OR 99W South Corvallis Facility Plan

Virtual Open House – March 12-21, 2021

SUMMARY REPORT

Introduction/Overview

The OR 99W South Corvallis Facility Plan has been underway since late 2020. In March, 2021 the Oregon Department of Transportation hosted the first public open house for the project. Due to pandemic protocols, the open house was offered online using a third-party platform hosted at online-voice.net and available at the Oregon Department of Transportation project webpage.

The event was held March 12-21, with invitations distributed beforehand to the City, County, and project contact list, and other interested parties. The information provided in the open house included:

- A project overview, map and captioned photos
- Vision and desired outcomes adopted for the facility plan
- Corridor opportunities and challenges
- Summary of previous community input: from stakeholder interviews and an online mapping exercise
- Roster of Stakeholder Advisory Group members and their affiliations
- List of downloadable documents available on the project website

Interactive features provided on the open house website included:

- A six-question survey
- An opportunity to submit questions or comments
- An opportunity to sign up for project updates

More open houses are planned for future stages of the project, along with other channels for public involvement.

Highlights

The first virtual open house drew strong participation – 182 visitors in comparison with standard public open house attendance of around 40. South Corvallis residents were in the majority, but many participants lived/worked elsewhere in Corvallis – yet were familiar with and interested enough in the OR 99W corridor to participate. While 86% identified themselves as people who drive, significant numbers also travel by bike (54%) or walk (37%).

Many participants stayed on the open house website long enough to weigh-in. Nearly half of attendees (77) answered the survey questions, and survey responses included 67 comments. There were 79 repeat visitors to the site.

Open house input focused on themes identified in earlier outreach: traffic speeds, bicycle and pedestrian safety, and aesthetics. The preferred solutions were: separate/protected bike lanes or paths; more/better pedestrian crossings; more/better bicycle crossings; attractive streetscape design/more trees; and slower speed limits.

Summary of Survey Results

Metrics

Traffic for the open house can be measured by the number of visitors, their length of stay and participation in the online survey. Here are the final metrics:

Total visits: 261

Unique visitors: 182

Average visit: 5 minutes 24 seconds

Surveys submitted: 77

Contact forms: 4

Signups for updates: 4

The number of repeat visits – 79, more than four out of every ten visitors – is unusually high. The long average stay – around 5.5 minutes – is about twice as long as a standard website visit, which is just over two minutes. However, less than half of the visitors completed the survey.

By the Numbers

The tabulated survey results reveal participants' travel behavior, preferences and advice.

Travel frequency: Just over half of respondents say they travel along the corridor daily. This indicates the open house participants include a significant contingent who don't live or work in South Corvallis, but travel there frequently – 81% report using the corridor daily or weekly. No respondents say they seldom travel on the corridor.

Travel mode: Nearly all participants say they travel to the corridor by driving (86%). However, very high numbers also use other modes to access OR 99W in South Corvallis: bike (54%), walk (37%) or City bus (16%).

Important characteristics: The desired corridor characteristics with greatest appeal are: bicycle safety/convenience/comfort (86%) and pedestrian safety/convenience/comfort (82%). A related characteristic, safe routes to schools, is rated as important by 40% of respondents. Countering the effects of climate change and protecting the environment is also very important (64%). Convenient parking is much less important (3%).

Needed improvements: Again, improvements that support bicycle and pedestrian travel rank high:

81% Separate protected bike lanes or paths
65% More/better pedestrian crossings
62% More/better bicycle crossings
51% Better/wider continuous sidewalks

Other highly ranked improvements:

58% Attractive streetscape design/more trees
56% Slower speed limits

The lowest ranked improvement is adequate on-street parking – just 3%.

Participant Comments

Survey participants were also invited to suggest their own ideas for corridor improvements. Many of the responses mirror the numbers shown above.

- *Slow the traffic*; reduce and enforce speed limits; add more signals at the south end of the corridor.
- *Improve bicycle/pedestrian safety*, including child/student safety. (However, there's some doubt about the best methods).
- *Do something now about the danger spots* where pedestrians and bicyclists have been injured or killed.
- *Enhance the corridor's appearance:* perform maintenance, reduce clutter.

"Big Picture" ideas also hold some appeal.

- Designate alternate routes, especially for commercial vehicles.
- Address chronic flooding issues at the main choke points along the corridor.
- Connect the South Corvallis area with the rest of Corvallis through a new route along the railroad right-of-way.
- Build pedestrian/bicycle overcrossings.
- Reconstruct the roadway surface with a material that quiets traffic noise.

When asked for any further comments or questions, respondents point again to these same issues:

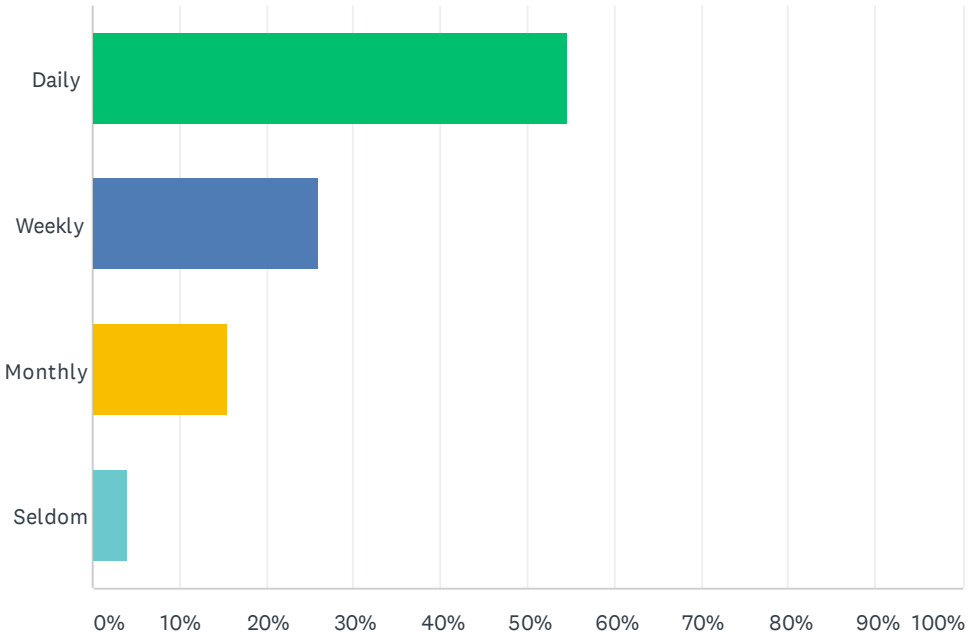
- Traffic speeds, enforcement, traffic calming
- Bicycle/pedestrian safety and facilities
- Aesthetics: landscaping, trees, noise

Additional themes introduced as comments or questions:

- South is a vibrant, diverse community that is changing. What is planned to deal with increased density as the area develops?
- Provide better access to the river.
- Who is in control – ODOT or the City?

Q1 How often do you travel on Highway 99W (3rd Street) in South Corvallis?

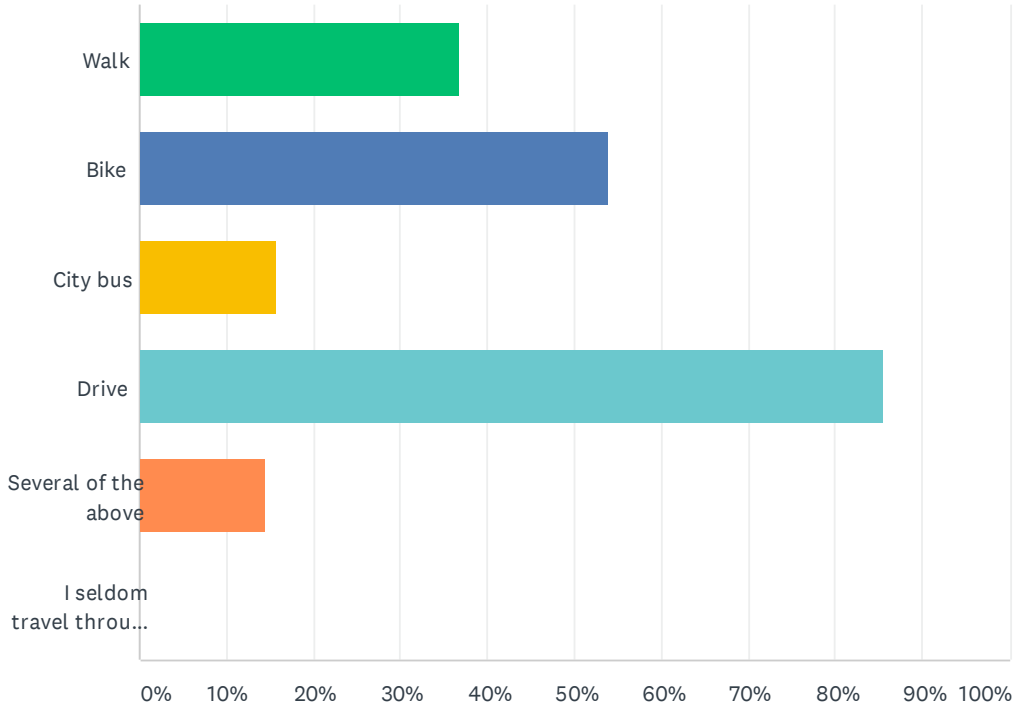
Answered: 77 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	54.55%	42
Weekly	25.97%	20
Monthly	15.58%	12
Seldom	3.90%	3
TOTAL		77

Q2 How do you travel to the Highway 99W corridor? (check any)

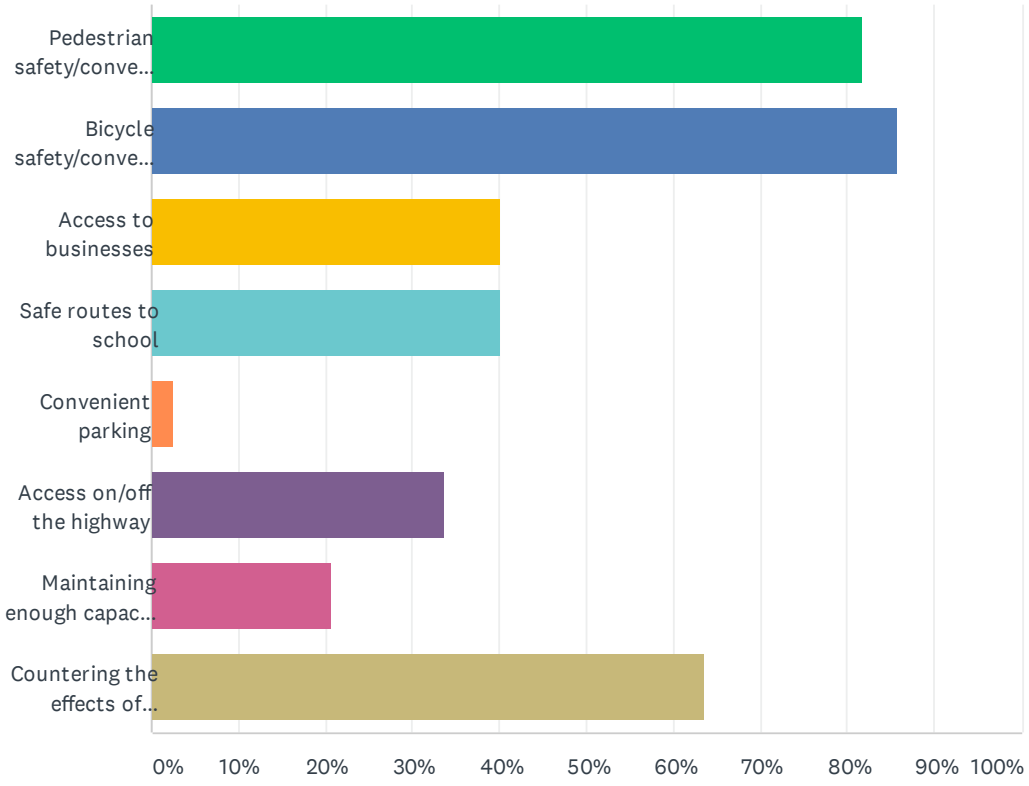
Answered: 76 Skipped: 1



ANSWER CHOICES	RESPONSES	
Walk	36.84%	28
Bike	53.95%	41
City bus	15.79%	12
Drive	85.53%	65
Several of the above	14.47%	11
I seldom travel through the Highway 99W corridor	0.00%	0
Total Respondents: 76		

Q3 Which corridor characteristics are important to you? (check any)

Answered: 77 Skipped: 0

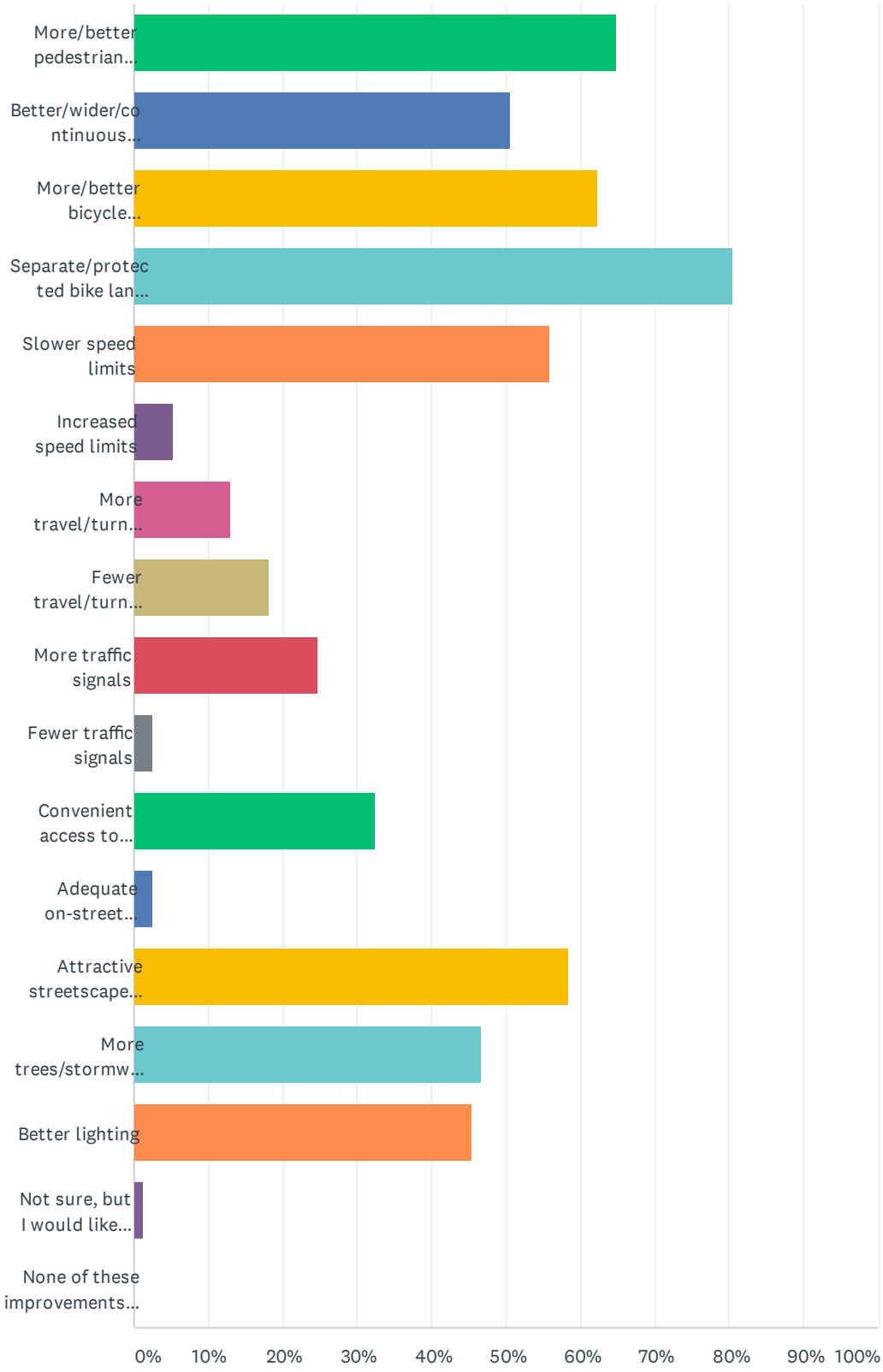


ANSWER CHOICES	RESPONSES	
Pedestrian safety/convenience/comfort	81.82%	63
Bicycle safety/convenience/comfort	85.71%	66
Access to businesses	40.26%	31
Safe routes to school	40.26%	31
Convenient parking	2.60%	2
Access on/off the highway	33.77%	26
Maintaining enough capacity for cars and trucks	20.78%	16
Countering the effects of climate change and protecting the environment	63.64%	49
Total Respondents: 77		

Q4 Which improvements are most needed along the 99W corridor? (check any)

Answered: 77 Skipped: 0

Highway 99W corridor in South Corvallis



ANSWER CHOICES	RESPONSES	
More/better pedestrian crossings	64.94%	50
Better/wider/continuous sidewalks	50.65%	39
More/better bicycle crossings	62.34%	48
Separate/protected bike lanes or paths	80.52%	62
Slower speed limits	55.84%	43
Increased speed limits	5.19%	4
More travel/turn lanes	12.99%	10
Fewer travel/turn lanes	18.18%	14
More traffic signals	24.68%	19
Fewer traffic signals	2.60%	2
Convenient access to businesses	32.47%	25
Adequate on-street parking	2.60%	2
Attractive streetscape design/more trees	58.44%	45
More trees/stormwater management	46.75%	36
Better lighting	45.45%	35
Not sure, but I would like to learn more	1.30%	1
None of these improvements are needed	0.00%	0
Total Respondents: 77		

Q5 Are there any more needed corridor improvements not listed above?

Answered: 37 Skipped: 40

#	RESPONSES	DATE
1	Mixed use zoning throughout the area so businesses for local residents can be located off the highway and be more accessible without using 99W.	3/19/2021 12:40 PM
2	More frequent public transportation, and extended further south (such as to the airport industrial park).	3/18/2021 8:27 PM
3	You must slow the traffic merging from the off ramp of US 20 before the traffic mixes with southbound OR 99W. Improve first crossing visibility by connecting the gore of 3rd & 4th street with the west side of OR 99W. See presentation.	3/15/2021 2:26 PM
4	Consider removing the pedestrian cross walk by Papa's Pizza. Several life's have been lost there. Removing it seems counter intuitive, but the stop light is only another 100 or so yards to the south. If the crossing is removed all foot and bike traffic would have to use the traffic light, which is safer as it ensures that vehicles stop on red lights.	3/15/2021 12:59 PM
5	maybe create a bypass from south of town and around to connect to 99N and 20 E/W and avoid the S. town area completely	3/12/2021 1:37 PM
6	Make it more attractive, enforce speed limits, better bike safety and pedestrians crossing	3/12/2021 1:12 PM
7	Gateway or marker to let folks know they have arrived in corvallis when traveling north into town.	3/11/2021 6:21 PM
8	This is a highway, not an in-city street. It needs to move a lot of traffic at high speed. Separate pedestrians/bikes from the cars.	3/11/2021 1:21 PM
9	Is it possible to create an above ground walkway/bike crossing over 99W? I know it would have to be tall enough to allow for trucks/haulers to pass under, but that could be a really neat way to have a "feature" that both stands out in South Corvallis and would be highly functional to allow pedestrians and cyclists to safely cross without impeding traffic.	3/10/2021 12:23 PM
10	Get rid of the flashing yellow lights for ped crossings-- my comment received 27 likes in the map survey. I think that means I struck a nerve.	3/9/2021 4:16 PM
11	alternative routes, especially to cross the Marys River and Willamette River. roads raised to prevent flood impacts. Remove improper camping. increase development to include more food options. 99W needs to be moved to a bypass.	3/9/2021 3:57 PM
12	Please consider quieter road surfaces. Highway noise is constant in what should otherwise be quiet residential neighborhoods. Trees and other noise buffering would be appreciated, but the road surface is probably best opportunity to make things quieter. Also, I'm concerned about the homeless camps that have moved into ODOT areas under the bridges. Trees and vegetated medians would mitigate climate change impacts, improve air quality, and provide aesthetic improvements that would have positive impact on resident's health.	3/9/2021 11:48 AM
13	The South side of Downtown needs attention. 3rd street near Western has inadequate drainage and unmaintained trees in the parkway.	3/9/2021 8:47 AM
14	I 'd like quiet road surfaces on the busy roads, especially the elevated roads.	3/8/2021 7:52 PM
15	Quiet road surfaces. I can hear traffic from 3rd street in Willamette Park. Also, the overpass needs a quiet road surface, all the way to the stop light at 34. The sound of the traffic can be heard loudly in the park, the water carries/amplifies it.	3/8/2021 7:18 PM
16	I would like to see a center island planted with shrubs with a left turn lane at intersections.	3/8/2021 5:03 PM
17	Safer for bikes and people	3/8/2021 5:00 PM
18	Overhead crossings. South 3rd St is too dangerous for kids going/coming from school!	3/8/2021 1:23 PM

19	Route 99 around where it is to lower impact.	3/8/2021 1:12 PM
20	Garbage cans restrict visibility to oncoming traffic. Is there another spot, besides the curb where they can be safely located?	3/8/2021 1:07 PM
21	Flashing safety lights at ped xings too bright at night esp. during rain, and detracts from visibility of peds crossing the street. A couple 25 mph signs between Alexander and the Co-op are set too far from the road and are lost in the roadside visual clutter.	3/8/2021 12:57 PM
22	hard to see around the cement wall park there should be a traffic light at river green or goodnight some day	3/8/2021 12:06 PM
23	We seem to need trash receptacles along the corridor. Perhaps maintained by the closest business. Or volunteers.	3/8/2021 11:06 AM
24	Pocket Parks develop a sense of residential scale and community pride	3/8/2021 11:00 AM
25	Change the 50mph start going south to 35 until the airport turnoff. Change the 35mph going north to start by airport turn off. Some days it's impossible to get onto 99 because of traffic going 50+ way past the signage.	3/8/2021 9:37 AM
26	A connector between SW Kiger Island Drive and SW 53rd street to connect south and west Benton County for people traveling to/from the main county facilities on SW Research Way.	3/8/2021 9:28 AM
27	Build a separate corridor for commercial traffic around downtown	3/8/2021 8:51 AM
28	I think there needs to be a light at Goodnight or Rivergreen or both to slow incoming traffic to town, the first light drivers encounter is at Alexander and that is well into town. I lived on good night and now I live off park, I think north bound traffic needs to be slowed, but also once drivers pass Alexander they start speeding up so basically from Alexander south is a highway not a town road and drivers treat it as such.	3/8/2021 8:35 AM
29	Currently, there is no easy way for someone to get from the east side of sw 3rd to the west side, on a bike, to get to the rest of town. Now, I have to cross at the cross walk, ride up on the small sidewalk, go over several bumps and ride alongside the traffic on the bridge, stop the bike, walk it over the little entrance lane for cars going to Philomath Blvd, get it back up on the sidewalk by the homeless camp, get back on again, and finally get off the main road. I wish there was a protected way to get across the road. Not sure what would work due to budget concerns, but a pedestrian bridge would be amazing. The route along the railroad tracks was mentioned as an alternate route, and I hope this can be developed into an alternate route to connect Southtown to the rest of corvallis. The sidewalk going along the bridge, when Im going north to get to Western street, or in that area, is very small, and there isnt enough room for a bike and a pedestrian. and not protected from the cars. I think the best solution is just another route, either from another bridge, or the railroad path.	3/6/2021 9:25 PM
30	Regular, consistent, and better enforcement of the speeds in the corridor	3/6/2021 1:44 PM
31	North-South Bicycle access off the highway and safe crossings. Maybe a stoplight at the North entrance to Southtown could make crossing safer	3/6/2021 9:25 AM
32	Avoid excess signage clutter that obstructs driver vision. Increase obstacle, vegetation setbacks at intersections for better visibility for drivers crossing corridor lanes.	3/5/2021 3:26 PM
33	Alternative routes for bicycles	3/5/2021 3:14 PM
34	Better stormwater management of the runoff entering the Mill Race from 99W is required. It drains all the way from Kiger Island to the south and Chapman Avenue to the north and enters the Mill Race under 99W that the principal flooding chokepoint in the City during flooding of the Willamette and/or the Marys River. It would be negligent and irresponsible planning to have the stormwater drain from most of 99W within the City to the most dangerous flooding spot in the City and then rebuild the highway over an undersized culvert. A Mill Race Greenway project is being developed along the Mill Race and crossing 99W would be best planned as either a pedestrian bridge over 99W or building a true road bridge over the Mill Race with a crossing path along the Mill Race to be placed to pass under the 99W road bridge over the Mill Race.	3/5/2021 3:07 PM
35	Narrower vehicle travel lanes (slow traffic by design rather than rules/enforcement)	3/5/2021 2:24 PM
36	repainting faded lines	3/4/2021 4:33 PM
37	A new Corvallis gateway sign	3/3/2021 1:59 PM

Q6 Any further comments or questions for the OR 99W Facility Plan?

Answered: 30 Skipped: 47

#	RESPONSES	DATE
1	Better enforcement of speed limits, particularly in the area that was recently reduced to 30 mph. It would also be helpful if the school zone had lights to indicate when the lower limits are in effect. Maybe that will change with the new Lincoln School having a different orientation from 99W. Southtown has great history that most people don't know about, including many of the residents that live there. How can that history be better interpreted?	3/18/2021 8:27 PM
2	Thank you for listening to the people, follow through and develop context sensitive solutions. Address historic inequalities to transportation safety in low income neighborhoods.	3/15/2021 2:26 PM
3	South 3rd/ HWY99 is a major HWY that serves a lot of traffic daily. There is a serious problem when we place foot and bike traffic in an area with lots of traffic. The best solution, in my opinion , is to remove as much foot and bike traffic from the HWY as possible by creating alternative paths. This is far less expensive than additional bypasses and removes the constant interaction of vehicles and traffic.	3/15/2021 12:59 PM
4	I have never lived anywhere that ignored the greatest natural asset on offer like Corvallis does with the Willamette river....improvement and focus on easy intelligent access to and services for recreational use of our river could drive economic and environmental goals to enormous success	3/15/2021 10:20 AM
5	Please phase construction plans such that pedestrian facilities on BOTH sides of the highway are not closed simultaneously. The ADA ramp work currently underway has ironically made it HARDER for people to walk or cycle in this area, forcing vulnerable users into the ROADWAY. Similarly, curb work does not need to have temporary signs placed IN THE BIKE LANES as obstacles. What I hear (above) about wanting to use out-of-the-box solutions to improve safety and what I see in the field (thoughtless or counter-intuitive construction flagging) don't jive. Walk the walk, not just talk the talk.	3/13/2021 11:56 AM
6	Better access out of businesses/into businesses is needed based on traffic volumes e.g. turning left from Papa's pizza is really difficult. Turning right is ok, but then it takes a lot of effort (in traffic) to get into the left lane and find a place to turn around (U-turns at lights are not reasonable). Interconnected back streets (low traffic) to the lighted intersections would be nice.	3/11/2021 1:21 PM
7	"Planners and city leaders need to start thinking critically about the morality of continually expanding the size of roads, lane widths, and parking spaces to accommodate the trend of ever-larger vehicles. Our vehicles should be designed to fit a sustainably-built roadway network, not the other way around. "	3/11/2021 9:14 AM
8	Future Increased high density housing will increase traffic and facilities use. What plans are there in place to deal with this?	3/9/2021 6:40 PM
9	Thank for this effort. Southtown is a vibrant, diverse community and deserves this attention.	3/9/2021 11:48 AM
10	Araceli's name is misspelled on your committee list. You should correct it in all your public-facing materials.	3/9/2021 5:23 AM
11	This page needs to be translated for Spanish-speaking residents. They are a large part of the community and need access to planning decisions like these around their homes.	3/8/2021 7:52 PM
12	We need quiet road surfaces, especially for the elevated roadways.	3/8/2021 7:18 PM
13	The traffic slowdown project should begin south of Rivergreen Road.	3/8/2021 5:03 PM
14	Is the City in control of this project - or the State?	3/8/2021 1:23 PM
15	The first crossing south of 99w/20 is too near the curve if someone is speeding for them to react in time to pedestrians. A bypass would be great, provided it doesn't result in a reduction of low income housing.	3/8/2021 1:07 PM

16	Exit/entrance at Chapman Pl especially for left-turning traffic out or into, can be challenging during busy times. I would be in favor of a traffic light at that location. The nearby ped-x could be moved to the traffic light to avoid a double stop in the short distance.	3/8/2021 12:57 PM
17	Don't just make quick fixes for now but plan for an imagined future (e.g. fewer cars and more alternative transportation.)	3/8/2021 11:14 AM
18	Large and medium size shade trees. Flower baskets. They could be watered by neighbors and volunteers	3/8/2021 11:06 AM
19	Building a 99 bypass will also significantly improve safety in Corvallis.	3/8/2021 9:28 AM
20	I absolutely think there should be several pedestrian crossings across 99w that are red light pedestrian crossings not just flashing light. The first and foremost being the crossing at papas pizza/coop where we have had three pedestrian deaths. I also think a traffic light or a pedstrian red light at goodnight would improve the safety for crossing there. It makes sense, goodnight is the park entrance, if you want people to access the park make sure they can cross the highway safely to get to the park.	3/8/2021 8:35 AM
21	I took some pictures of Hillyard street in Eugene, near Amazon parkway. They have several large trees, the street feels so much more walkable, and there are plenty of turn lanes, for easy access to businesses. I can provide them if you would like. Also, thanks for improving this, it will make our lives so much more enjoyable, especially if we can have natural wetland restoration along the road corridor also!	3/6/2021 9:25 PM
22	99 needs to be away from any residential developments	3/6/2021 12:43 PM
23	Elevated pedestrian crossings will be very difficult for really every person. And especially for anybody with limited physical ability or carrying heavy loads. Research shows that many people won’t use them, they will cross at ground level.	3/5/2021 7:41 PM
24	Set grade properly with elevation of manhole covers. Currently many existing are like camouflaged potholes. Remove diseased pine trees on west side of 99w between Kiger Island road and Airport road. They are hazard from falling branches and/or falling over	3/5/2021 3:26 PM
25	This area is a loud and scary place to travel with children if you are not in a car.	3/5/2021 3:14 PM
26	Trees (particularly native trees) and shrubs are a critical component to calming traffic along 99W. When they are combined with green infrastructure bioremediation features to mitigate stormwater runoff, dual purposes of safety and environmental protection are served.	3/5/2021 3:07 PM
27	It seems that traffic calming is of key importance: if cars/trucks traveled more slowly and had less distraction, then biking and walking would be more safe. Changes in the infrastructure/roadway design might be the best answer. And having more trees to help provide a more calm environment	3/5/2021 2:34 PM
28	How much notice do you give land owners before eminent domain takes place?	3/5/2021 2:25 PM
29	This is great	3/4/2021 4:33 PM
30	Thank you!	3/3/2021 1:59 PM

OR 99W South Corvallis Facility Plan

Oregon Department of Transportation

WELCOME!

Come on in – look around – learn more – *take the survey* – ask questions and offer comments.

A Project in Your Area

Highway 99W in South Corvallis is the focus of a new planning effort that will determine how best to address safety, comfort and mobility along this corridor. The Facility Plan is led by the Oregon Department of Transportation in close collaboration with the City of Corvallis. Community input is being underway and is expected to continue into early 2022.

An early step in this public open house that invites participants to explore the HWY 99W corridor's issues and challenges, and weigh in on possible solutions.

You can learn more about the 2040 Facility Plan here.

The City of Corvallis also has planning underway for South Corvallis.

Project Schedule

- **Task 1** - Project Management – Throughout
- **Task 2** - Public Involvement – Throughout
- **Task 3** – Performance-Based Design Decision Framework – Oct 2020-March 2021
- **Task 4** – Existing Plans Review – Oct 2020-March 2021
- **Task 5** – Corridor Issues, Opportunities and Constraints – Nov 2020-April 2021
- **Task 6** – Plans, Policies, Analysis Methodology and Assumptions – Oct 2020-Feb 2021
- **Task 7** – Multimodal Transportation System Inventory and Existing Conditions Analysis – Oct 2020-April 2021
- **Task 8** – Planned Future Conditions Analysis – Nov 2020-June 2021
- **Task 9** – Alternatives Development, Analysis and Preferred, Cost-Constrained Alternative – May 2021-Dec 2021
- **Task 10** – Draft Facility Plan – Nov 2021 jan 2022
- **Task 11** – Final Facility Plan – Feb 2022 March 2022

OR 99W Corridor Challenges

Several factors pose challenges for meeting travel demands and addressing safety in the OR 99W corridor, particularly for walking and biking:

- Five-lane wide highway in an urban and suburban setting
- Limited north/south local street connections that parallel the corridor
- Few crossings of the Marys River and railroad
- Automobile-oriented development that favors driving

The Facility Plan will inform how investments can be made here to improve the transportation system. It will address the safety, comfort, and attractiveness of walking and biking in South Corvallis as well as vehicular safety, mobility and access on OR 99W.

Virtual Open House

Friday, March 5 to Sunday, March 21, 2021

- Open to everyone – online for you 24/7
- OR 99W planning is underway – **learn more**
- Find out **what people are saying**
- Share your views – ***take the survey!***
- **Get your questions answered**
- **Sign up for updates**

The OR 99W South Corvallis Facility Plan will help decide investment priorities for corridor improvements.

OR 99W South Corvallis Study Area

Corvallis
Philomath
Adair Village
Jackson St
Kings Blvd
Harrison Blvd
Van Buren Ave
Western Blvd
Reser St
Walnut St
Kent St
Nash Ave
Hewlett Packard
Hewlett Packard
Hewlett Packard