



STAKEHOLDER ADVISORY GROUP MEETING 12

Agenda

- Welcome and Meeting Purpose
- Recent Steps
- Near-Term Improvements
- Preferred Concept
- Questions
- Next Steps



Meeting Purpose

- Review City/ODOT Drivers of Preferred Concept
- Review Near-Term Improvements
- Describe & Discuss the Preferred Concept
- Discuss Timing/Sequencing Issues
- Collect Feedback to Refine the Preferred Concept



Recent Steps

June/July

TM #16:
Evaluation



TAC + SAG
Meeting 11



August

Feasibility
Meetings with
ODOT and
City of
Corvallis



Sept/Oct

Draft
Preferred
Concept



City Drivers of Preferred Concept

- No new parallel City streets not in TSP
- No street reclassification/expansion not in TSP
- No funds to maintain planted medians on OR99W
- Will implement City TSP projects in the area
- Prefer planter, bikes, and peds outside the curbs
- Prefer enhanced crossings where possible
- Prefer signals and single-lane roundabouts



ODOT Drivers of Preferred Concept

- Need four travel lanes for future demand
- Strive to maintain minimum widths/heights (freight)
- No funds to maintain planted medians
- Prefer planter strip, bike facility, and sidewalk outside the curbs
- Need recommended crossing locations (not types)
- Need major intersections identified requiring signal/roundabout control

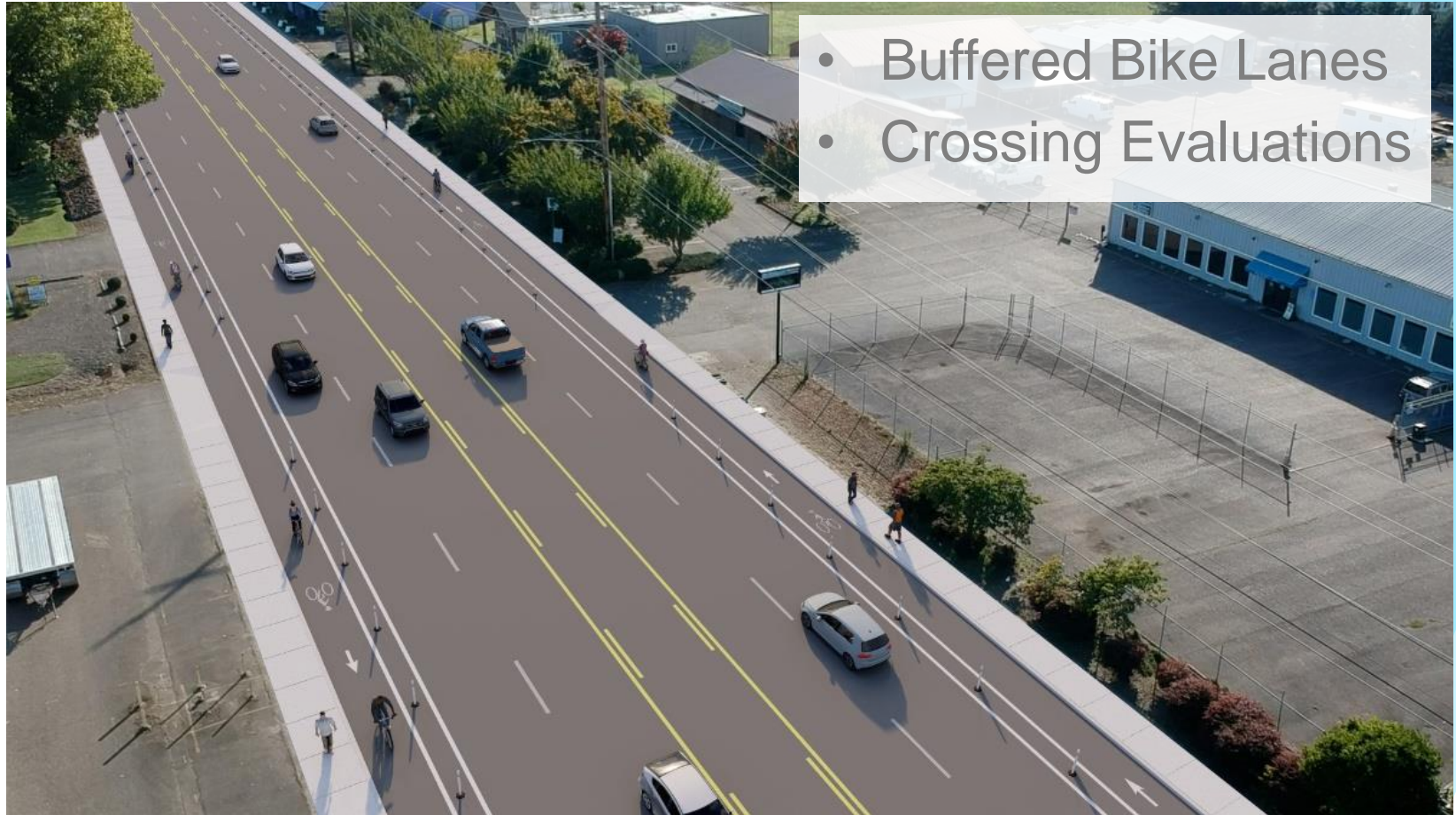


Near-Term Projects

- ODOT
 - Intersection improvements on 3rd and 4th Streets at Western Blvd
 - Resurfacing & restriping on 3rd and 4th Streets from the Marys River to Kiger Island Drive
- City
 - Lincoln Elementary Speed Feedback Sign
 - Tunison to Avery 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)



2025 Resurfacing/Restriping Outcomes



- Buffered Bike Lanes
- Crossing Evaluations

Sidewalk improvements and vertical bike lane separation not included



Preferred Concept



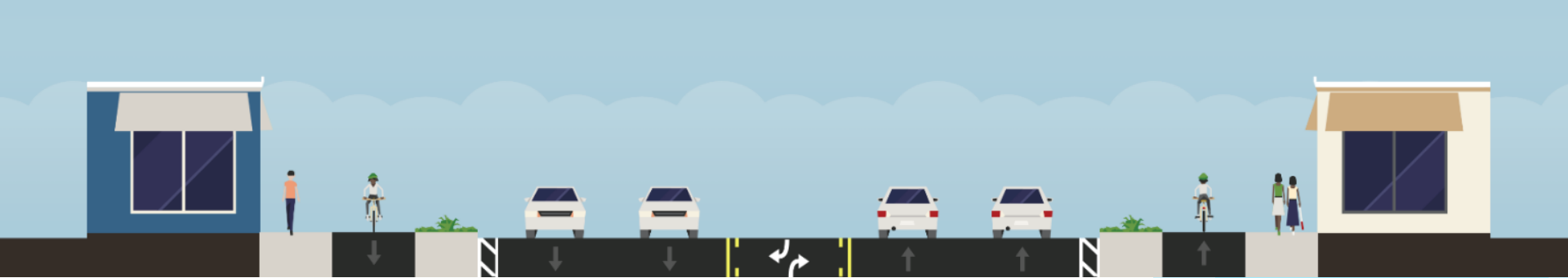
Preferred Cross-Section: Northern Segments



Transition from 5 lanes to 3 lanes to occur between Prairie Ave and Goodnight Ave.



Northern Segments Cross-Section



The exact location of the transition is to be determined.

Preferred widths:

- Sidewalk: 6ft-8ft
- Buffer: 1ft

Preferred widths:

- Bike lane: 8ft
- Landscaping: 6ft-9ft

Right-of-way needed: 102+ ft



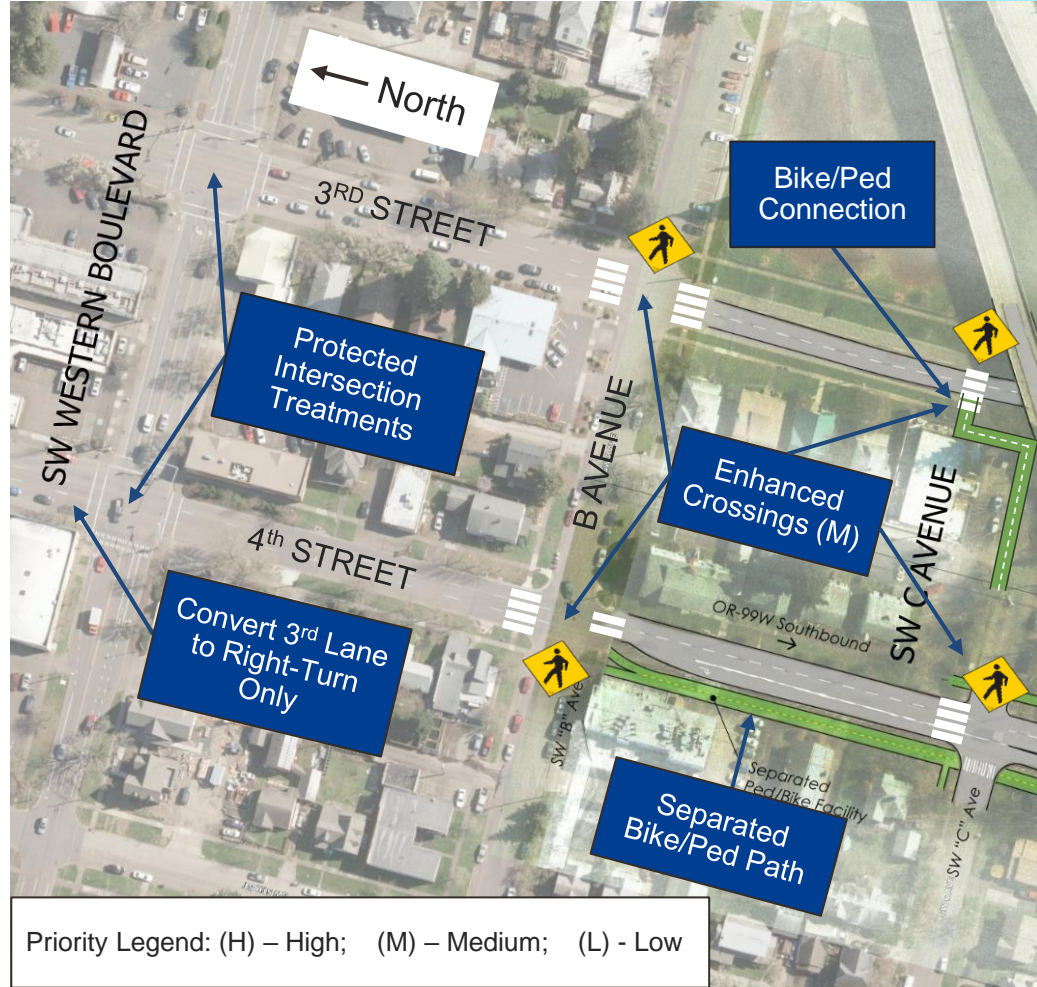
Segment 1: North of Interchange



Protected Intersection Treatment

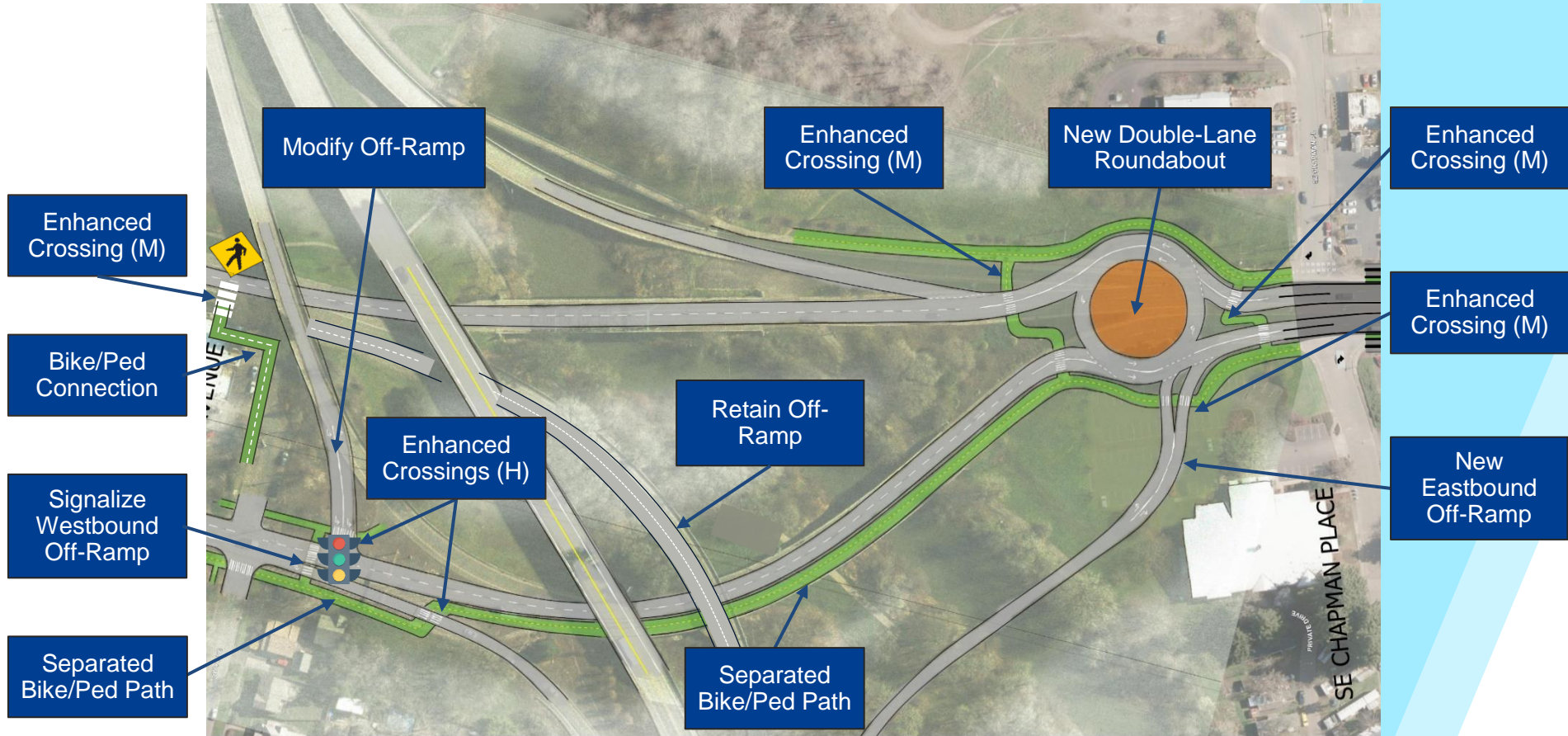
Notes:

- Current project may include curb extensions & signal at Western Blvd & OR 99W intersections which may precede the protected intersection concept
- Enhanced crossing at 4th St & SW C Ave not needed if westbound US 20 off-ramp is signalized



Priority Legend: (H) – High; (M) – Medium; (L) - Low

Segment 1: Interchange Area

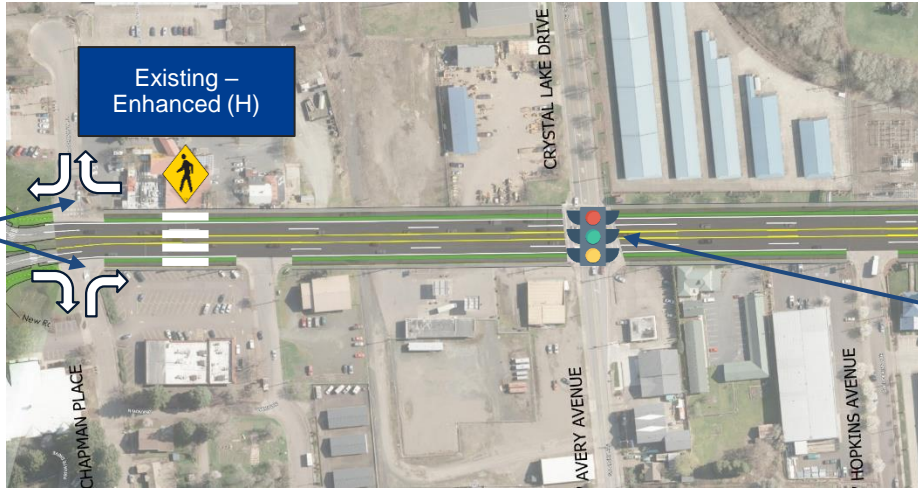


← North

Priority Legend: (H) – High; (M) – Medium; (L) - Low



Segments 1 & 2

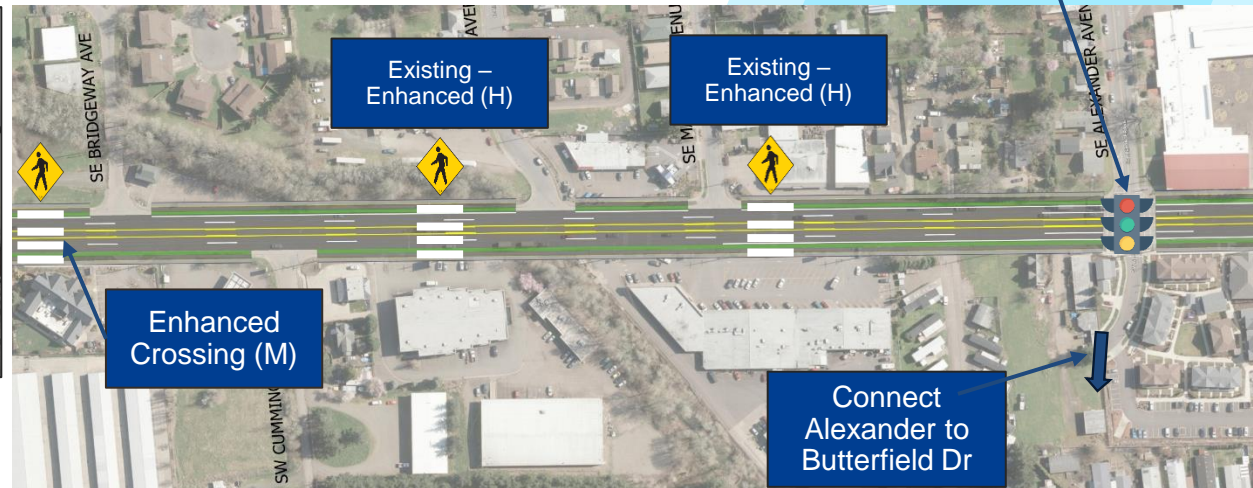


Protected Intersection Treatment

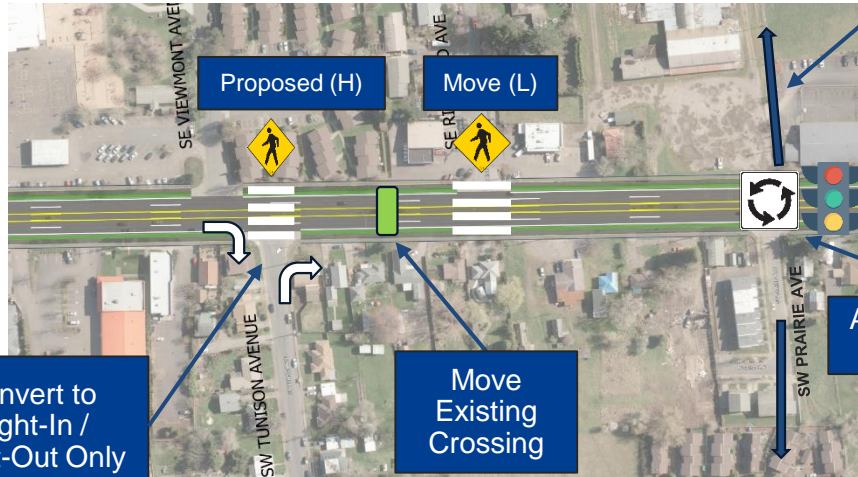
Convert to Signalized Protected Intersection (H)



Potential Crossing Treatment - Overhead RRFB



Segment 2

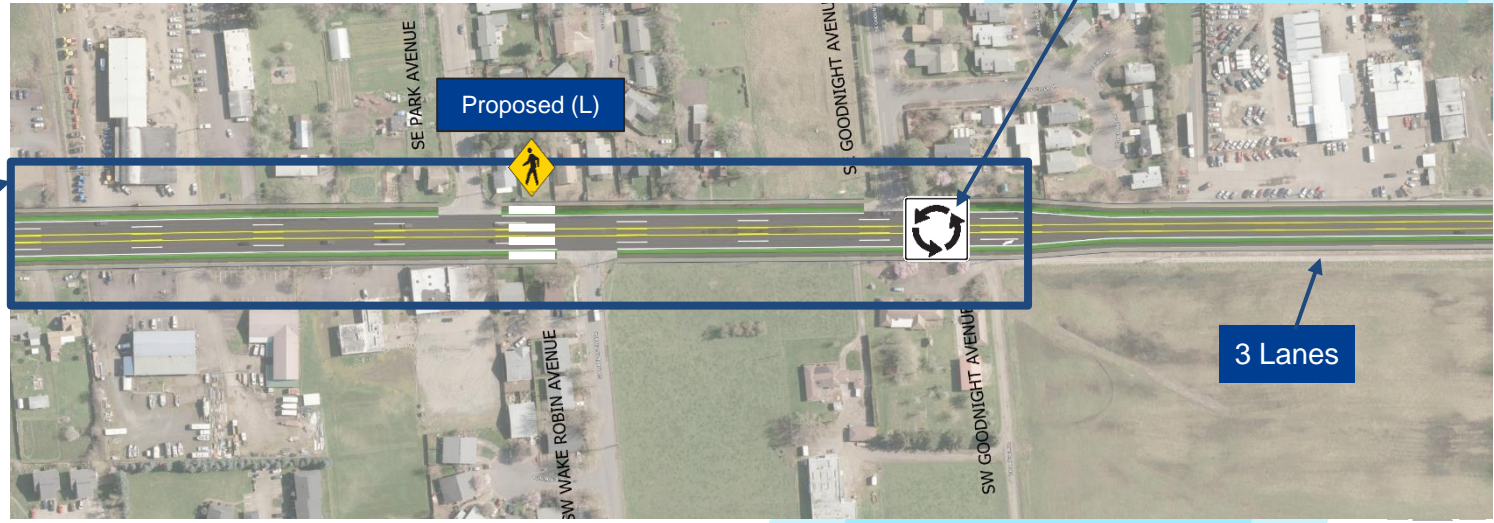


Connect to Powell Ave

Note: Tunison Ave can be converted to right-in/right-out only after providing the Alexander Ave-SW Butterfield Dr connection. The crossing at Tunison Ave (raised median with pedestrian refuge) can be provided only after it is converted to a right-in/right-out only intersection.



Add Roundabout



Transition Area To Occur Between Prairie and Goodnight

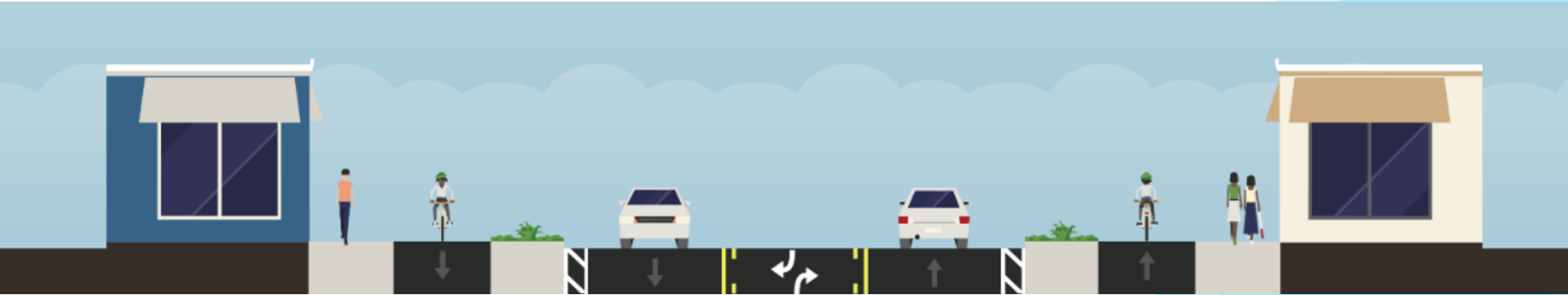
- Priority Legend:
- (H) – High
 - (M) – Medium
 - (L) - Low

Preferred Cross-Section: Segment 3

Transition from 5 lanes to 3 lanes to occur between Prairie Ave and Goodnight Ave



Segment 3 Cross-Section



The exact location of the transition is to be determined.

Preferred widths:

- Sidewalk: 6ft-8ft
- Buffer: 1ft

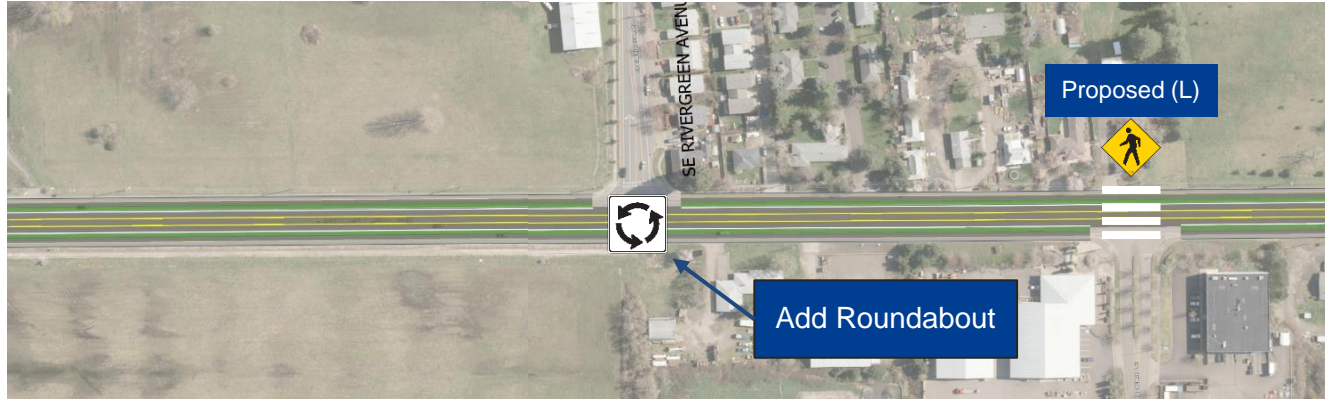
Preferred widths:

- Bike lane: 8ft
- Landscaping: 6ft-9ft

Right-of-way needed: 80+ ft

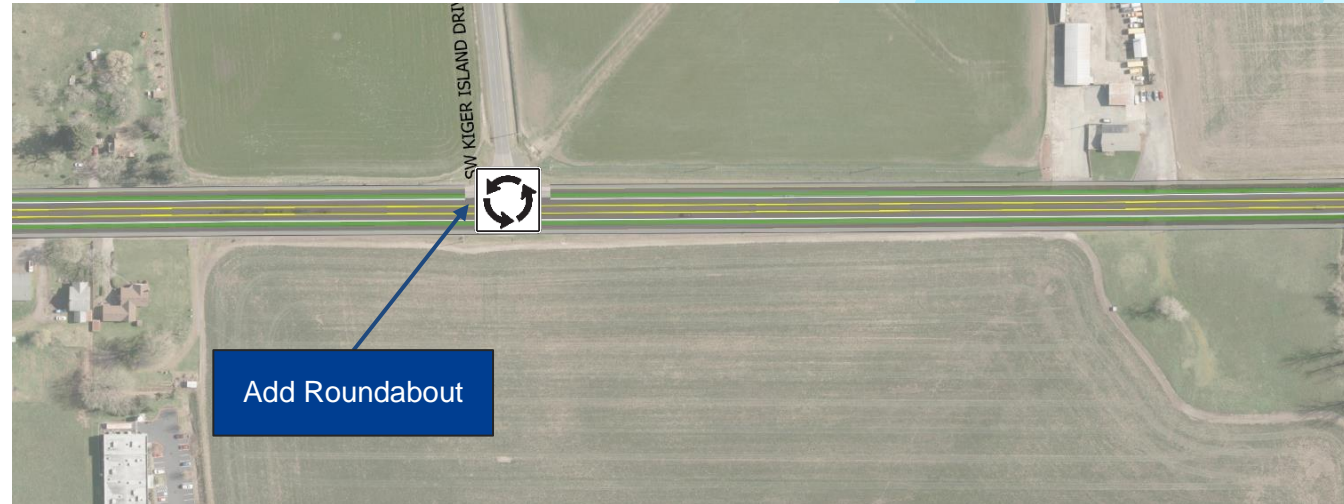


Segment 3 (northern portion)

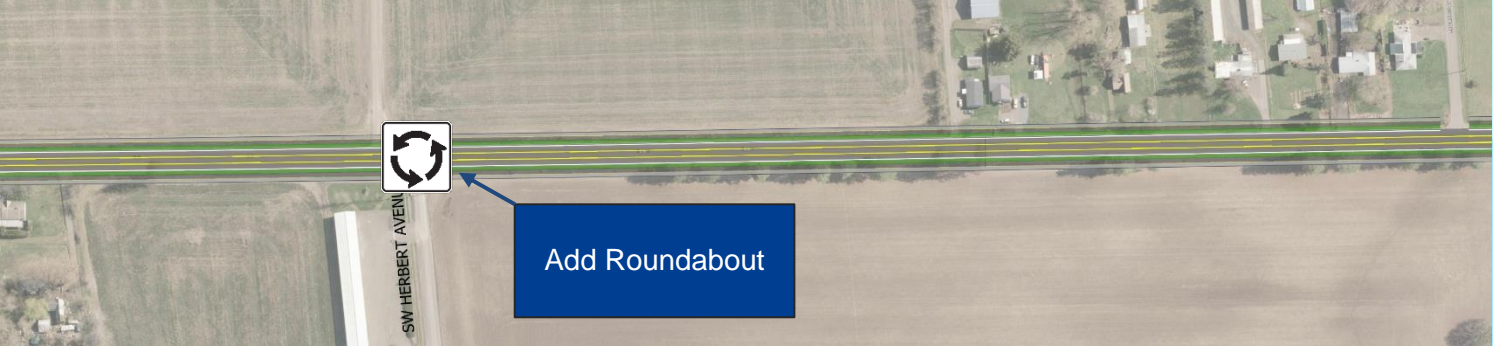


Potential Crossing Treatment - RRFB

Provide roundabouts with development



Segment 3 (southern portion)



Provide roundabouts with development



Questions

- 4th Street Bicycle Treatment:
 - 1-way southbound or 2-way?
- Existing Shared-Use Path Crossing Marys River:
 - Connect to C Avenue or Connect to B Avenue?
- Prairie/Powell (if single-lane roundabout infeasible):
 - Multi-lane roundabout or signal preference?



Next Steps

- Modeling & Analysis to Determine:
 - Major intersection treatments
 - Exact 5- lane to 3- lane transition location between Prairie/Powell and Goodnight
- Near-Term/Long-Term Project Packaging & Phasing
- Cost Estimating
- Project Meetings:
 - Mobility Advisory Committee
 - City Council/Planning Commission
 - Public Open House

