

BARNEY & WORTH, INC.

February 17, 2021

To: Camilla Dartnell

From: Clark Worth

Re: Corvallis OR 99W Facility Plan: Mapping Exercise

Camilla:

Looking at the mapping results, the main themes are overwhelming: this is all about safety and more/better/safer pedestrian and bicycle crossings.

Here are participants' priorities, in descending order of importance:

- 79 – Safety: bicycles/pedestrians, schools
- 47 – Crossings
- 22 – Infrastructure: missing infrastructure/gaps, not walkable, need more signals, better lighting
- 21 – Traffic: high speeds, high volumes, congestion
- 21 – Other: many conflicts identified
- 3 – Maintenance
- 2 – Aesthetics

Most of the “Infrastructure” and “Traffic” responses are also closely related to safety improvements.

Issues and concerns are identified all along the corridor. The greatest concentration is at the north end, just south of the US 20/Highway 34 interchange, near Twin Oaks Circle and Chapman Place. Other “hot spots” are in the vicinity of OR 99W intersections with Crystal Lake Drive, Lilly Avenue, Goodnight Avenue and Rivergreen Avenue.

Terminology used to describe the OR 99W corridor's character is pretty dark:

- Threatening, unprotected, uncomfortable, poor visibility, poorly lit
- Obstructed views, obstacles
- Heavy traffic, high speeds
- Missing infrastructure; not walkable; many conflicts

The KAI mapping tool provides a rich treasure of specific issues, locations – and some suggestions on possible solutions. I love your tool - this is terrific public input! Congratulations!

In Their Own Words

The 197 comments received provide an in-depth understanding of the corridor's issues, opportunities and priority locations. A small sample of participants' comments is included below.

“Alleviate the dangerous setup for anyone not in a motorized vehicle.”

“3^d Street is a plant desert, and not very desirable for anything but cars.”

"I have hopes the highway will be tamed down into a pedestrian friendly corridor."

"Please have bike lanes separated by curbs and shrubs, large trees so they don't obstruct views."

"This area should be like a residential area, not a highway."

"Hard for bikes and walkers to get across the highway."

"There isn't room for the bike and the pedestrian on the bridge."

"Make a bike path that goes along the railroad tracks, that would cost less and provide another means of transport for bikes and walkers to get to the western part of town."

"Better lighting is needed on the east side of the street."

"People are driving much faster than the speed limit. The speed limit needs to be lower for the amount of traffic there is."

"One needs to remember this is a highway and not a neighborhood street."

"We are afraid to walk or bike at the south end of the highway due to high traffic speeds and lack of separation between pedestrians and vehicles."

"Parents are afraid to walk/bike to school. Many choose to drive, even a short distance, to avoid danger."

"I am concerned about the effect of transportation on global warming. I would like to know how this Facility Plan will not worsen the problem."

"The bike lane can have a lot of debris, including metal truck parts – a major hazard."

"Lane width could be significantly reduced, and the extra width used to create separated, protected bike lanes."

"Drivers are unwilling to turn their heads to look for cyclists or pedestrians entering the crosswalk."

"Curb cuts throughout the corridor are far wider and more numerous than they need to be."

"I don't feel comfortable at this type of pedestrian crossing. Rather than walking to one of these crossings, I typically wait for a break in traffic and run across, because I don't trust drivers will actually stop."

"People actually increase their speed as they come into Corvallis and the road widens. This stretch needs serious traffic calming."

"I've called both the City and ODOT only to be told 'it's their responsibility, not ours'. By both parties."

"Thank you for the opportunity to comment."

Camilla, thanks again for sharing the results!

cc: **Phill Worth**
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Mapping Tool Comments	Type	Likes	Please check the words that best describe the issue:
<p>I want to comment on the flashing yellow lights, but I am not sure exactly where they are. The lights were not designed by anyone who ever walks anywhere....It is very difficult to cross using the yellow flashing lights. First, for many drivers, yellow means "speed up- -the light is about to turn red" not "caution, slow down." Then, when you hit the light, you cannot tell if it is flashing from the curb. I know this is because we should not step into the road until the traffic is stopped, but traffic does not stop until it sees someone trying to cross (if then) so both driver and crosser are waiting in a weird limbo for someone to make a move. If your timing is off, you are half way across the road when it stops flashing. If the point is to make it safe (not safer, safe) for people to cross the road, the light needs to turn red. Not flashing, not yellow, but red. That means stop. And it does not matter how bright you make flashing yellow, it is still a problem.</p>	Crossings	26	Unprotected
<p>Vehicle travel lanes are far too wide (12, ODOT's freeway standard) and encourage speeding. Lanes can be 10-10.5' and still accommodate freight traffic.</p>	Safety	25	
<p>The speed limit should drop to 25 significantly before Lincoln School and remain there the rest of the way through the urban center. Traffic calming will be required, as the current road layout encourages speeding.</p>	Safety	23	
<p>As mentioned for the south exit from the Coop, this exit/intersection is very difficult to turn south from or turn left into. The traffic here will only become worse if additional services with accompanying staff are added to aid the unhoused population nearby. A light at one of the coop entrances is needed, with some way to route all traffic to enter and exit at the light.</p>	Traffic	21	
<p>Move hwy 99 onto the railroad corridor and connect it to hwy 34. This reduces out-of-town and through traffic on South 3rd street, and allows it to have more pedestrian/bike safety / functionality, and better connections between the neighborhoods on the East and West sides of 3rd street. This would be similar to the 9th street - hwy 99 relationship in North Corvallis.</p>	Traffic	21	
<p>There is no safe way for bicycles to turn left from northbound 3rd Street to westbound Avery Ave to get to Avery Park and OSU. The electromagnetic sensor in the turn lane usually does not work for bikes, and it is extremely difficult to get into the left turn lane in the first place. The alternative is to use the lights at Crystal Lake Drive to cross 3rd, but that bike lane is also very dangerous, with right-turning cars cutting the corner into the bike lane and usually not even looking for bikes at all. The bike lane sensor here is also unreliable and located in an ideal spot to get hit by a car whose driver is not looking for bikes. This forces bicyclists to dismount and use the crosswalk buttons or risk getting run over. There must be a better way for bikes to get across to Avery Park (and OSU beyond). I'm surprised no bicyclists have died here yet.</p>	Safety	20	

Drivers routinely travel well over the speed limit and pass bicycles too closely, which is already too high throughout most of this stretch. This is generally not true on 9th street between Harrison and Circle, where the speed limit is 35 mph because the lanes are narrower. For 3rd street, the same thing should be done:

- Narrow the lanes
- Expand the bike lanes to add protection
- Install center islands where a shared left turn lane is not needed and plant trees and other vegetation to give the feeling that the road is more closed in.

- Remove debris from the bike lane. Safety 19

ODOT: "We designed this road for speed and volume, what should we do now?"

People: "We'd like our community be designed so that people come first and the road doesn't prioritize speeding death traps"

ODOT: "Okay! we will put up some signs, flags, run a cutesy PR campaign, and not really change the design (or our priorities) at all." 17

I do not feel comfortable at this type of pedestrian crossing. Rather than walking to one of these crossings, I typically wait for a break in traffic and run across, because I don't trust that drivers will actually stop. Crossings 16 Threatening|Unprotected

This crossing as a pedestrian is particularly frightening. The curb cuts are offset awkwardly and increase the distance traveled across Lilly Ave. I am not sure why else, but I always feel very vulnerable crossing this section as I walk along 99. Crossings 16 Unprotected

The Mill Race used to be the community focal point and connector within South Corvallis and should be once again. Build a bridge over the Mill Race, rather than have a monolithic highway pass blindly over it with an undersized culvert. Build a walking path along the Mill Race to pass under the bridge. Then during the floods, residents and travelers will not be stranded at this point like they have in the past and there will be a safe passage during dry times for resident and customer pedestrians and cyclists to cross 99W without fear of being killed, like Eric Austin and others were. Safety 16

Getting to the southbound bike lane south of C Ave is extremely tricky. You have to start on a stretch with no bike lane north of C, and cross accelerating vehicle traffic that is veering onto the Hwy 20/34 onramp. Safety 15

ODOT--please stop pretending that you want this road to be anything other than a limited access highway. If you're serious about changes, reduce the speed to 20, add speed bumps, narrow the lanes, and actually change the design when someone gets killed. If not can we stop with this pretend community engagement? Safety 15

My concern about traffic is that ODOT believes that adjacent land uses "generate" traffic, when really they just attract people. It is the infrastructural context that ODOT builds here that determines whether or not people make the choice to drive. If you want to reduce congestion, implement pricing, or reduce the convenience of using the road. If you want more traffic, make driving easier. That's it. ODOT designed this corridor for high volume and fast driving and...wow! That's what they got!!! :o

Traffic 15

Why does the highway go from two to four lanes just as it enters town-- and encounters people, bikes, etc.? If we are serious about slowing down traffic and making this road accessible for all, it should be one lane each way with a turn lane in the middle. The free space can become buffered bike lanes and wider sidewalks. Car traffic would slow way down, the road would be easier to cross and safer to use, and houses could front on it without being unpleasant places to live.

Safety 15

Lanes are way too wide

Safety 14

Lane width could be significantly reduced, and the extra width used to create separated, protected bike lanes

Infrastructure
Gaps &
Barriers 13

When biking northbound, the bike lane can have a lot of debris, including metal truck parts that fell off vehicles. Lots of gravel. After cleaning, there is sometimes 1/3" of wet mud that the street cleaner has left behind, which is a major slip hazard. The mud slime is worst just a few feet south of 3rd and Chapman on the east side of the street.

Safety 13

Install a traffic light at Chapman/Twin Oaks intersection. Time the light with the ones at Western Blvd., thus keeping the traffic at 25 mph.

Crossings 13 Missing|Threatening
|High Speeds

Reduce the lane widths to ten feet, as recommended by NACTO. Use the space for protected or buffered bike lanes or on-street parallel parking to slow the traffic.

Safety 13

Hwy 99 speeds are too high, not posted speeds but actual drivers speeds. Add multiple roundabouts. Without doing something like that, drivers look at this very long straight section of road and will want to speed. It's a human factors issue. While this may be an "arterial" designation, by the historical nature of how development has occurred over time, it's more like a neighborhood road and not inherently safe for pedestrians and bicyclists. Even in the Corvallis TSP road standards, there is a separation between sidewalks and the road, and between bike lanes and vehicle lanes. Most of Hwy 99 does not have these features.

13

As long as these horrible "flashing yellow" pedestrian crossings remain, they need to be lit much, much better at night. At this one in front of the Co-op, the west side of the street is better than it used to be (though still not great), but the east side is still shrouded in darkness.

Crossings 12 Poor Lighting

This is the dumbest shit--when you get to 99/crystal lake, you have just come off the bike path bridge, cruised along, and suddenly it isn't really clear what you are supposed to do. Continue south along the sidewalk? Stop, the cross E-W, then N-S and get back into the dirty, glass-filled bike lane on the street?

Infrastructure
Gaps &
Barriers 12

During school drop off and pick up this area is insanely unsafe for all road users. As a motorist, it is impossible to turn left on the highway from Tunison without using the turning lane as a holding place until another motorist lets you in. All this gambling and risk taking makes it very unsafe for anyone to walk or bike, but especially the children. They are having to cross Tunison or Viewmont while motorist are trying to find the quickest entry point into traffic. Although residents want to, they report that they don't feel it safe enough letting their children walk or bike to school.	Safety	12	
A bike path/trail along the train tracks would be a safer travel route for bikes/walkers west of 99W	Infrastructure Gaps & Barriers	12	
There is a large utility box situated on the sidewalk at the NW intersection corner that blocks the view of ped/cyclists entering the sidewalk south. Creates conflict with drivers turning north on 3rd.	Safety	11	
It is a really nice bike ride to get out on Airport road but once you get to 99 it is just terrible. The road is designed here to keep cars zipping into town as fast as possible.	Safety	11	
Address the dangerous intersection at SE 3rd St and Crystal Lake Dr./Avery Ave. Revise lane markings, signage, light timing and detection. Reinforce the right-of-way of walkers and cyclists. Use green lanes, bike boxes, preferential signals, special sensors and indicator lights.	Safety	11	
Create a bypass to Westbound Hwy 20 from 99 so that traffic doesn't need to go into town and go around the block to get onto hwy 20.	Safety	11	
We need to extend the off-highway multi-use path all the way through Southtown to SW McKenzie Ave (or at least Rivergreen) to provide legitimate alternative transportation access to the rest of the city. In public discussions for the Urban Renewal District, we heard repeatedly that riders felt unsafe on Hwy 99, and that the ride is unpleasant (Imagine riding and having trucks go by blowing a gritty cloud on you). This line is drawn on the East side of the highway, but similar access needs to be provided for the West side as well.	Infrastructure Gaps & Barriers	11	
This would be a great place for a traffic circle to slow people down coming into town	Safety	10	
When biking northbound, I sometimes use the westernmost sidewalk that ends up at 4th and C or B. I must carefully cross one lane of where 99 merges onto 20. The bike/ped ramp (which sits low) that is under a huge walnut tree at the big homeless camp constantly collects mud, rotting walnuts, and other debris in autumn, several inches deep, for 20 feet. In winter, it's several inches deep in pea gravel after an ice event. These conditions make the bike/ped ramp extremely hazardous for traction, especially because it's 15 feet to downhill to get to the ramp. It needs to be cleaned carefully, often. If no one is blocking the sidewalk, it's an excellent route to avoid downtown and homeless camp congestion. The tree is stupendous, though. Please don't blame the tree. :)	Safety	10	
I NEVER use these flashy cross walks because they feel more dangerous-- you have no idea whether a car is actually going to stop (and the light is	Crossings	10	Threatening Unprotected High Speeds

only yellow--why not red?) I would rather cross mid block where I can see traffic coming each way than risk my life on one of these things.

Poor drainage from each side of the bridge creates puddles. The puddles themselves sometimes extend into the sidewalk. The spray from south bound auto traffic routinely does.

Surface
Conditions
and
Maintenance 10

Since it's unsafe to bike along 99, Block 15, a major destination, is best reached by biking through neighborhoods on east side of road, even if you start on the west side in South Corvallis. However, this necessitates making a left turn from Rivergreen onto 99 crossing 4 lanes (each about 18 feet wide for some reason) where cars are going 55 mph and are accelerating making their speed difficult to judge. Suggestions:

- Lower the speed through block 15 turnoff
- Maintain one lane through North of Rivergreen
- Narrower lanes
- Roundabout at Rivergreen to slow traffic and make it more predictable.
- Protect bike lanes

Safety 10

Have ODOT's imagineers try using any part of this facility for longer than 10 minutes WITHOUT a motor vehicle, and see how they like it.

Safety 10

I enter South 3rd one or often several times a day from Goodnight Avenue to head north. The speed limit at that point is 35 mph. 100 feet or so to the north, the speed limit now changes to 30 mph. The problem is that a majority of automobiles and trucks drive over the speed limit, some as high as 45 or 50, and some all the way to Crystal Lake and to the bypass. Because Lincoln School has only been open for a limited group of students, there is no school zone speed limit. Driving south there is often a pickup in speed after Alexander or Tunison, though not as great usually as the north bound speeding.

Why does speeding persist? The main reason is that the Corvallis Police Department does very little enforcement. If the new Facility Plan can provide features that can aid vehicles in recognizing the need to slow down that would be excellent.

Traffic 10

The pedestrian crossing of the on-ramp to Hwy 34 is extremely dangerous.

The pedestrian bridge across the Maryâ€™s river needs to be plowed when there is snow accumulations. Iâ€™ve called both city and Odot only to be told â€˜itâ€™s their responsibility. Not ours.â€™ By both agencies

9

People actually increase their speed as they come into Corvallis and the road widens. This stretch needs serious traffic calming.

Safety 9

<p>Bike lanes along this stretch are often filled with all sorts of rocks, glass, or other sharp trash that make this miserable bike ride just that much more unpleasant. Obviously separated, protected lanes would be ideal (but let's be real, no one actually wants to put in that effort). So could you at least sweep the broken glass out of the bike gutters a bit more frequently? Maybe ensure that the bike lanes are as clean as the car lanes? I</p>	<p>Surface Conditions and Maintenance</p>	<p>9</p>
<p>How many more people have to die before ODOT reaches its threshold of actually doing something other than flashing yellow (!?) lights, imploring signs, and shame flags? This road needs to be redesigned so that people don't have to take their lives into their hands every time they want to cross. This entire road is threatening because you prioritize speed/driving convenience over anything else.</p>	<p>Crossings</p>	<p>9 Threatening High Speeds</p>
<p>Really sucks trying to cross here, as drivers are never looking.</p>	<p>Crossings</p>	<p>9 Unprotected</p>
<p>I frequently bike or walk on the west side of 4th Street between C Street and Avery Av. I travel on the sidewalk both north and southbound to save myself from crossing the highway twice. My starting and stopping points are on the west side.</p>	<p>Surface Conditions and Maintenance</p>	<p>9</p>
<p>There is virtually no maintenance of the sidewalk with a lot of debris near the on ramp. I often resort to sweeping glass or gravel myself because complaints to the city and ODOT go unheeded.</p>	<p>Infrastructure Gaps & Barriers</p>	<p>9</p>
<p>Create a bypass so there is no longer a highway vivisecting a town where people are trying to live</p>	<p>Infrastructure Gaps & Barriers</p>	<p>9</p>
<p>There have been numerous calls for a path along the Mill Race to enhance alternative transportation access and amenity value. Enhancing the Mill Race is included in the South Town Urban Renewal Plan and was broadly supported by the community in the planning process for the development of the URD. Other commenters mention individuals with environmental interests ("treehuggers") in opposition to this development. In community meetings discussing South Town development, it has been these very people who have advocated for enhancement of the Mill Race, including a multi-use path.</p>	<p>Traffic</p>	<p>8</p>
<p>I am interested in riding my bike from Corvallis to Herbert Natural Area but have not attempted it as there is no safe route between SW Rivergreen Ave and SW Herbert Ave</p>	<p>Safety</p>	<p>8</p>
<p>When traveling north in the bike lane on 3rd St, I usually get onto the sidewalk at Chapman Pl to cross the Mary's. If I see that the sidewalk is obstructed by pedestrians I take the bike lane up the ramp to the curb cut. While I don't feel unsafe being passed by traffic, I do find the high speed of vehicles and debris in the bike lane uncomfortable.</p>	<p>Safety</p>	<p>8</p>
<p>Put in an access road to First Alternative, Fireworks, the fuel depot/Blackberry Junction site and the Rental Yard. Close the driveways on SE Third St., which are threatening, uncomfortable and leave people on the sidewalk unprotected. This access control would reduce locations</p>	<p>Safety</p>	<p>8</p>

for left turns. A traffic light at Chapman Pl. would allow those left turns to proceed safely.

One reason this crossing is so anti-pedestrian is that the stopped cars are right on the pedestrian. I would like to see the intersection widened in the since that the cars are stopped one or two car lengths before the actual crosswalk. With some added street markings this would be a much more inviting crossing.

Safety 8

Here is where the connector should go for through traffic to/from 99 and highway 20.

Infrastructure
Gaps & Barriers 8

More signage is needed to tell walkers and bikers this walkway will take you to downtown. Otherwise the walkway seems like it's only going to a park and could dead-end.

Infrastructure
Gaps & Barriers 8

Cars speed here as they prepare to leave town via the on ramp up to Hwy 20/34. There has to be some way to slow them down. FIND A WAY

Safety 8

I had no idea the railroad corridor is available. Rather than the expensive idea of moving the highway to it, make this a multi-use trail so walkers and bikers can get to downtown/campus FAR more safely than along 3rd/99. Continue the path as far south as feasible! More bike paths please

Safety 8

Drivers are unwilling to turn their heads to look for cyclists or pedestrians entering the crosswalk at Chapman Pl.

Safety 7

I am feeling less safe each month on the 2nd street bridge because it is used as a transaction place and a substance abusing place. I feel that I must approach carefully because there are some very unhappy homeless or criminal looking people on drugs and alcohol, and I am afraid they will shove me. I wish the area was patrolled and had cameras

Safety 7

when biking northbound on the 3rd street sidewalk over the Mary's, the spot where the sidewalk angles away from the bridge is downhill, with several angle changes, and had drop offs on both sides. Also, there is a lot of wet bird poop at one of the downhill angles. A little precarious in wet weather.

Safety 7

It's always a thrill when I bike to get a coffee and then have to cross this nightmare road to go north again--cutting across the massive lanes here feels like jumping into a big sea of potential death. Suggestions? **Put in a traffic light, narrow the lanes, slow down speeds or add another crosswalk.** It's also always unpleasantly loud along this stretch, making it pretty miserable to sit outside and try to enjoy breakfast. ODOT priorities very clear here--speed and convenience for drivers!

Crossings 7 Missing|Threatening
|Unprotected|High
Speeds

Look at the aerial imagery--there are clear desire paths where people walk diagonally from the housing over on Pickford to this 7/11. Put in a crossing where people need it, not where some engineer who drives an undented F350 thinks it should go.

Crossings 7 Missing

I wonder how much pollution kids at this school are subject to because of this road. ODOT should do an EIS on the facilities they build--

Other 7

understanding that building roads is one of the biggest contributors to driving.

Bike lanes are usually super dirty and full of sharp stuff here. It's always a bit of a thrill to load up on a few heavy IPAs at Block 15 and then steer into traffic across the expanse of lanes here to go north. Thanks to ODOT design, cars are usually racing by in this area.

Safety 7

I really pity the developer who built this residential stuff here and the residents even more. The code requires that the houses "face" the street, but facing 99 is like having your front door look out over a metal/gasoline sewer. I would strongly advocate for all of southtown (and Corvallis regulations) to turn their backs on 99 and stop pretending that it will ever be some sort of "main street" or whatever. ODOT's priority on this road is always going to be speed and flow, not people. ODOT's priorities and Corvallis resident priorities are not compatible.

Traffic 7

I get right hooked at this intersection by about 1 in 3 drivers. Drivers also routinely pull up the intersection in the bike lane. I think the problem could be resolved by summarily hanging one or two offending drivers from the light poles so that other drivers are warned to actually pay attention to what they're doing. Alternatively, you could use paint and signage to indicate to drivers that they must stop before they've already plowed through the crosswalk, and that they should look out for bikes before turning right. A stop bar painted 8 to 10 feet before the crosswalk would help. Protecting the bike lane with a barrier for the last ten feet would also stop cars from simply blocking the bike lane.

Safety 7

Exiting the Coop parking lot in a car or pickup requires pulling into the bike lane to see highway traffic both ways, not safe for bikers. Then if you see a biker, you need to backup into the parking lot. I'm always afraid when biking on this sidewalk we will be hit by a car pulling out of the parking lot, or pulling into the parking lot from the southbound traffic.

Safety 7

Regarding the entire corridor: 1) Bike lanes are too narrow and close to traffic. 2) Sidewalks are too narrow and close to traffic (you get soaked from cars driving through puddles). 3) Two key areas, around the Coop and around Lincoln School, have multiple issues with speed, access, and many access points. 4) The west side needs an alternative bike-ped path. Make rails to trails happen! 5) The design of the road encourages speed.

Safety 7

ODOT should operate based on VMT and not LOS

Traffic 6

Safety Theater: I have never used this crosswalk because it feels safer to cross in the naked street 100 feet above or below it. I would rather walk into the middle of the road than press the blinky and hope that some yahoo texting behind the wheel will actually stop.

Crossings 6 Threatening|Unprotected|Obstructed View|High Speeds

It is pretty hard to see the traffic coming into town when turning north bound onto 99 from Rivergreen. The transition to 2 lanes prior to getting to Rivergreen seems to make people speed up even though the speed limit quickly reduces to 35 at B&R.

Safety 6

Create a complete bypass from some point to hwy 34 to limit the pass through traffic in southtown

Safety 6

Really sucks biking on this stretch. Loud, people driving too fast, and all sorts of junk in the lanes. I imagine it is even worse walking. Put in concrete bollards along the bike lane to narrow the car lanes and slow people down.	Infrastructure Gaps & Barriers	6	
I like the idea of re-routing traffic here. Alternatively, a bike / pedestrian path linking this area to Avery park and the Corvallis - Philomath bike path would be incredible! It would allow folks to access campus via bike or walk without getting on the busy road.	Safety	6	
Find a way to allow bikes/peds to use the railroad bridge as a multiuse path, or build something similar nearby. Ability to cross the Mary's here and use a path that follows along near the railroad bed would make it possible to then create a decent multi use path between downtown and the west side of downtown Corvallis, with connectivity thru Avery Park, down Allen Street and somehow over to Tunison. There is already in place a well used, "intention" path thru Pioneer Park that runs under the Hwy 20/34 underpass by the RR tracks and dumps out by the end of SW 5th/6th Streets	Infrastructure Gaps & Barriers	6	
The bike lane along this part of SW 4th Street usually has the paint worn away because cars drift wide as they navigate the curve, and they speed. A protected bike lane would encourage use of the bike lane instead of the sidewalk. I would like to ride on this side of the street but frequently take the pedestrian bridge/sidewalk/path on the other side because of traffic speeds on this side, all along this corridor. but at this region, the speeds are the quite high and riding here feels sketchy because of that.	Safety	6	
Difficult to make a clear left turn due to median crosswalk signals; also stop sign is so far back from intersection that view left and right is blocked by foliage.	Crossings	5	Obstructed View
Pedestrian connection across the offramp is not complete, and could generally be greatly improved.	Crossings	5	Missing Threatening
Super steep curb cuts here for some reason.	Crossings	5	
There is no posting or enforcement of the 25 mph speed limit on 4th between Western and C Street. As vehicles approach the speed reader further south, they are most often traveling 30 mph. Drivers tend to feel that they have left downtown, and speed up in this area. Injuries to a pedestrian are much more extreme at 30 mph rather than 25 mph.	Safety	5	
The year is 2055, and this stretch of 99 sees its hundredth death as a driver (who couldn't afford an autonomous vehicle) checks a text from his friend and splatters someone with his 6 ton quad cab. ODOT managers shrug, shake their heads, and readjust the blinking rate of the flashing yellow lights			
fifty feet away (now placed aesthetically in a climate-friendly rain garden).			
"Such a shame that safety is a shared responsibility," they say. "That pedestrian should have known better than to inconvenience this driver by daring to cross a public right of way. If only there was something else that could have been done." The driver gets consoled and receives no ticket	Safety	5	

because it would be an inconvenience after everything he went through. Speed limit raised to 65 to encourage people to pay better attention.

The detector circuit for crystal lake drive going west through this intersection does not reliably detect bicycles. I never use the detector in the bike lane as it is an unsafe position to be in with great potential for a right hook collision.

Safety 5

Needs signage to say bikes CAN use the sidewalk to go NW. Otherwise you have no idea where this big, dangerous looking, fast-traffic (despite 25 mph signs) sidewalk will go.

Infrastructure Gaps & Barriers 5

Tunison and Viewmont aren't aligned which makes this area very unsafe, especially during times of high traffic. Turning north from Tunison is very difficult and requires the driver to make the turn very quickly at a busy location

Safety 5

Although there is adequate time to stop at the crossing if going 25mph and observant, most vehicles still tend to speed up leaving Downtown and coming off the curve. The crossing needs a red-yellow-green stop light to give equal priority to peds, and ensure that drivers stop for the full time it takes to cross. If flashing yellow remains, all 3 posts must be flashing from both sides--currently, only 2 posts are flashing in direction of travel, so not as visible to drivers, and harder for person crossing to see it is flashing.

Crossings 5 High Speeds

Eric was killed here because he assumed that flashing yellow lights would protect him and that drivers would respect him. The driver that killed him, Scoville, actually sped up while he was already speeding so that he wouldn't have to stop for the pedestrian coming from the west side that he didn't kill. He didn't look to see if the crosswalk was clear and killed Eric. Vulnerable road users deserve a crosswalk here--it should not be eliminated for the convenience of drivers. Rather, drivers should be forced to stop for VRUs because of some type of red light traffic-stopping system. I agree with other comments to narrow lanes, slow traffic, and create alternate paths for VRUs, but this crosswalk must be improved before more lives are lost.

Crossings 5 Threatening|Unprotected|High Speeds

Hard to turn left into Co-op due to the crosswalk median design (not room for more than one car turning left). A left turn lane with light at the Co-op or Fireworks drive would make those businesses more accessible. With a light there would be no need for the crosswalk so it could be removed. Maybe at Chapman but that is close to the curve where a light would be unsafe

Crossings 4 Threatening

My dog loves to play here and breath particulate matter and other exhaust products from fast moving vehicles. Great spot to have a yelling conversation with others.

Traffic 4

The fence and trees at the SE corner create site distance issues when coming from Goodnight, particularly given the speed of oncoming (northbound) traffic.	Safety	4	
High lip on curb at Coop entrance is non-compliant and dangerous. It's difficult to turn right from 99 into the Coop without taking the car lane in order to be able to turn at an angle that allows the bicycle to make it over the lip. My dad broke his collarbone at this site in just this way. The same thing is true throughout this entire corridor.	Infrastructure Gaps & Barriers	4	
On the west side of this long block, add parallel parking, using space saved by narrowing the lanes. Perhaps the parking lane could protect the south bound bike lane. By alternating the location of the parking lane, the travel lanes would not be aligned, asking a driver to slalom slightly on their way north or south.	Safety	4	
A major improvement to bike and walking connectivity between the co-op bike lane and the business node at Mayberry would be the bike lane along the mill race. I have heard that a few "tree huggers" no disrespect, have stymied this idea but I think the communities will and best interests should override any special interest. It is a man made ditch after all. And is part of the south Corvallis plan		4	
(Pre-COVID) I would've gone to the pubs here a lot more if it was safer to get here from downtown and the southtown soccer/frisbee fields. I finally found out from a friend that you can zig zag a little through the housing development and avoid a lot of Hwy 99, but there's no signage so you have no idea unless someone tells you. There needs to be signage, because I've done it a few times and still forget where to zig zag. Plus there needs to be more sidewalks so bikes don't have to ride on the street to get to the pubs. Sidewalks the whole way from time is also important at night, when cars can't see bikes well or drivers are more likely to be drunk and hit bikes.	Safety	4	
Have a big trail map sign so that tourists and people new to biking/walking know WHERE they can safely travel, from downtown to southtown. Some locals don't even know about the riverfront sidewalks for biking.	Infrastructure Gaps & Barriers	4	
Need signs on both sides of VanBuren telling bikers/walkers that they can use the underpass. I fought E-bound traffic for many years before a friend told me about the underpass!	Infrastructure Gaps & Barriers	4	
Bicycle commuters traveling south ride on the sidewalk on the East side of the road. Traversing the corner curbs on both sides of Lilly Avenue at this intersection requires significant biking skill and circuitous maneuvering. Probably not ADA compliant as well.	Crossings	4	Threatening Inaccess ible
Drivers that accidentally went over the river bridge will then U-turn here to go back across, often times not paying attention to pedestrians and fast moving bikes coming from both directions crossing Chapman. I have seen this happen numerous times.	Crossings	4	Threatening
Drivers accelerate onto the HWY 34 ramp starting back as far as Chapman. Noise and speed are incompatible with the number of pedestrians that walk on the east side of HWY 99 at this juncture.	Safety	4	

Trees are listed as aesthetics are in the comment form. While I agree that trees are an important part of an aesthetic landscape, they are also proven to be a traffic-calming device, and should be included in the South Third St. corridor.

The South Corvallis Refinement Plan called for wider planter strips for trees.

But, tree planting was to happen with development or re-development, so most stretches of road currently do not have planter strips, and so planting has been minimal.

Would like to see a new method for acquiring planter strips and tree planting, that it should be a part of the ODOT facility improvement.

Safety 4

Curb radii throughout the corridor are far too wide and encourage drivers to turn at dangerous speeds.

Crossings 3 Threatening|Unprotected|High Speeds

I'll be honest with you: I do not really trust ODOT to do anything after what you did up in Portland with the I5 widening. It was clear you were going to do what you wanted to do regardless of what anyone in the community actually wanted.

Other 3

I would like to see this segment to be designed and maintained as a calm beautiful walkable main street. To accomplish this, I suggest the following:

- Reduce speed limit to 20-25 throughout the segment.

- Narrow vehicle lanes to reduce vehicle speed and make space for wider bike lanes and wider sidewalks.

- Buffer and protect widened bike lanes, using at the very least plastic posts with reflectors, which will also act as vehicle speed reducers for vehicles.

- Make crosswalks much wider and have vehicles stop a greater distance from the crosswalk, this will allow pedestrians more time to react to an aggressive or distracted driver and more space for the driver to see and react to a pedestrian in the crosswalk.

- Elevate the crosswalks to the same level as the sidewalk so that they act as speed reducers and reminders to drivers that they should stay alert to pedestrians and encourage more people to feel safer walking in this neighborhood.

- Give pedestrians and bicyclists a head start at every traffic light intersection.

- Identify all unused and unnecessary center lane area and consider turning them into medians with trees to reduce vehicle speeds and shade, cool, and add beauty to the neighborhood.

Other 3

â€ Wildest idea: Turn intersections in roundabouts following Dutch standards for traffic calming and pedestrian and bicycle safety.

Two people walking side by side on the sidewalk here have to YELL to have an understandable conversation.

Traffic 3

The light for the left turn lane from Avery onto 3rd street is triggered even when there is no one there, causing everyone else to have to sit around and wait because no one at the intersection is able to go.

Other 3

On the east side of this long block, add parallel parking, using space saved by narrowing the lanes. Perhaps the parking lane could protect the north bound bike lane.

Safety 3

Cars frequently are over-speed as they come off Hwy 20/34 and enter into flow of traffic. Could there be a stop sign here? Some way to slow them? because this infrastructure was built for speed, not for safety, and the results have been visited upon Corvallis too many times recently. What can be done to calm traffic speeds in this area?

Safety 3

Turning onto park when traveling southbound by bike is terrifying. There is no direct, safe route to the south end of southtown for bikes.

Sometimes if I can afford to add on to my already long bike commute, I piece together a much longer route through the neighborhoods up to Crystal Lake Drive. A continuous multi-use path from Mary's River through Rivergreen that doesn't require crossing highway 99, please! I also welcome the idea of moving 99 to the railroad corridor or using the railroad corridor for bike/pedestrian use (although the latter feels less safe given the increasing population living outside and underresourced to the point of desperation. Right now, I wouldn't feel safe using a bike path along the railroad corridor, even if it existed.)

Safety 3

A pedestrian/bikeable bridge over the intersection here would make it much safer for students and will help to get more to ride their bikes or walk to school. I can imagine that this would be very expensive, but it will save lives and reduce barriers to alternative transportation.

Crossings 3

Missing | Threatening
| Unprotected | Inaccessible | High Speeds

The new bicycle path connecting Crystal Lake Drive to the pedestrian bridge is a huge improvement. I feel much safer on my commute, and hope for more improvements in the same vein. Thank you!

Safety 3

In addition to the awkward ramp alignments on the north side of Lilly, often times cars turning at every direction within this intersection are not aware of pedestrians. There needs to be a marked crosswalk across Lilly.

Crossings 3

Unprotected

Drivers turning right out of this parking lot often times only look left and there's so much traffic here with Dutch Bros that this section of sidewalk is hazardous to pedestrians.

Safety 3

As is the case with most areas of the city/county, speed limits are ignored. It is about time to make folks realize that "law and order" begins with speed limits. Kids are taught at an early age to disregard this important aspect of civic responsibility. Please start enforcing the law, it does not help to reduce speed limits if they are ignored anyway.

Safety 3

People ride their bikes on the sidewalk thru here because riding in the bike lane is too scary. This creates a problem for pedestrians using the sidewalk. Need an actual bike path along the hiway that is separated from the traffic.	Safety	3	
Be the first state highway to adopt a 20 mph speed limit through a city. The scientific and empirical evidence for the safe and quiet wonders of "twenty is plenty," a movement widely adopted in Britain, would be replicated--and make you famous nationwide--in Southtown.	Traffic	3	
Pedestrian Crossing at the COOP.			
Please immediately put additional flashing lights on the OPPOSITE sides of the posts, because vehicles can block the traffic-facing lights, etc	Safety	3	
This crossing and all crossings, as well as all intersections, need lighting on the East side. Increasing the illumination on the West side is not adequate. This is very important at intersections for individuals crossing the side street, who are not visible in the dark to vehicles turning left onto that side street. I know it involves running electricity from the West side, but it was a cheap way to do it in 1993 and now needs to be corrected.	Crossings	3	Poor Lighting
This intersection, as well as all intersections and crossings, need lighting on the East side. Increasing the illumination on the West side is not adequate. This is very important at intersections for individuals crossing the side street, who are not visible in the dark to vehicles turning left onto that side street.	Crossings	3	Poor Lighting
The S. Corvallis Refinement Plan, as well as City Code, requires trees on 12-ft landscaped strips between sidewalk and street as new development occurs. This did not occur for the new Lincoln School design, supposedly because tree roots would interfere with underground utilities. If so, utilities need to be moved to be under the new sidewalk. A tree-planted strip separating peds from vehicles is critical for safety and traffic calming, as well as making walking more pleasant.	Safety	3	
We need some streetlights at this intersection to help reduce speeds and protect pedestrians and cyclists. Some speed humps would be good as well.	Crossings	3	Missing Threatening Unprotected Inacces sible Obstructed View High Speeds
Pedestrian Crossing at the First Alternative Coop.			
The pedestrian crosswalk is too dangerous a crossing to wait for this planning process to be completed to rectify the this problem.			
A different and more effective strategy for managing vehicular traffic flow that improves the safety for pedestrians and bicyclists must be installed as soon as possible.	Crossings	3	Threatening Unprote cted Obstructed View High Speeds
Curb cuts throughout the corridor are far wider (encouraging fast turns) and more numerous (negatively affecting the pedestrian experience) than they need to be.	Other	2	

I love to sit in this area and eat tacos from one of the excellent nearby restaurants and listen to deafening traffic roaring by. I'm sure all those single occupancy vehicles have somewhere really important to go--thank you ODOT for helping them.	Traffic	2	
None of the sensors at this intersection work as intended. None of them can be triggered by a person with a normal bike unless the bike is leaned at a 45 degree angle toward the pavement. Particularly in regard to the left turn lanes from 3rd street onto Avery/Crystal Lake, this leaves bikers waiting in traffic lanes from which they will not be able to move. You should fix the crossings and install indicator lights like you did for the rich neighborhood on Brooklane.	Crossings	2	Missing Threatening
On the east side of this long block, add parallel parking, using space saved by narrowing the lanes. Perhaps the parking lane could protect the north bound bike lane. By alternating the location of the parking lane, the travel lanes would not be aligned, asking a driver to slalom slightly on their way north or south.	Safety	2	
On the west side of this long block, add parallel parking, using space saved by narrowing the lanes. Perhaps the parking lane could protect the south bound bike lane. By alternating the location of the parking lane, the travel lanes would not be aligned, asking a driver to slalom slightly on their way north or south.	Safety	2	
Provide a connector between SE Kiger Island Drive and SW 53rd Street so that people can go directly from Highway 20 at SW 53rd to 99 (and vice versa) without having to go through downtown Corvallis. This will greatly reduce travel along this corridor for all travel from West Benton County heading south to Eugene, county employees commuting to the SW Research way buildings from southtown or south Benton County, Monroe residents accessing DHS services or County services on SW Research way, people traveling to the coast, etc.	Crossings	2	Missing
Need destination signage on this maze of bike/walking trails that go W along the river, E along the river, as well as N and S. People new to the trails don't know where to go, and after 500 feet have to turn around.	Infrastructure Gaps & Barriers	2	
The fact that Viewmont and Tunison are not opposite one another causes challenges for vehicles turning onto and off of Highway 99. Turning east onto Viewmont is particularly hazardous at night, as there is no street lighting to help drivers see pedestrians crossing Viewmont and bicyclists heading north along 3rd Street.	Safety	2	
Add roundabouts at several of the major intersections, eliminating need for traffic signals and preserving movement along the corridor. It seems like this entire zone is ripe for some roundabouts!	Traffic	2	
Agree that a traffic circle at Rivergreen/Hwy99 would be desirable to 1)slow Hwy99 traffic, 2) ease access in/out of Rivergreen, used by many hundreds, and 3) likely increase safety	Traffic	2	Unprotected High Speeds

Safe biking and walking should at least go as far south as the airport. To the North, the closer to the under-/overpasses-in the strip with traffic from businesses and streets entering-there should be calming measures such as were just introduced on Circle between 9th and 29th. The speed limits need to be lowered to the extent ODOT will allow, so that the actual speeds driven do not exceed 25mph.

More enforcement; cops by Lincoln do work!

I think there have been enough pedestrian/bicyclist deaths and accidents to merit a little bit of impingement on everybody's freedumb to do what they want-be they drivers in a rush or kids on bikes.

More awareness raising/training-the kids at Lincoln learning the rules for biking is great, and the various memorials for those killed really did slow things down around the South Co-op for a while.

Safety 2

Egress or ingress from/onto any of these side streets is very difficult at certain times of the day. There is way too much traffic on this road during rush hours. I sometimes have to wait a long time to turn left off of the hiway.

2

High vehicle speeds in excess of posted limits, combined with the multiple traffic lanes make pedestrian crossing at 3rd St. and B Ave. perilous.

The crossing at B and 4th Street is slightly better as the light at Western means that traffic has been accelerating for only a block.

2

My husband and I would like to recommend buttons on the pavement/road to bring attention to slow down as you leave town (before the Coop crosswalk). And driving north before SE Rivergreen Ave.

Traffic 2

For motorists sitting at the intersection on Crystal Lake the large control box obscures pedestrians and cyclists on the sidewalk approaching the intersection from the north.

Crossings 2

The posted speed of the offramp from the 20/34 by-pass to 4th St southbound is 35mph until you reach the curve. This contributes to merging traffic going faster than 25, just before the Coop crossing. The speed needs to decrease to 25 well before the curve, and warning lights (or the speed reader) installed to reduce speeding upon merging. (An ODOT rep said that locals over time ignore these signs, but I would bet most of the traffic on this offramp is not made up of locals.)

Safety 2

A traffic light/crosswalks would be nice to have here. It would help to keep folks from speeding. I've seen people jump into traffic and take risks to then have to wait in the middle lane to merge into traffic.

Safety 2

Please add a bike lane between Kiger Island Dr. and SE Rivergreen such that one does not need to cross Hwy 99 twice to travel the short distance.

Crossings 2 Missing

The speeding between Airport Road and SE Rivergreen is nuts. As soon as people get to Rivergreen they hit the gas and by the time they reach Keiger they are go well over 50 mph. And worse is the fact that you can pass on this whole stretch of road. I live off Corliss and I feel like I take my life into my hands every time I pull onto 99W because there are so many people that passing because they can't go the speed limit. I've also nearly been hit numerous times trying to turn from 99W onto Corliss by vehicles that are passing going south. I have to be extremely diligent. It's very unsafe especially when it's dark, foggy or rainy. Passing should not be allowed in an area where there are numerous roads and driveways entering 99W. My family and I don't feel safe trying to bike from our neighborhood along 99W to Willamette Park so we have to load up our bikes in our car. It's too narrow, no bike lane and the ditches are deep. There's no space route if someone is too close to the edge.

Safety 2

Until there's more enforcement of the current speed limits nothing will change and the road will become increasingly unsafe as traffic increases.

Safety 2

ODOT put in the fence along 99W at Goodnight Ave as part of the negotiation for highway widening in 1995. (Ed at ODOT was the project manager.)

Other 1

As a bike commuter, there is a lot of high speed traffic that can make it a significant challenge to turn left from Rivergreen onto 99.

Crossings 1 Threatening|High Speeds

Great to have a safe way to cross Hwy99 from Rivergreen Ave. to McKenszie Ave. to access Block 15 Brewery and 4 Spirits Distillery.

Crossings 1 Missing|Threatening|Unprotected|Inaccessible|High Speeds

Corvallis' future bike bridge over the Mary's river at the Mary's River Natural Area to Caldwell Natural Area park would be a good bypass for bikes going east/west. This should be connected near SE Rivergreen Ave.

https://democratherald.com/news/local/corvallis-establishes-pecking-order-for-parks-upgrades/article_a9134abe-b7b6-5ecb-930a-dd4a9708ef0b.html

Infrastructure Gaps & Barriers 1

Sidewalk missing on the North side of Crystal lake

Infrastructure Gaps & Barriers 1

Nearly impossible to exit this driveway heading south on 99. Not sure I have any suggestions, just drawing awareness to the hazard.

Safety 1

Pedestrians cross the WB on-ramp, then try to cross SB 4th on their way to/from the homeless camps.

Crossings 1 Unprotected|Poor Lighting

Offramp is like a raceway...folks coming off the highway are still traveling at 45 mph when then merge with SB 99W. There are 3 lanes at this juncture and jockeying for position is a regular occurrence.

Traffic 1

People are not slowing at the 35MPH sign NOR the 30MPH sign heading north into town. Please install cameras or ?? to reduce speeds.

Safety 1

The entire span from SB from Western to Chapman or Philomath Blvd on-ramp is a racetrack! I used to work where the Lumina Hospice building is

Traffic 1

now and all day, every day, cars were always speeding...trucks too!. They shook the building!

People ride bikes on the sidewalk here because traffic patterns are so complex. The crosswalk helps but also creates more congestion because traffic is backed up. Line of site from the Coop's south entrance requires pulling out onto the sidewalk which in turn creates conflict with people on bicycles.

Safety 1

Excessive speeds of vehicles exiting the bypass make it dangerous for vehicles traveling at posted speeds to merge left for turns onto B Ave.

Traffic 1

COOP ped/bike crossing.

The pedestrian/bicycle crossing by the First Alternative COOP and Papa's Pizza is somewhat unique & so an extremely dangerous location. The crossing infrastructure must be entirely redesigned to protect pedestrians and bicyclists.

There are several reasons other than driver irresponsibility that make this site unsafe. Among others,

1. drivers inadvertently increase speed as they drive under the bypass and around the bends.
2. Even though the law dictates that a driver may not cross the intersection until the pedestrian has entirely left the crossing, drivers do not comply.

Drivers MUST NOT PARTICIPATE in the decision of when an if to go AT THIS LOCATION; it cannot depend on a driver's judgement.

A safer solution for this location is to use a red-green-yellow type of light that requires drivers to stop, and only allows drivers to go when the signal is again green.

This more traditional type of lighting is also the way in which the pedestrian has closer to an "equal standing" at this intersection. To develop this thought:

1. drivers sometimes don't see the second pedestrian who is using the crossing & assume that the one pedestrian who they see is "it."
2. larger vehicles can block the view of a driver seeing additional pedestrian(s)
3. need to establish the habit for drivers that this will be a mandatory stop.

Crossing Light options: I am not an expert on all of the newer crossing lights yet, but for example, the HAWK Beacon Signal problems (shown at this Tempe AZ website (www.youtube.com/watch?v=x92c5SHc8yM) are:

Safety 1

1. It allows drivers to cross when the two red lights "toggle" if there are no pedestrians in the crossing. A signal should also NOT signal to drivers that the crossing time is ending.

2. I think that I would prefer a "green light" step; though there might be a con that I can think of, it further establishes it as an intersection.

3. Additional flashing lights of some sort (like at crossings now) could be argued to be of value to further bring awareness to a pedestrian.

Think differently at this crossing! I knew Rhiana Daniels ,who was an amazing kid. And, Eric Austin should not have died, either.

I'm not sure where to click. I travel this road once/week. It would be helpful if there weren't as many speeds. It is really confusing. I think it should be 25 from when you cross the bridge until you get to Lincoln School then the 20 mile school zone or still be 25 when school is out. Then either 30 or 35 until you are out of town. NOW there are so many speeds and if you don't notice a sign, you might be speeding.

Safety

1

This comment should have been put under "Crossings." I apologize but it is too important to not put it in the best "category." & I don't know how comments will be sorted.

COOP Ped/bike Crossing.

The pedestrian/bicycle crossing by the First Alternative COOP and Papa's Pizza is somewhat unique & so an extremely dangerous location. The crossing infrastructure must be entirely redesigned to protect pedestrians and bicyclists.

There are several reasons other than driver irresponsibility that make this site unsafe. Among others,

1. drivers inadvertently increase speed as they drive under the bypass and around the bends.

2. Even though the law dictates that a driver may not cross the intersection until the pedestrian has entirely left the crossing, drivers do not comply.

Drivers MUST NOT PARTICIPATE in the decision of when and if to go AT THIS LOCATION; it cannot depend on a driver's judgement.

A safer solution for this location is to use a red-green-yellow type of light that requires drivers to stop, and only allows drivers to go when the signal is again green.

Crossings

Missing|Unprotected
|Obstructed
1 View|High Speeds

This more traditional type of lighting is also the way in which the pedestrian has closer to an "equal standing" at this intersection. To develop this thought:

1. drivers sometimes don't see the second pedestrian who is using the crossing & assume that the one pedestrian who they see is "it."
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1. It allows drivers to cross when the two red lights "toggle" if there are no pedestrians in the crossing. A signal should also NOT signal to drivers that the crossing time is ending.
2. I think that I would prefer a "green light" step; though there might be a con that I can think of, it further establishes it as an intersection.
3. Additional flashing lights of some sort (like at crossings now) could be argued to be of value to further bring awareness to a pedestrian.

We need a traffic light here. This intersection is dangerous and hard to navigate in the dead of winter in rainy conditions. I'm surprised I haven't seen more accidents here.

Safety 1

We need a cross walk here. I've seen people almost get hit by vehicles speeding onto the ramp. A flashing light would be good with some painted stripes.

Crossings 1 Missing|Unprotected |High Speeds

South Third St. Flooding

I honestly don't know if there is an elegant solution to prevent the street from flooding.

During the 1996 flood, I remember that having at least the opportunity to bicycle into town would have been helpful. The City did provide buses at some point, which was helpful.

The question is, what is the frequency of a 1996 event or greater & is it worth addressing this flooding problem? The 1996 flood was about a since-dam 14 year flood event (Albany gage, Corps recurrence interval graph). Just bringing up the subject to provide some information.

If it comes up, the past engineering "solution" of transporting the local watershed's rainfall to reach the Willamette prior to the

Other 1

Willamette's rise will not "work" in this case, as well as being an inappropriate strategy at multiple levels (ecosystem, watershed-wide hydrological management, etc).

Crosswalk and flashing lights needed here. The sidewalk dead ends. The ramp is a trap.

Crossings 1 Missing|Threatening
|High Speeds

Last Christmas I almost saw a person get killed. I had stopped to wait for the man to cross when all of a sudden he broke into a run and narrowly escaped being run over by a car (who's driver was not paying attention), they slowed down after flying through the crosswalk and then continued on. I was shaken after seeing that and think we need some speed humps or other means to slow down traffic through here. More traffic light intersections would be an improvement.

Crossings 1 Threatening|Unprotected|High Speeds

traffic light or crosswalk here

Crossings 1 Missing|Threatening
|Unprotected|High Speeds

Mill Race Hydrological & Biological Value.

Even though the Mill Race is either a human-made or a human-enhanced channel, it still offsets some of the extensive habitat losses and hydrological changes in South Corvallis.

For example, it is a significant wildlife corridor. It also functions as a part of the Corvallis urban stormwater system, and both temperature and other water quality objectives should be met.

In South Corvallis, former natural watercourses have been piped underground (one example is the upstream portion of Ryan Creek a little upstream of Alexander Ave). Well over 90% of the prairie wetlands have been lost. The non-channelized water course wetlands that historically traveled through this area (such as the one between Stone St. and DeBord St.) have been ditched or removed.

Sufficient setbacks for trails (a minimum of 50 ft.) from the top of bank, vegetative shading of the waterway, streamside wetland protection, possible floodway issues, etc, all need to be addressed if a path is developed within the Millrace corridor.

Infrastructure Gaps & Barriers 1

Many bicyclists ride on the sidewalk counter to traffic here. This means that turning left onto Bridgeway from 99W can be dangerous because a cyclist may be biking fast from behind you which is difficult to see. I am hoping it improves with the new bike path.

Safety 1

Mill Race Hydrological & Biological Value.

Even though the Mill Race is either a human-made or a human-enhanced channel, it still offsets some of the extensive habitat losses and hydrological changes in South Corvallis.

(There is a more extensive description on a line that somehow ran amuck.)

Other 1

This stretch is the biggest personal barrier to commuting to work by bicycle. Once the bike lane ends, the speed limit increases, and the road narrows, it no longer feels safe for cycling. My ride would be from downtown Albany and I would feel safe all the way until this point, specifically due to the narrowed road and lack of a bike lane. With traffic traveling at this speed (routinely above 60mph, as experienced as a driver/passenger) either a protected lane, or separate roadside/railside path would be best. An open lane would still feel unsafe and present the opportunity for drifting or aggressive automotive traffic to impede cycling traffic.

Safety 1

Thank you for the opportunity to comment. Please install a pedestrian overpass at the Alexander/Hwy99 intersection. The volunteer crossing guards do their best but when school is starting or ending and the traffic is heavy (Monday-Friday) this intersection becomes chaotic. The bridge could be an art feature. Does this project come with a 1% for art stipulation? If so, maybe that is how you pay for it.

Crossings 1 Missing | Threatening | Unprotected | High Speeds

Wish that there was a protected turn lane here to turn left onto NW Arboretum Rd. while facing North. Now with all of the development going on off of Ryals, this intersection is just going to get worse unless something is done.

Safety 0

There needs to be a safe way to cross 3rd street at Goodnight.

Crossings 0 Inaccessible

Add roundabouts at several of the major intersections, eliminating need for traffic signals and preserving movement along the corridor. It seems like this entire zone is ripe for some roundabouts!

Traffic 0

The in- and egress to/from the South Coop is the worst on this stretch of Hwy 99. Not only is, on their property, vision often blocked by the ornamental plants, but they also have signs up that block the view of the road/sidewalk. This is especially dangerous because the bikepath goes in both directions on the East sidewalk. And very recently, the turn lane coming from town, which was already very short, has been removed.

Add the bus stop by the Coop, the homeless settlement folks jaywalking/-riding, and the fact that the on-ramp to 34 going East makes everyone speed up there so that they can enter the Hwy at the top at the required 55 miles (speed of traffic coming from the West), and you get accidents waiting to happen.

Suggestions:

Speed limits, including the on-ramp to 34 East

Change the two-way bike traffic along the Coop

Put a speed checker on the stretch from Crystal Lake Dr to the under/overpasses (like there is on the other side, going South. This really works, but could be even better if it were moved further North.)

Safety 0

The island in the median that was added years ago is a nuisance. I farm on Kiger Island and when driving a loaded truck and turning onto SE Kiger island drive, I have to almost stop in the lane of traffic to make the turn, slowing all traffic around and behind me. The island in the median should be removed.

Safety 0

Regarding the suggestion of a new highway along the railroad ROW to take the traffic pressures off 3rd street-- This would just create an additional vehicle oriented highway spreading the negative impacts to other areas. My neighborhood already suffers from the barriers of the state couplet, the 20-34 bypass, Western Blvd, and the rail yard. A better solution would be to "repair" the negative effects of traffic on 3rd with a more "urban neighborhood" approach to streetscape and design. Traffic efficiency might be tempered to create city vitality. More Champs-Elysees and less Highway 99W.

0

Bypass Exit Ramp:

The speed limit signs on the bypass exit ramp (going south) must be changed so they are consistent, and both read 25 mph. (At least more recently, one read 30 mph.) This change can be made immediately.

Other 0

Although there is adequate time to stop at the crossing if going 25mph and observant, most vehicles still tend to speed up leaving Downtown and coming off the curve. The crossing needs a red-yellow-green stop light to give equal priority to peds, and ensure that drivers stop for the full time it takes to cross. If flashing yellow remains, all 3 posts must be flashing from both sides--currently, only 2 posts are flashing in direction of travel, so not as visible to drivers, and harder for person crossing to see it is flashing.

Crossings 0 High Speeds

I love the SouthTown area just the way it is. Please don't change anything! It is a great area to live in.

Other 0

Riverfront Park Multi-use Path

Response to "Have a big trail map sign so that tourists and people new to biking/walking know WHERE they can safely travel, from downtown to Southtown. Some locals don't even know about the riverfront sidewalks for biking." Comment, Jan. 7, 2021.

Please Note: The Riverfront Park multi-use path can't be expected to accommodate a large number of regular cross-town commuter-type bicyclists, as it was never intended to be a commuter route. A recreational bike trip would be fine. As a member of the Riverfront planning process, I can add that "sharing the road" on 1st St. was what the Riverfront Task Force and Commission envisioned for most commuter-type bicyclists in that area.

I do agree, however, that some Downtown streets do not always seem like a safe place to bike to me, and I do very much like the citizen's ideas of signs!

Other 0

This planning process needs to struggle again with designing the best access to the Town Center, both from 3rd St and from internal streets, to internalize local trips as much as possible--avoiding 3rd St for vehicles, bikes & peds as much as possible. This means connectivity with internal streets, such as Bell and Powell, which may not be desired by current residents, so designing to reduce impacts.

Infrastructure
Gaps &
Barriers 0

Include low vegetation in median planter strips along South Third.

The City's removal of the shrubbery from the median strip was inappropriate, and showed a lack of awareness of traffic calming goals.

This vegetation creates a "message in the landscape" to communicate to drivers that they are in an urban area, in an attempt to alert drivers & slow speeds.

The shrubbery height can be trimmed, if necessary to maintain visibility..

In the issue detail list, why is there not "traffic speeds" as an option under "Safety?"

Traffic 0

Mill Race Hydrological & Biological Value.

Even though the Mill Race is either a human-made or a human-enhanced channel, it still offsets some of the extensive habitat losses and hydrological changes in South Corvallis.

For example, it is a significant wildlife corridor. It also functions as a part of the Corvallis urban stormwater system, and both temperature and other water quality objectives should be met.

In South Corvallis, former natural watercourses have been piped underground (one example is the upstream portion of Ryan Creek a little upstream of Alexander Ave). Well over 90% of the prairie wetlands have been lost. The non-channelized water course wetlands that historically traveled thorough this area (such as the one between Stone St. and DeBord St.) have been ditched or removed.

Sufficient setbacks for trails (a minimum of 50 ft.) from the top of bank, vegetative shading of the waterway, streamside wetland protection, possible floodway issues, etc, all need to be addressed if a path is developed within the Millrace corridor.

Infrastructure
Gaps &
Barriers 0

This stretch of highway has too few businesses and is too stretched out to expect the bike/walk friendly model to ever work.

Other 0

Although it would be expensive, ideally the overhead lines on the west side would be undergrounded. This would not only improve the aesthetics of the corridor immensely, but it would vastly increase the flexibility of potential street design options.

Other 0

1) The project must support all local and state climate change goals. Global warming is clearly an emergency.

2) In that respect, please preserve an option for low mass autonomous transit the entire length of the corridor to the downtown transit center.

Other 0

3) The Marys River is a locally important resource and a corridor for fish, wildlife, and plants. The ecological integrity of the river must be taken into account and not further compromised.

Other 0

I am concerned about the effect of transportation on global warming and want to understand how this planning itself reduces greenhouse gasses or complies with other local and state mandates to do so. Piecemeal activities "a roundabout here, a curb cut there" may be constructive to safety and convenience; but I'd like to know how this "facility plan" will not worsen the big, existential problem of global warming?

Other 0

First Alternative Coop bike/ped/ crossing

Please, dispel the myth that when traveling south in a vehicle, that there is too little time to stop at the First Alternative Coop bike/ped/ crossing when the lights flash.

When traveling around the speed limit (25 mph), there is more than adequate time to stop.

Crossings 0 High Speeds

Jaywalking is a made-up crime....

Crossings 0 Missing

[We have] ongoing concerns about traffic on South 3rd:

• Parents are afraid to walk/bike to school. Many choose to drive, even a short distance, to avoid danger.

• Interest in more actual traffic signals (perception that crosswalks don't work)

• Happy that there is some police presence on the road but concerned that the increased enforcement is not enough and that it happens during the wrong times (i.e., not during school times)

• The crossing by the Coop and Papa's Pizza is too close to the Coop entrances, it is hard to navigate

• Lots of cars are simply passing through, not local traffic, many people along Hwy 99 are not locals. Is there a way to put signs before going through populated South Corvallis, more traffic alerts, etc.?

• Lots of drivers have no patience. Many tailgate too closely because drivers are going at speed limit and other impatient drivers are honking and get angry.

• It's really hard to re-direct traffic during an accident or flooding

Other 0

because Avery Ave. recently was closed and there was no access to the rest of Corvallis when Hwy 99 was closed.

Difficult turning in and out of SE Corliss Ave and SE 3 Mile Ave, especially at night. We would like more highway lighting at the intersections and a turn lane.

Safety 0

Suggest a barrier, like a railroad crossing bar, to physically deter drivers from hitting pedestrians in the crosswalk. And also provide stop sign flags for pedestrians to carry so that they don't get hit. They're really hard to see at times.

Safety 0

I agree with other comments that lack of sidewalks and bike lanes in the southern end of the hwy99 project (from Rivergreen Ave to SW Airport) is very much needed. We are afraid to walk or bike this south end of the highway due to high speeds of traffic and lack of separation between pedestrian and vehicle traffic.

Safety 0

I understand the needs for better safety measures for South 3rd and many of the ideas are good. But one needs to remember that this is a highway and not a neighborhood street. This road is used and will be continued to be used mostly as a commuter road and truck traffic. Ignoring this fact will only lead to more congestion and frustrated drivers. Better separation of pedestrian and bike traffic is certainly needed to help reduce accidents but don't put all the blame on the drivers. Stepping out in front of a moving car expecting that they will stop is unwise and so is riding your bike through a red light. There is plenty of blame to hand out on both sides of this issue and we need to be aware that people will continue to make bad choices.

I am saying this so we recognize that suggestions of a physical barriers at crosswalks will only make some drivers drive around them or through them and will only give a false security. Speed bumps and roundabouts are a hazard for truck traffic (including emergency vehicles) and are an accident creator. This may also just create more traffic congestion and frustration.

The point is, we can't be so one sided on these traffic issues and ignore the consequences of possible creating more problems than we solve.

Highway 99 is a HIGHWAY after all and most people will continue to use it for driving and not walking and we need to recognize it's most desired use.

Traffic 0

This intersection is dangerous people are driving much faster than the speed limit as they head south out of town and North as they come into town. People are trying to turn against the traffic and it is a hazard. There is too much traffic not to have a light at this intersection. The speed limit needs to be lower in this area for the amount of traffic there is.

Traffic 0

There needs to be a right slip lane added for those turning from goodnight onto hwy 99. This intersection gets backed up when someone wants to turn left from goodnight onto 99.

Infrastructure
Gaps &
Barriers 0

Additionally the median to turn left onto Goodnight from Hwy 99 is terrible. If there is more than 3 cars there is a huge hazard of being rear ended.

Better lighting is needed on the east side of the street at this cross walk. In the dark it is hard to see if someone is walking in the area.

Crossings 0 Poor Lighting

very difficult to walk over this bridge, or bike. the sidewalk is narrow, cars are coming by at pretty fast speeds. If I am on a bike, there isn't enough room for the bike and the pedestrian on this bridge. This bridge is the only way to get to the rest of town, if you dont want to go downtown. If you need to get to anywhere else, like 5th street, or towards campus, you have to brave this bridge. You could always go downtown, and go back that way, but that is out of the way. Is it possible to widen the sidewalk, or make another bridge for pedestrians to get to this part of town? Or, better yet, make a bike path that goes along the railroad tracks, that would cost less, and provide another means of transport for bikes and walkers to get to the western part of town from 3rd street.

Safety 0

very difficult to exit the ramp going down by the homeless camp onto sw 4th street, from the bridge going north. The sidewalk entrance there is usually covered in stuff from the tree, but please leave the tree! The best way to fix this, is provide another route for bikes to get to this part of town.

Safety 0

Is there a way to have a bike lane, protected by shrubs and large trees, and smaller car lanes. Pedestrian lanes up on the sidewalk, and have traffic going slowly, possibly down to one lane in each direction. **Possibly large traffic circle at Crystal Lake dr and 99, to eliminate the stoplight?** Large trees where ok to plant, to limit noise. This area should be like a residential area, not a highway. Businesses set back a ways from roadway, to have room for parking, and additional walkways, and pedestrian use. I would use this area if it was quieter, cleaner, and enjoyable. Now I am using the bike path, but it only goes a short distance.

Aesthetics 0

I cant draw a line, so I will just leave this here, but it is for the whole area of Hwy 99, that is south of Alexander and going into downtown. Please, have bike lanes separated by curbs and shrubs, large trees where they dont obstruct view, large pedestrian walkways, that have lines, so that bikes can use them also, and enough room for both.

Traffic 0

Hard for bikes and walkers to get across the highway. I realize the crossing light is for crossing, but I have hopes that the highway will be tamed down into a pedestrian friendly corridor, and it wont be so hard to cross in the future. I also hope that there will be an easy access to the proposed bike path along the railroad, from the east side of the highway.

Crossings 0 Threatening|Unprotected|High Speeds

In order to address climate change, it would be wise to add in things that can address this in the future. Inclusion of large strips of greenery, that can act as swales, about 6 feet wide, along the highway, can act as a barrier for bikes and pedestrians from cars and also protect our water supply. Ultimately, there should be a wide protection from the cars for bikes and pedestrians, and greenery should be added, preferably large

Aesthetics 0

greenery, that can produce shade and oxygen. Presently, 3rd street is a plant desert, and not very desirable for anything else but cars.

This could be a great spot for a pedestrian tunnel under 99 connecting the South (E/W) sidewalk ... Would alleviate the dangerous setup for anyone not in a motorized vehicle. Could graduate into the Eastbound bike lane smoothly. To fix the N/S crossing, another underpass tunnel can intersect at the SE corner and pass under Crystal Lake Drive this can also re-level with Northbound bike lane. See Boulder, CO for inspiration and integration of artistic works.

Crossings

0 Unprotected