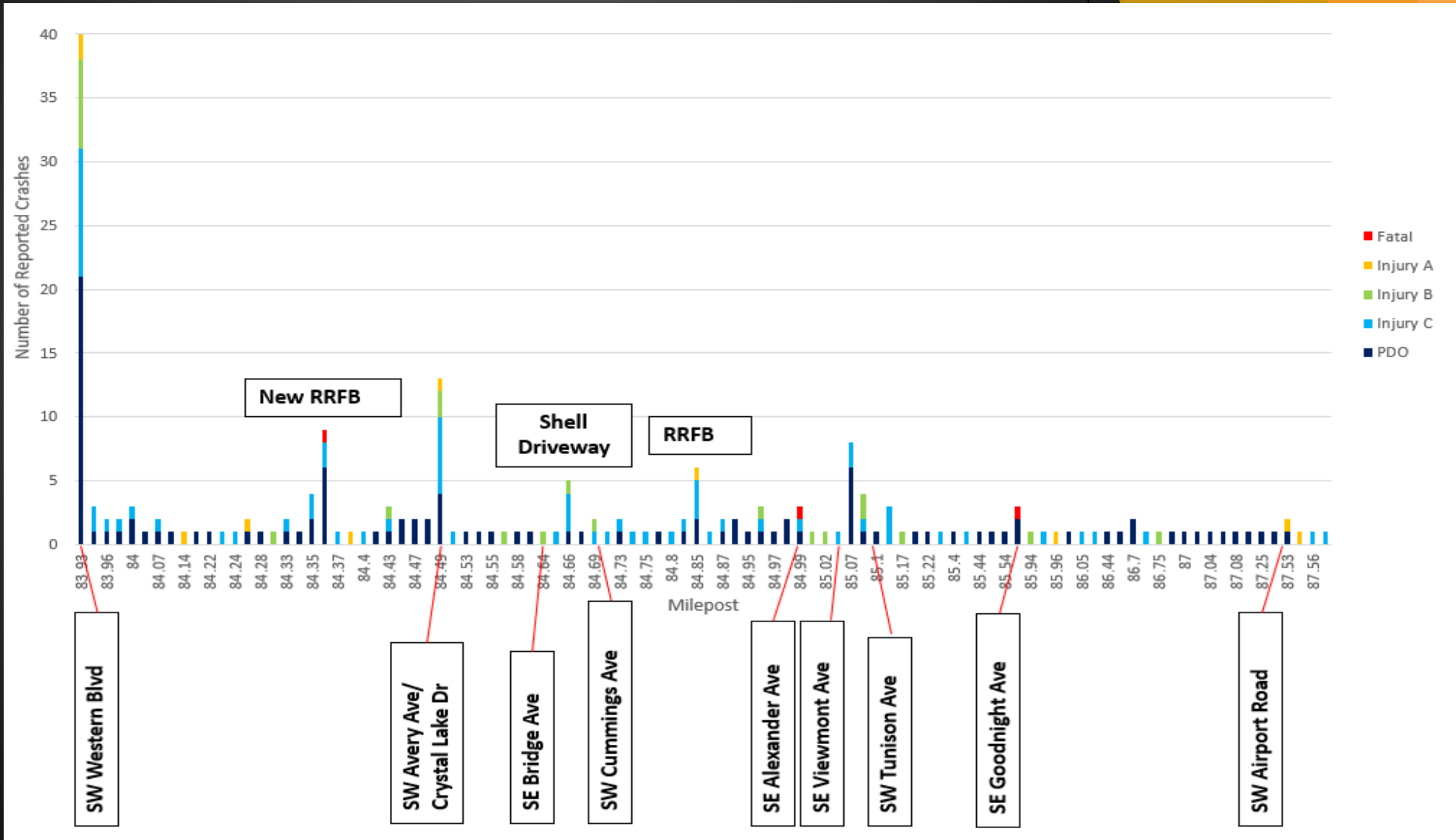
3. Existing Safety and Active Transportation Summary

Reported Crash Severity by Collision Type

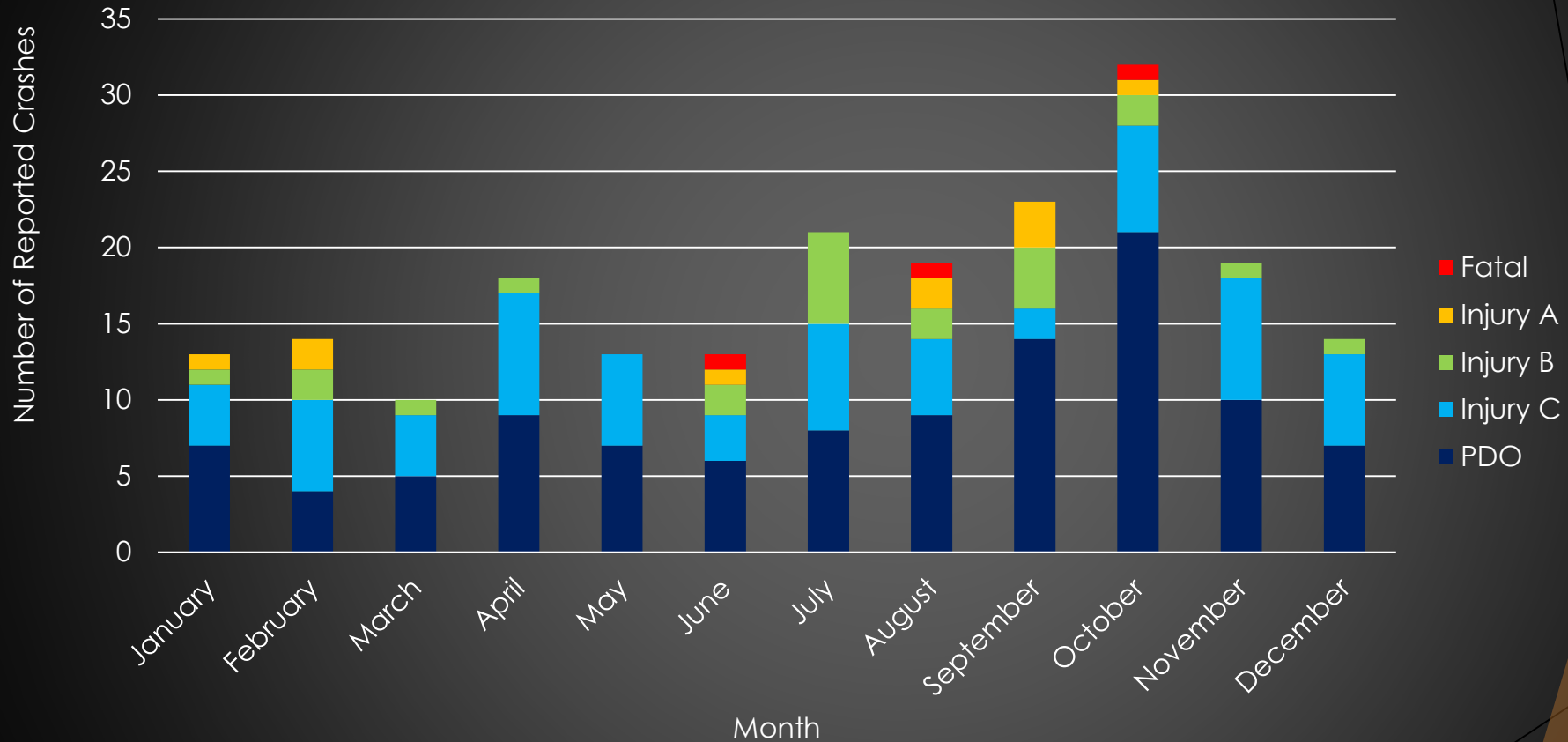


3. Existing Safety and Active Transportation Summary

Crash Analysis (2014-2018): Reported Crash Severity by Milepost

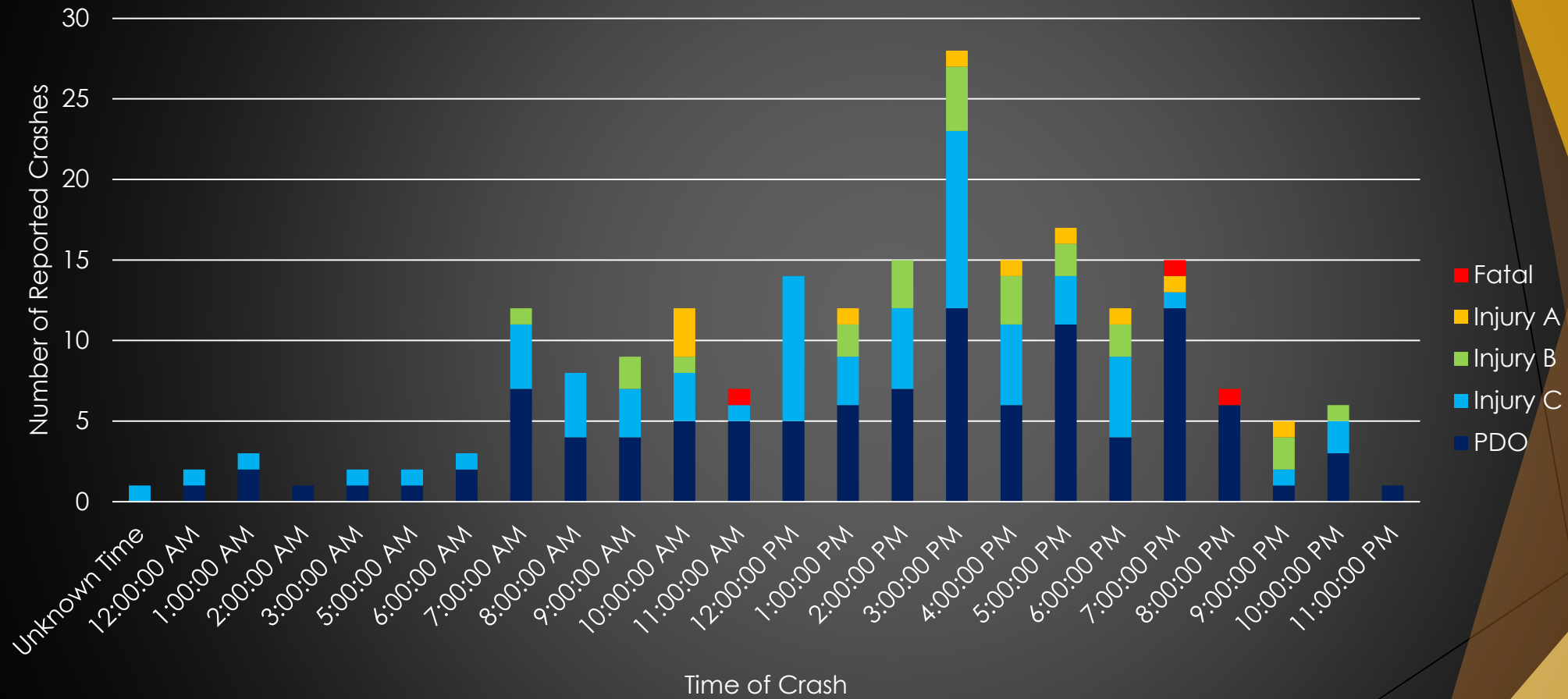


3. Existing Safety and Active Transportation Summary



2014-2018 Reported Crashes by Month

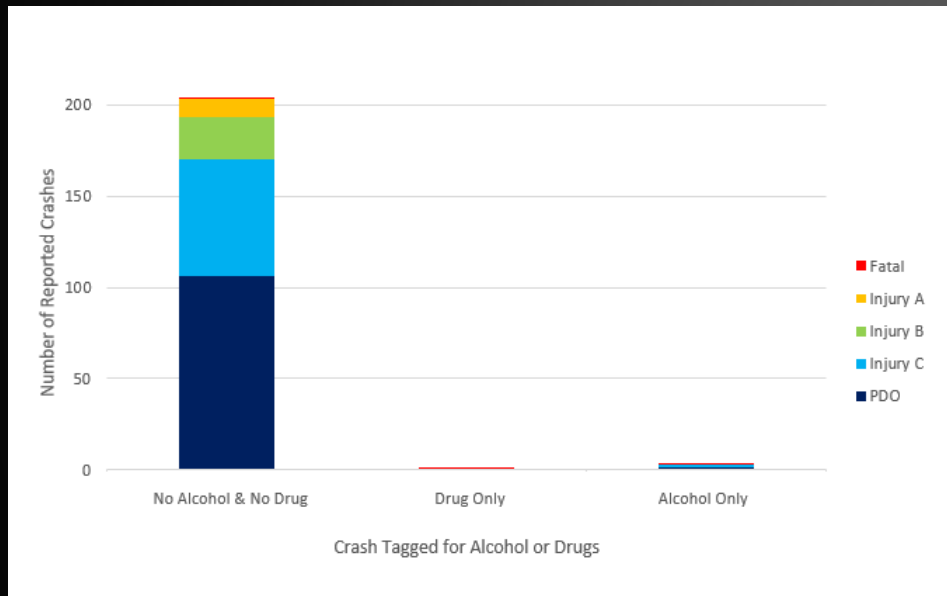
3. Existing Safety and Active Transportation Summary



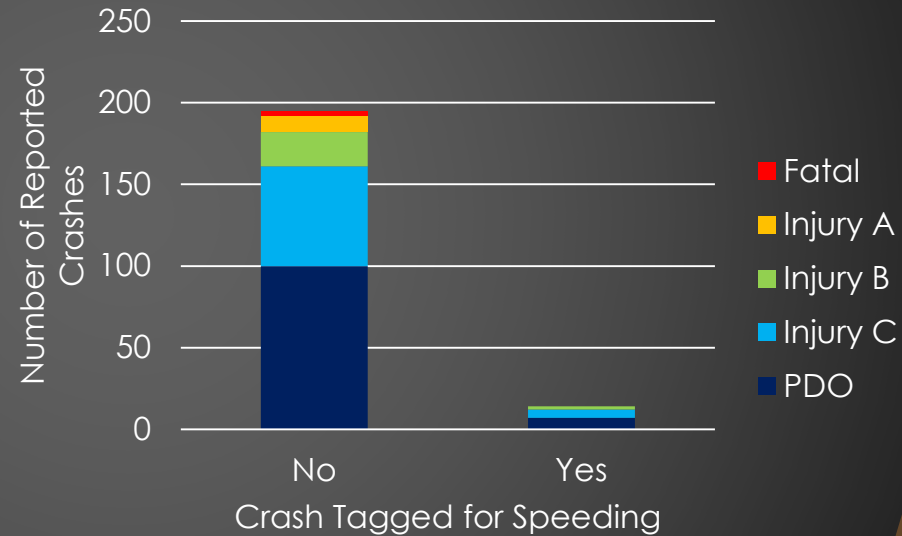
2014-2018 Reported Crashes by Time of Day

3. Existing Safety and Active Transportation Summary

2014-2018 Reported Crashes Tagged for Alcohol and Drug Use

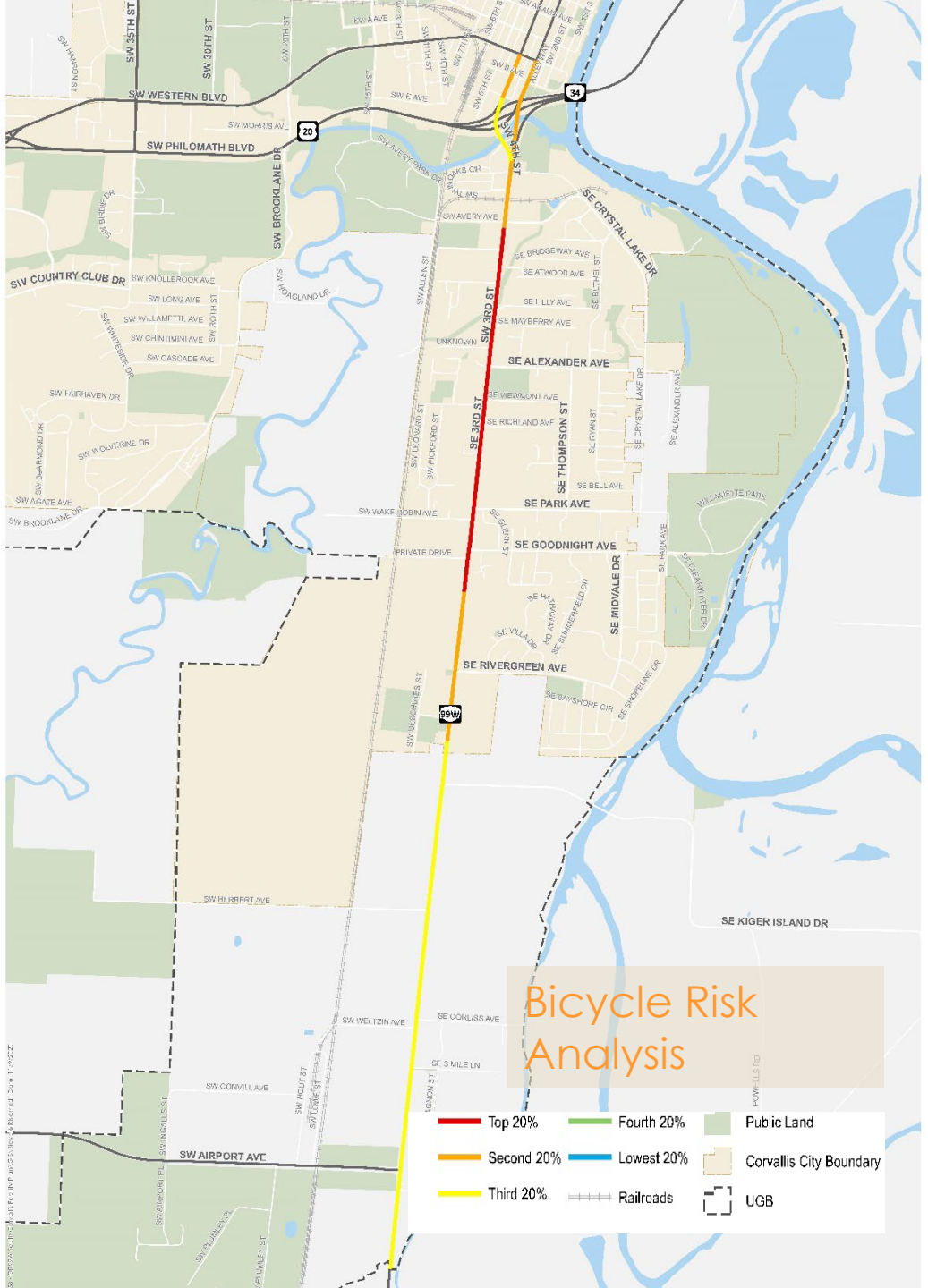
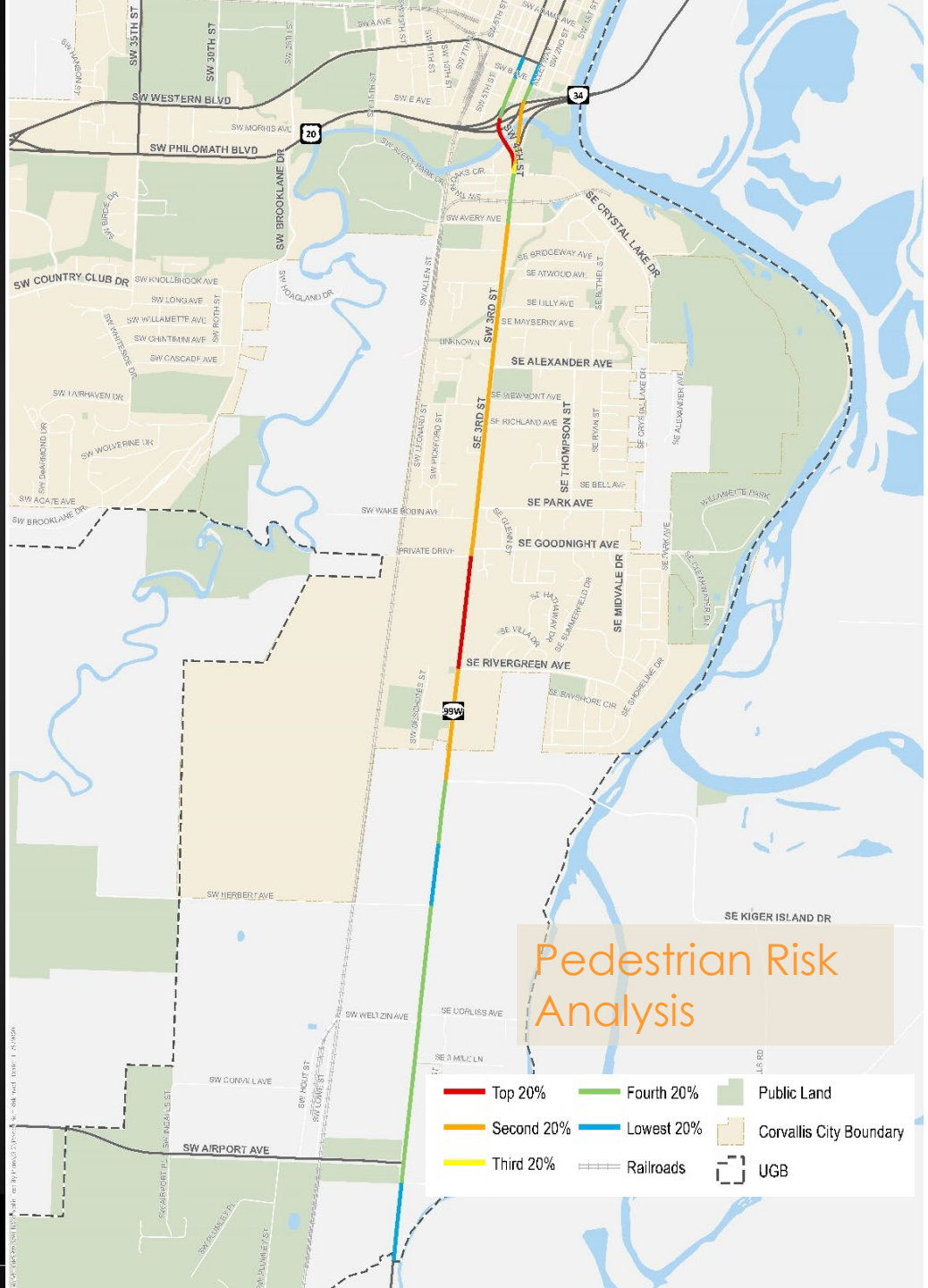


2014-2018 Reported Crashes Tagged for Speeding



- 2 of 5 drug/alcohol crashes were fatal;
- 1 of 29 speed-related crashes was fatal

3. Pedestrian and Bicycle Risk Analysis



3. Existing Safety and Active Transportation Summary

Crash Analysis

- 3 fatalities between 2014 and 2018; 2 more since then (1 in 2019 and 1 in 2020)
- 5 serious injury crashes between 2014 and 2018; 1 in 2019
- 209 total reported crashes between 2014 and 2018
- 14% of crashes involved excessive speeding
- Peds & bikes involved in 10% of all crashes, but 46% of serious injury and fatality crashes

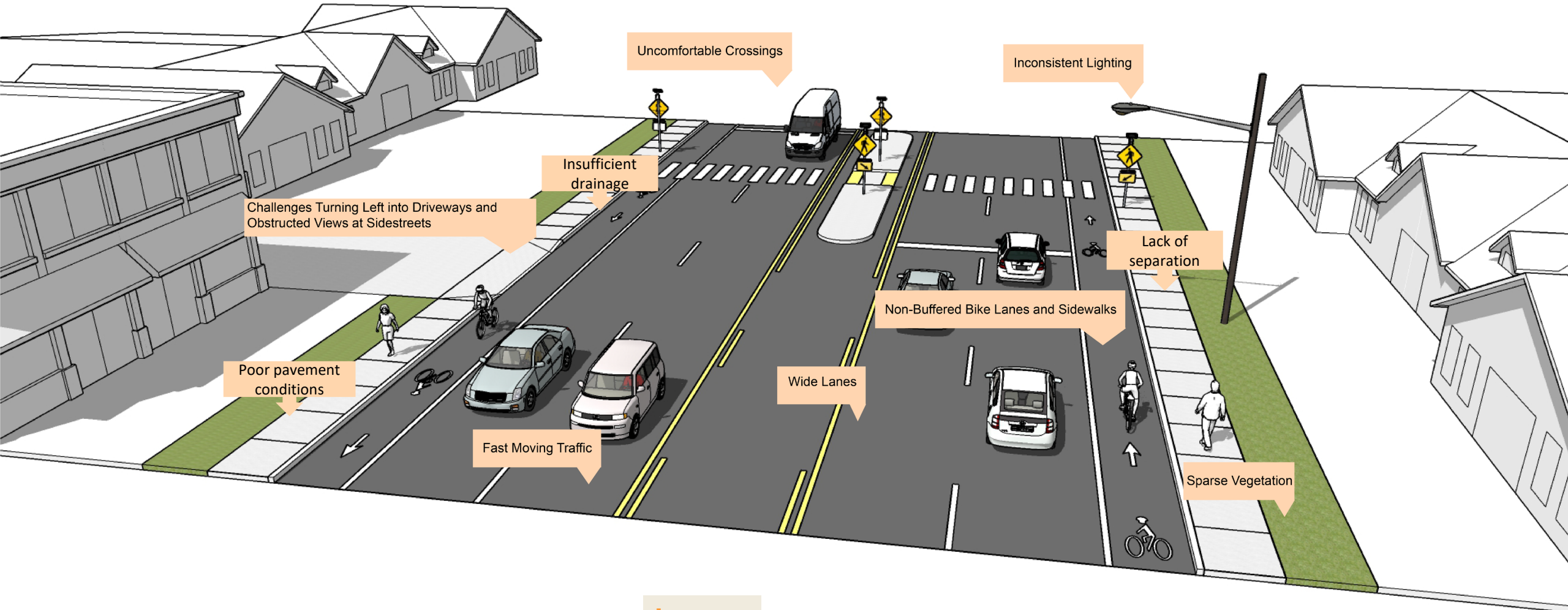
3. Existing Safety and Active Transportation Summary

Solutions / Countermeasures

- Speed Feedback Signs
- Rectangular Rapid Flashing Beacons / Pedestrian Hybrid Beacon
- Cross Section Modifications (narrowed lanes, buffered bike lanes, boulevard treatment)
- Cross Improvements (lighting, striping)
- Protected Turn Movement Treatments at Signals
- Signal Head Improvements (lenses, reflective backs)
- Buffered Bike Lanes
- Street Trees
- Urban Green Bike Lanes
- Bike Boxes at Intersections
- Roundabouts
- Interchange Modifications

Any questions about the existing conditions and inventory, bicycle and pedestrian analysis, transit analysis or crash analysis?

4. Corridor Issues, Opportunities and Constraints



Issues

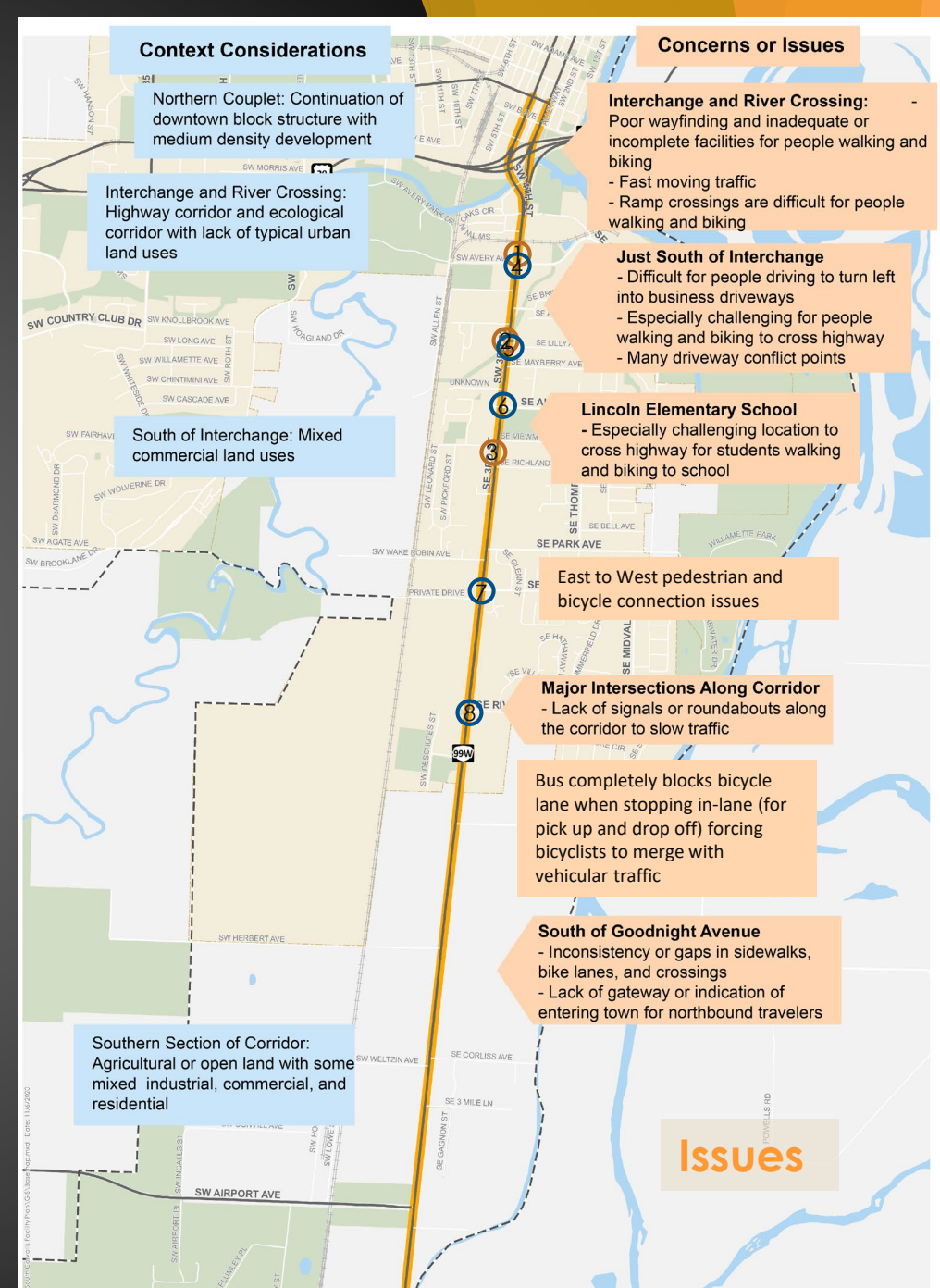
4. Summary of Corridor Issues, Opportunities and Constraints

Location-specific mid-block crossings challenges

- 1 Crossing S of SW Twin Oaks/SE Chapman Pl: High volumes of pedestrian and bicyclists. 2 fatal pedestrian and bicycle crashes in 2019 and 2020
- 2 Crossing S of SW Cummings Ave: Public does not feel safe using RRFB
- 3 Crossing between SE Viewmont and SW Tunison: Challenging for school crossing (Lincoln Elementary School)

Location-specific intersections challenge

- 4 SW Avery Ave/Crystal Lake Dr: Second-highest number of crashes
- 5 Unsignalized intersection with SE Lilly Ave: Public expressed desire for marked crossing
- 6 Signalized intersection with SE Alexander Ave: High ped/bike volumes, close to Lincoln Elementary School. Cars fully block pedestrian crossings. RSA proposal: two-stage left-turn bicycle boxes
- 7 Unsignalized three-legged intersection with SE Goodnight Ave: Concern for trees block view for motorists, median to north reduces storage length of southbound left turns increasing chances of rear-end crashes
- 8 Unsignalized three-legged intersection with SE Rivergreen Ave: Sight distance concern for people making turns out of Rivergreen onto OR 99W

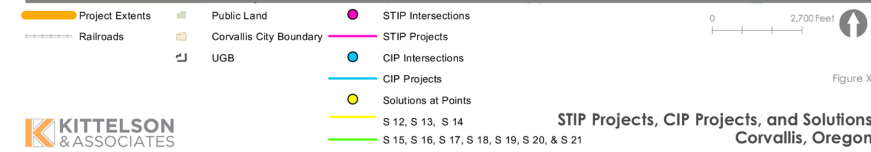
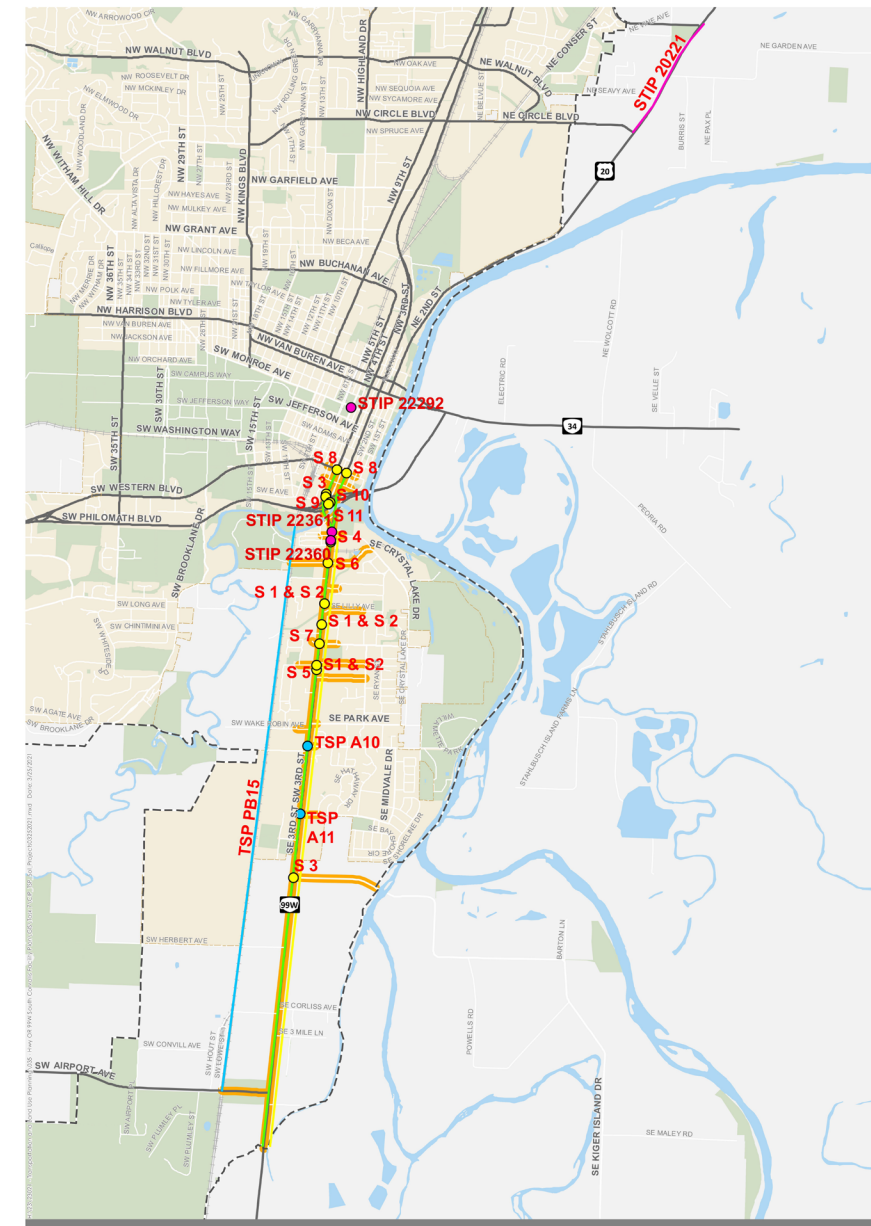


Any questions about the issues
identified?

5. Existing Solutions & Planned Improvements

Solutions

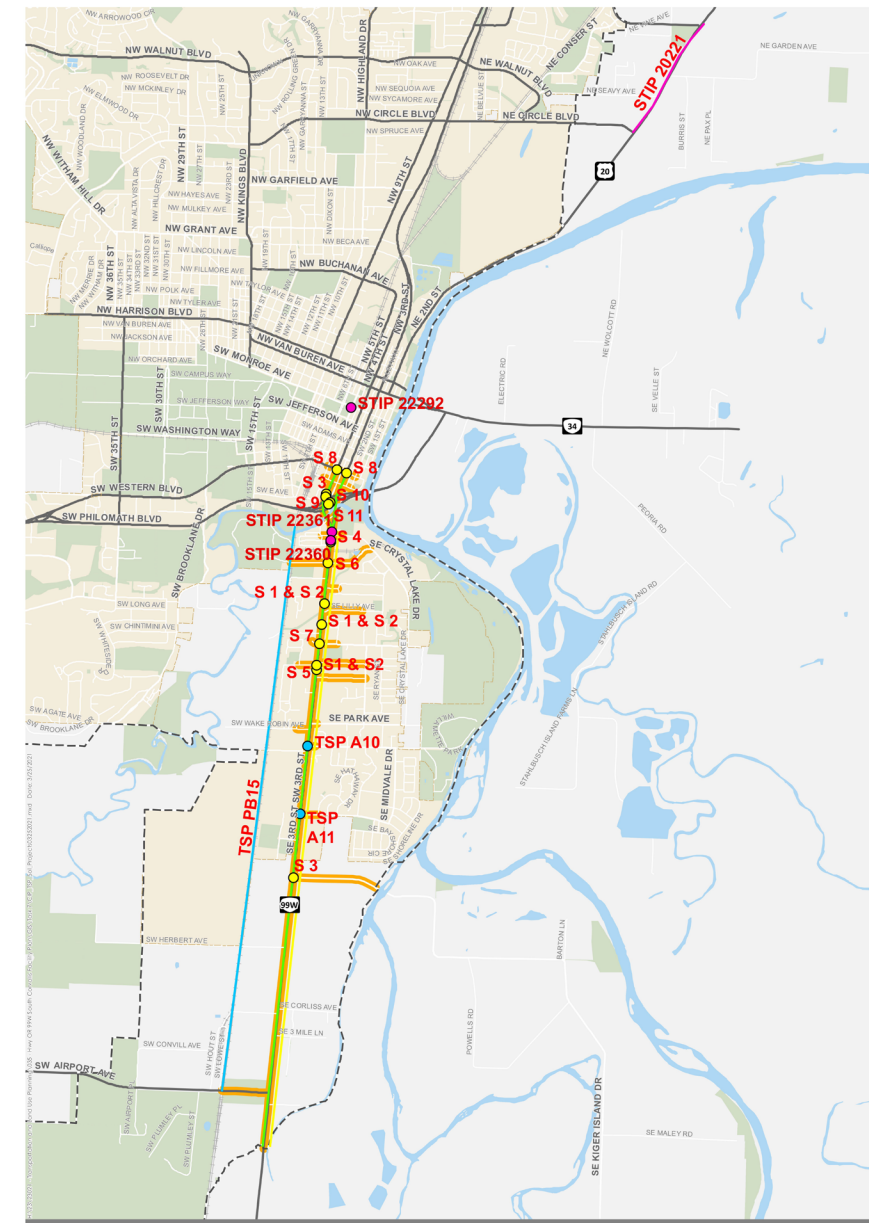
- S1 - Crossing improvements: lighting
- S2 - Crossing improvements: striping
- S3 - Speed feedback signs
- S4 - Crossing improvements: south of SW Twin Oaks Cir/SE Chapman Pl – replace RRFB with PHB
- S5 - Intersection improvement (Protected): SW Tunison/SE Viewmont
- S6 - Intersection improvement (Protected): SE Avery (Crystal Lake Drive)
- S7 - SE Alexander Avenue – Bicycle two-stage left-turn boxes
- S8 - Safety improvements at the one-way couplet intersections with SW Western Boulevard: Adding protective left-turn phases and adding reflective back plates to signal head
- S9 - Trap lane removal southbound on OR 99W approaching the ramps to US 20/OR 34
- S10 - Improve bicycle and pedestrian connection through the interchange



5. Existing Solutions & Planned Improvements

Solutions

- S11 – Interchange improvements
- S12 - Cross section modification: restriping, narrower lanes, additional buffer, flex-posts, medians (with landscaping)
- S13 - Add curb extensions (bulb-outs) at city/local approaches
- S14 - Tighten the intersection corner curb radii on city/local road approaches
- S15 - Improve lighting
- S16 - Improve signage
- S17 - Provide vegetation buffer
- S18 - Remove obstacles from sidewalks and bike lanes
- S19 - Improve drainage
- S20 - Evaluate and improve ADA compliance
- S21 - Repave roadway



■ Project Extents ■ Public Land ● STIP Intersections
— Railroads ■ Corvallis City Boundary — STIP Projects
— UGB ● CIP Intersections — CIP Projects
● Solutions at Points
— S 12, S 13, S 14
— S 15, S 16, S 17, S 18, S 19, S 20, & S 21

0 2,700 Feet

Figure X

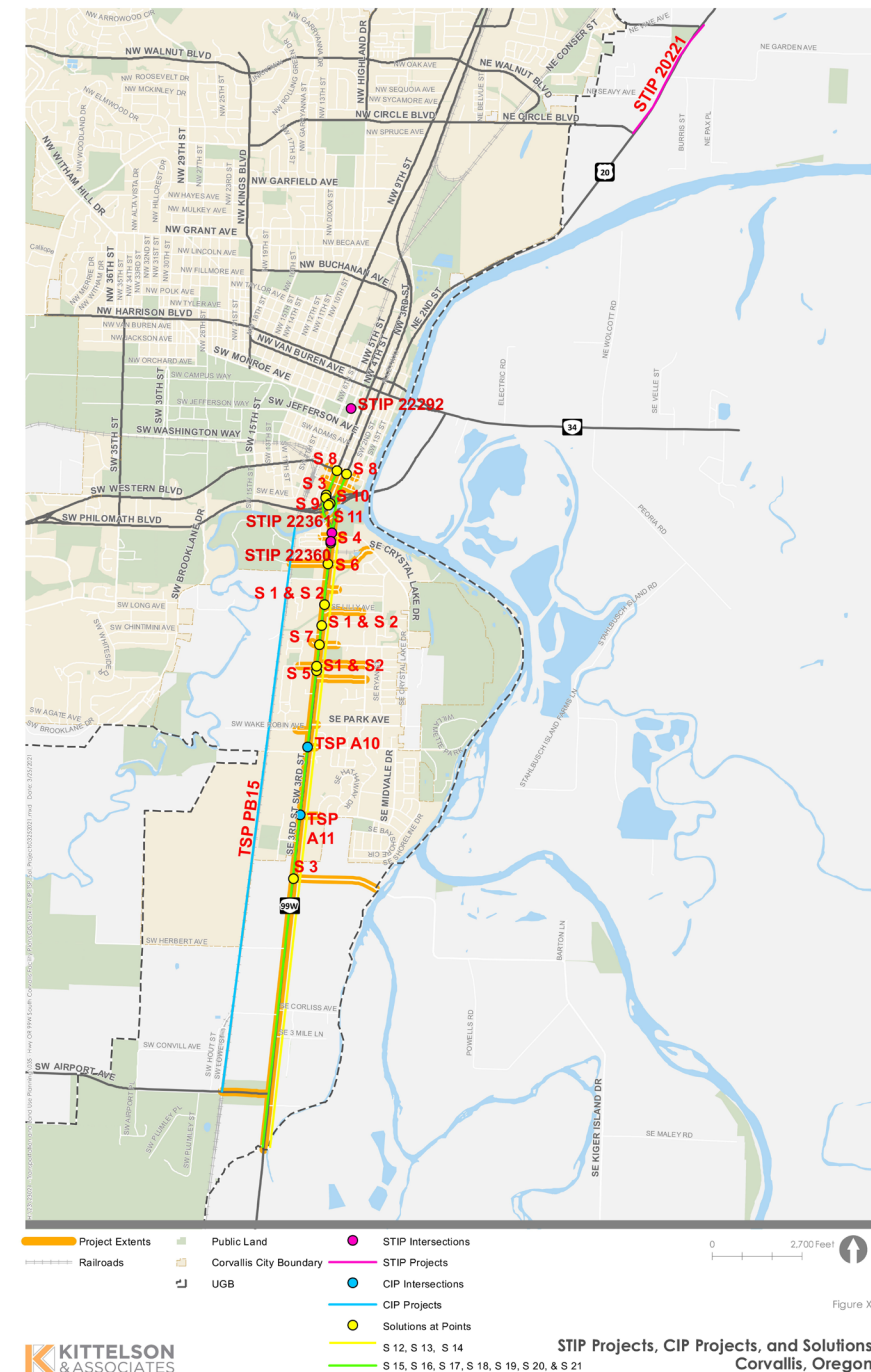
STIP Projects, CIP Projects, and Solutions
 Corvallis, Oregon

5. Existing Solutions & Planned Improvements

Solutions: Planned Improvements

STIP Projects

- OR99: Chapman Crossing Advanced Warning Light
- OR99: Chapman Crossing Illumination
- Corvallis Transit System (CTS) Camera System
- Transportation Options Program (Corvallis) SFY21
- Albany and Corvallis Signal Improvements
- OR 99W: Corvallis Stormwater System

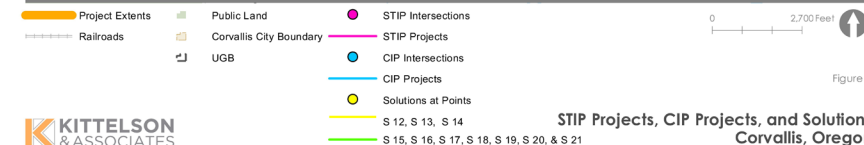
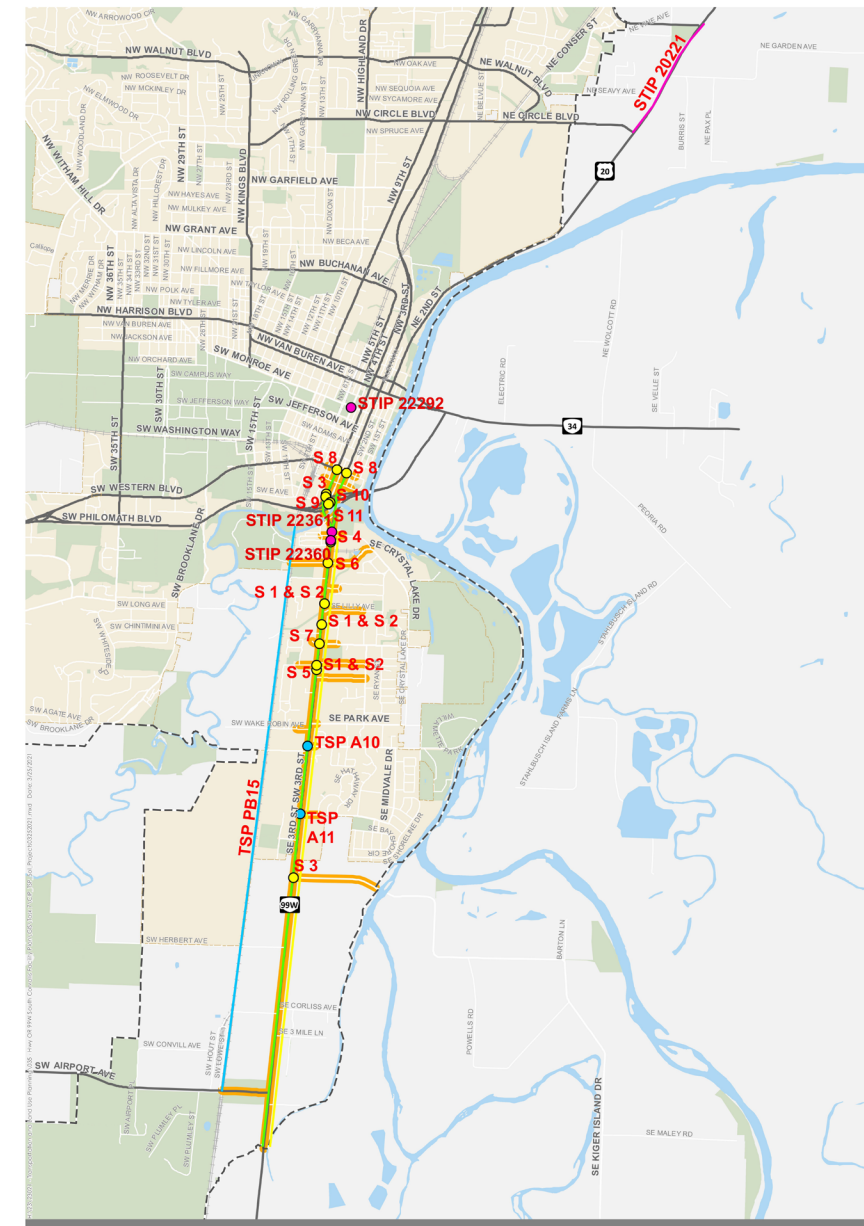


5. Existing Solutions & Planned Improvements

Solutions: Planned Improvements

CIP Projects

- Multi-Use Path Planning - Tunison to Avery Park Drive (South Corvallis Multi-Use Path)
- Mary's River Pedestrian and Bicycle Crossing (Mary's River Path Crossing)
- 3rd and Goodnight Traffic Signal (OR99W/Goodnight Avenue Traffic Control)
- 3rd and Rivergreen Traffic Signal (OR99W/Rivergreen Avenue Traffic Control)



6. Discussion of Solutions & Planned Improvements

Thoughts to share

7. Recent Deliverables

- ▶ Performance-Based Decision Framework: Complete
- ▶ Road Safety Audit: Complete
- ▶ Draft Summary of Corridor Issues, Opportunities and Constraints: In Review
- ▶ 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 Motor Vehicle Conditions: In Review
- ▶ Existing Safety and Active Transportation Inventory and Conditions: In Review
- ▶ Existing Needs, Planned Improvements, Alternatives and Recommendations: In Review

8. Next Steps & Adjourn

- ▶ Next – May 12th TAC Meeting #5
- ▶ In the next couple of months, we will be working on:
 - Planned Future Active Transportation Conditions

Questions/Comments?

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Thank You!