

# Corvallis—Albany Bikeway Advisory Group

## Meeting #3 Select Conceptual Routes

March 22, 2017



# Agenda

- Introductions
- Key Bikeway Considerations
- Recap from Meeting #2 and Overview and Evaluation of Route Options
- **Discussion:** Select Routes to Move Forward
- **Activity:** Rural Route Refinement
- Public Open House Preview
- Next Steps

# Bikeway Basics

- Crossings – minimize, good quality
- Access – frequent and convenient
- Security – illumination and sight distance
- Maintenance – inspection, sweeping, repairs

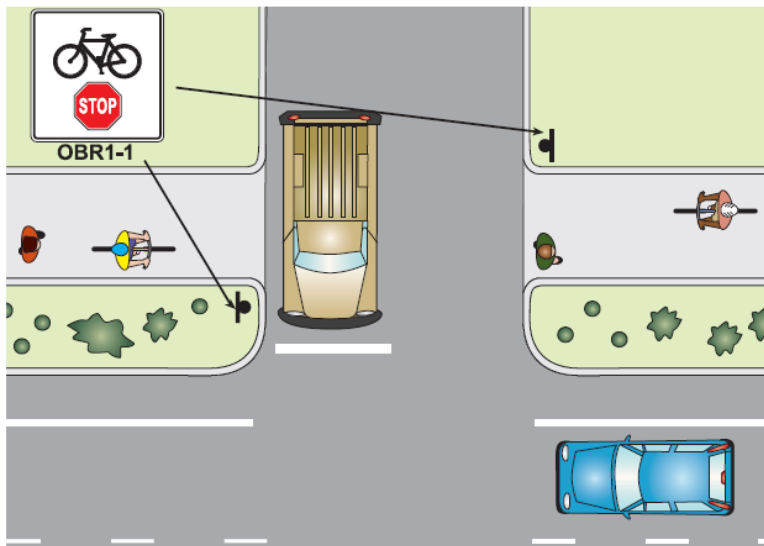


Figure 7-26: Appropriate use of sign OBR1-1 (or OBR1-2)

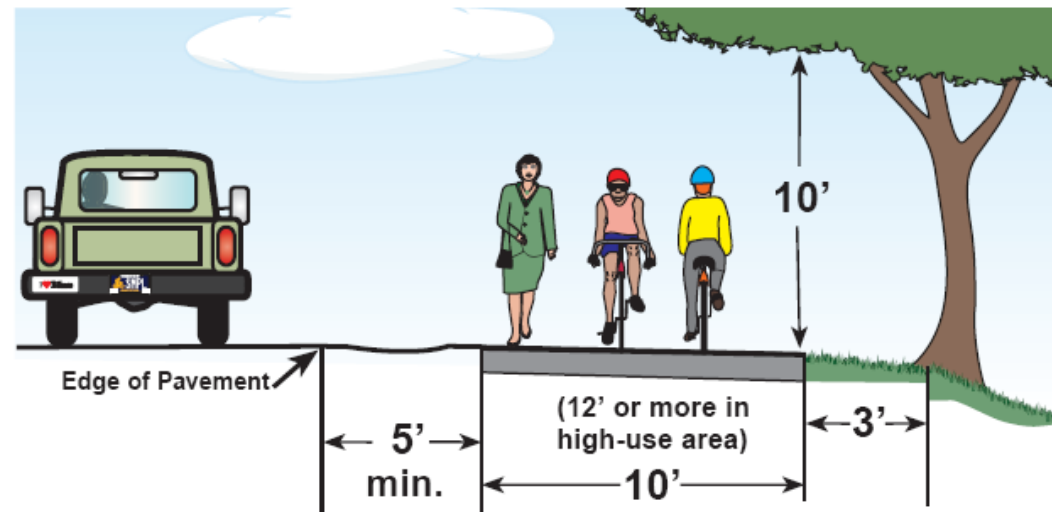
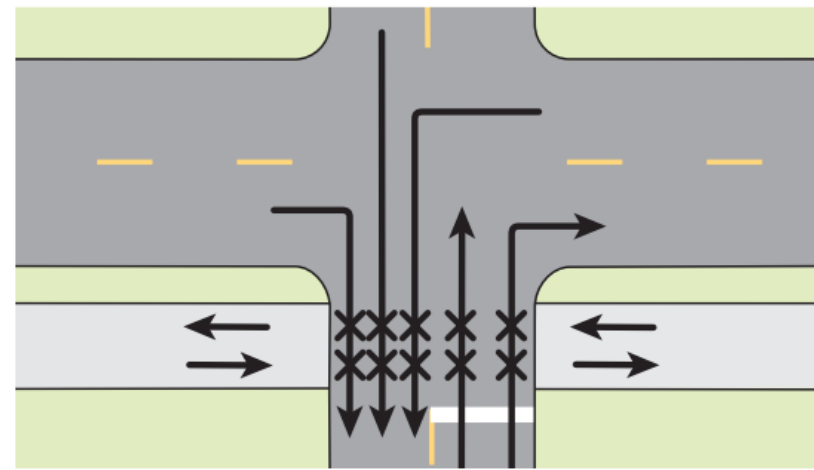
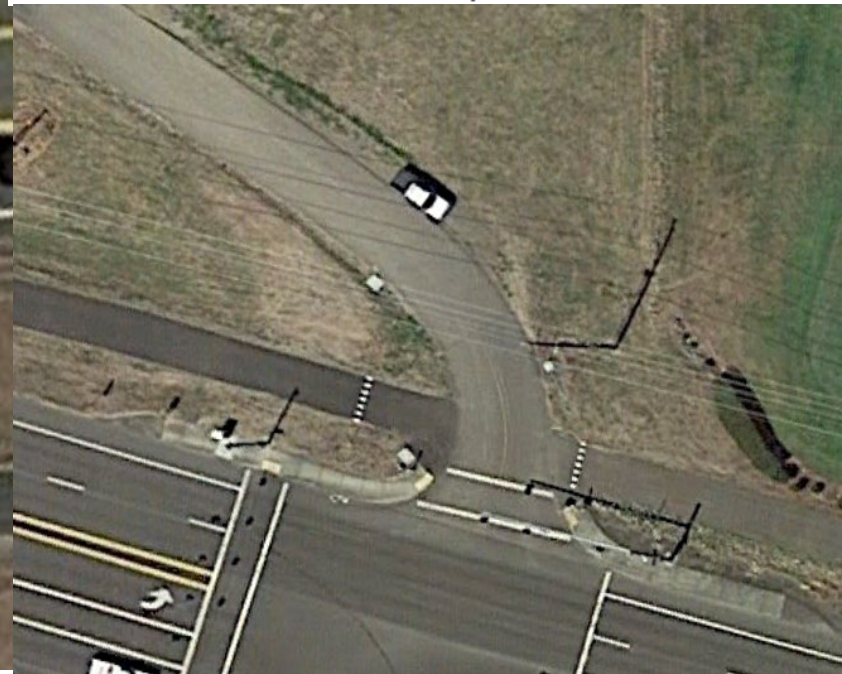
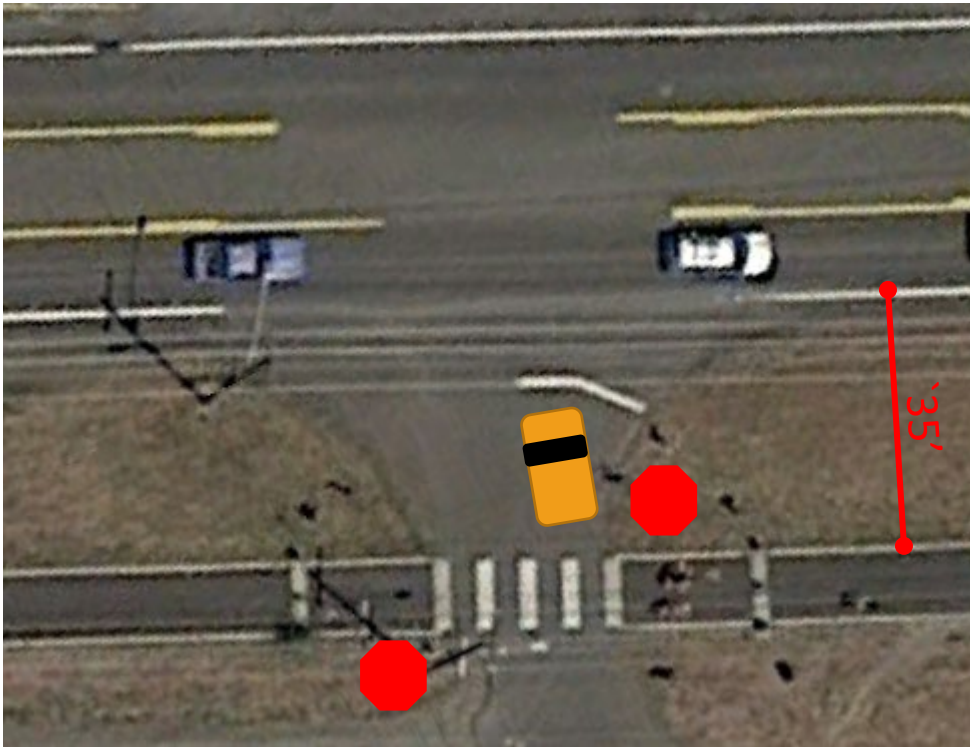


Figure 7-3: Suggested shared use path dimensions

# Crossings



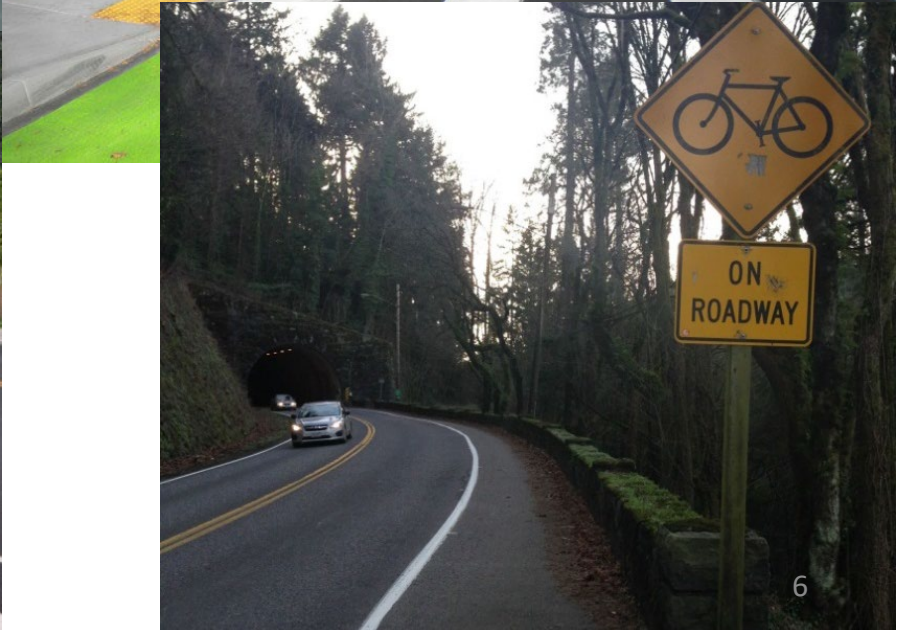
*Figure 7-2: Intersection and driveway conflicts at path*



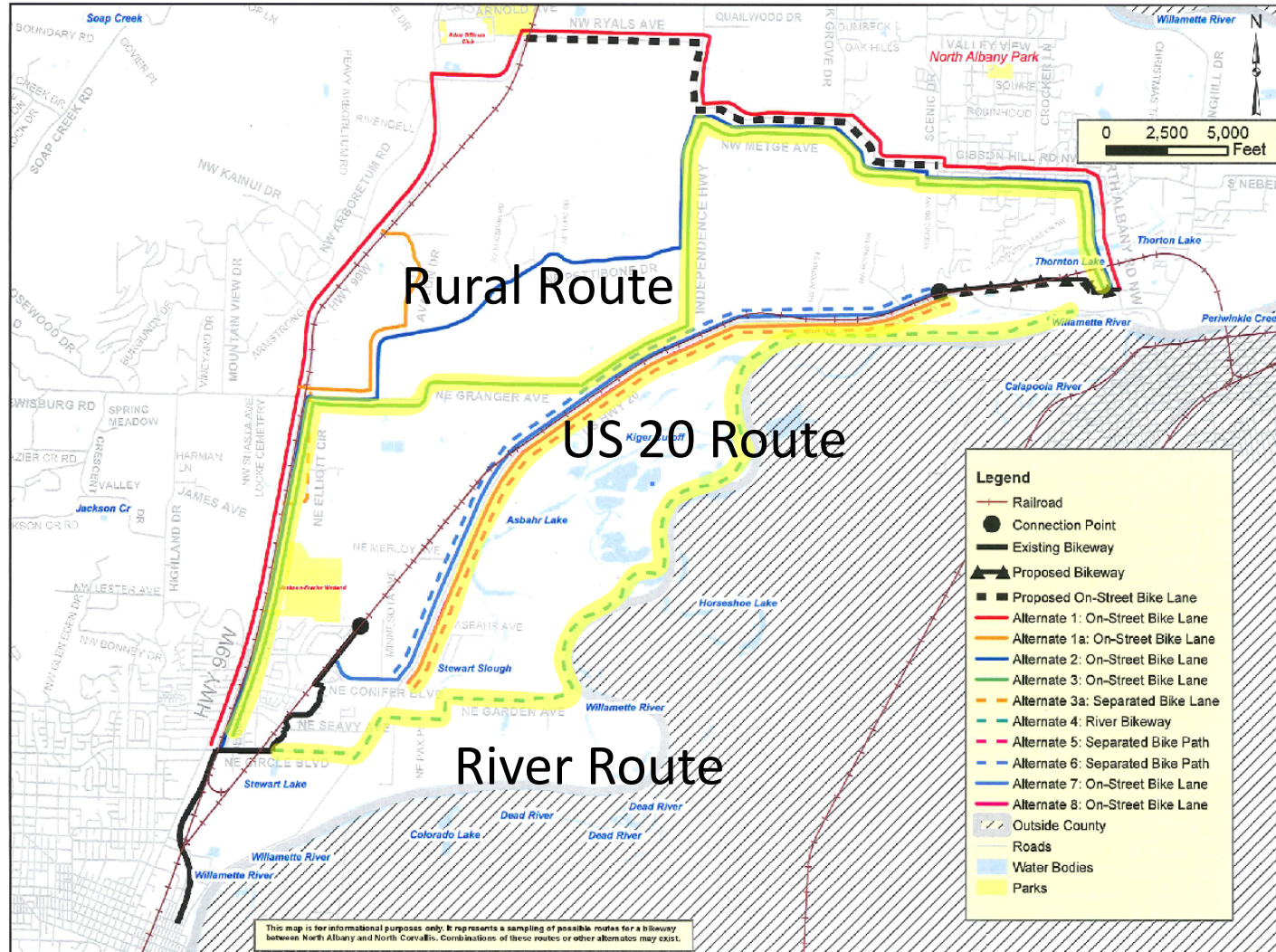
# Facility type – off road



# Facility type – on road



# Three route options recommended by Advisory Group:



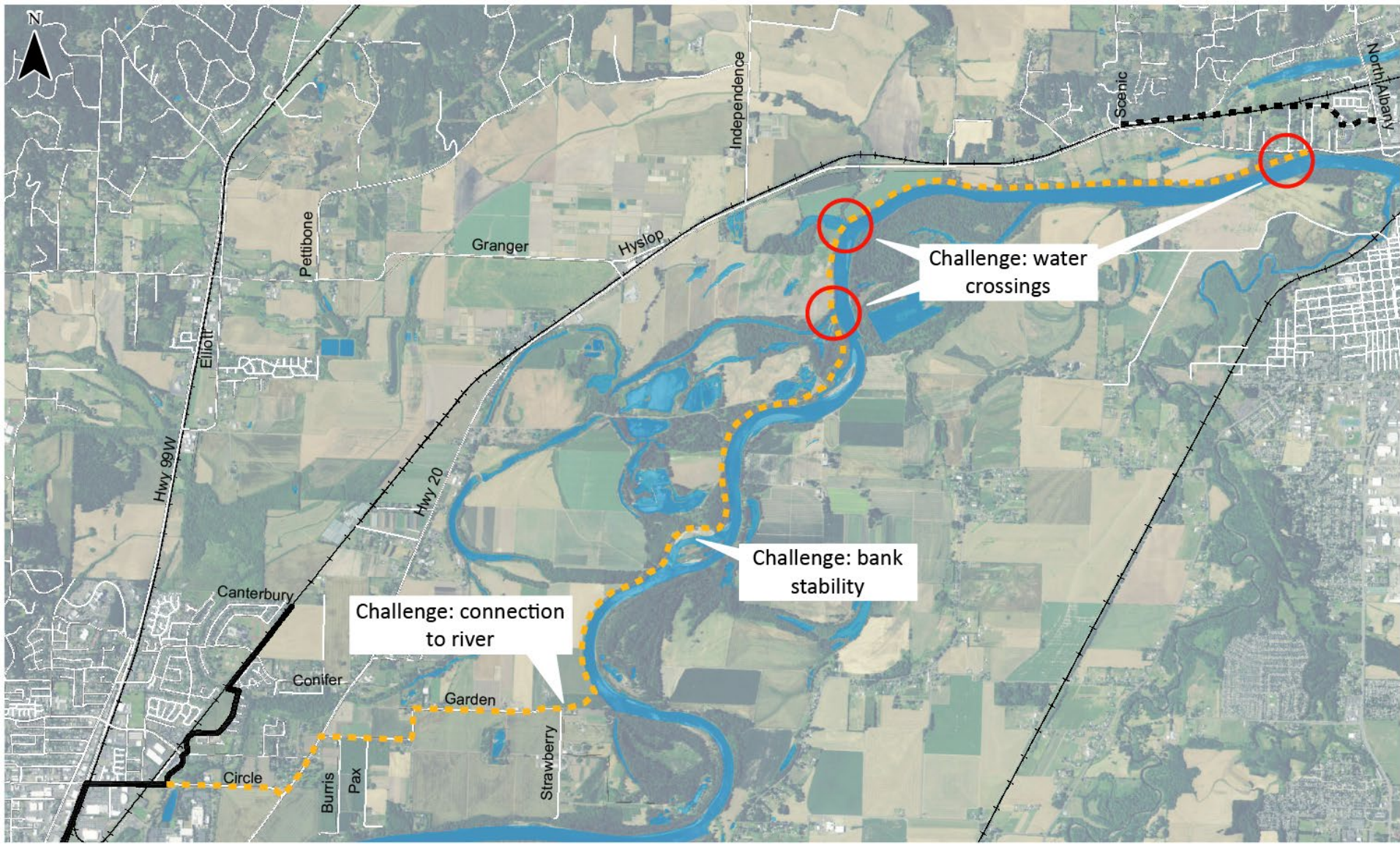
# Overview River Route

- Comfortable for most/all users
- Limited vehicle interaction
- Connects Corvallis and Albany with limited destinations in-between
- Challenges:
  - Connection on Corvallis side
  - Environmental features
  - Property acquisition
  - Access along route
  - Flooding potential


















# River Route



# River Route

## Evaluation Criteria

Tier 1	<b>Maximizes traveling safety for all modes</b> (configuration, crossings)		Majority off roadway, minimal vehicle interaction
	<b>Connects to destinations</b> (public transit, trailheads, current and future pathways—local and regional)		Hyak Park, Tadena Landing
	<b>Practical for recreational use and commuting</b> (distance and terrain)*	 	8.5 miles, primarily flat, scenic
	<b>Fits rural character / protects farmland**</b>		Little farmland impacted, trees to separate users from farms
Tier 2	<b>Minimizes environmental impacts</b> (wetlands, trees, habitat, stormwater runoff)		New area of impact, active hunting and gravel mining
	<b>Minimizes impacts on neighbors</b> (construction and operation)		Requires property, introduces users into new area
	<b>Provides other benefits</b> (transportation choices, aesthetics, economic, mental and physical health)		
	<b>Allows emergency access; inhibits crime</b> (not secluded, potential to be well used)		Limited access, isolated
	<b>Supports visitor travel / tourism</b>		Wide range of users, scenic
	<b>Minimizes operation and maintenance resource needs***</b>		Significant maintenance, challenging access
<b>Overall</b>		  	

River

\*Consider if pathway is good for recreation or for commuting during evaluation.

\*\*Consider how farming activities impact bikeway users.

\*\*\*Order of magnitude construction cost to be added to evaluation criteria after routes are further refined.

# Overview Hwy 20 Route

- Comfortable for some/most users
- Connects Corvallis and Albany with a few destinations in-between (schools, parks)
- Challenges:
  - Requires several new bridges or widening
  - Requires some property acquisition
  - Driveway/roadway crossings

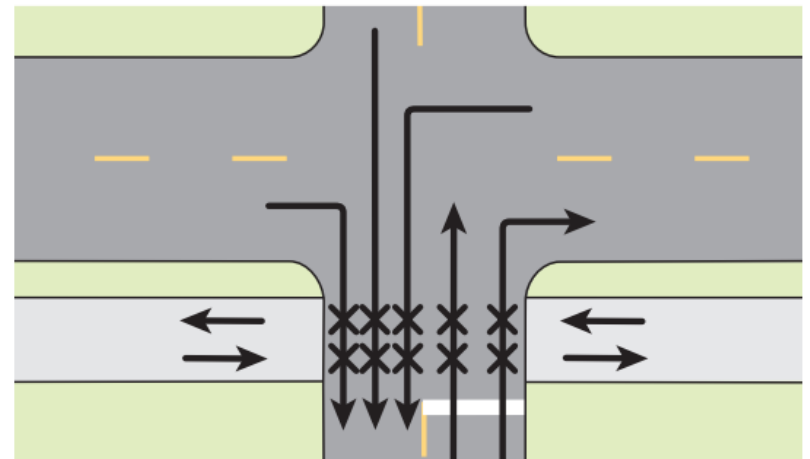
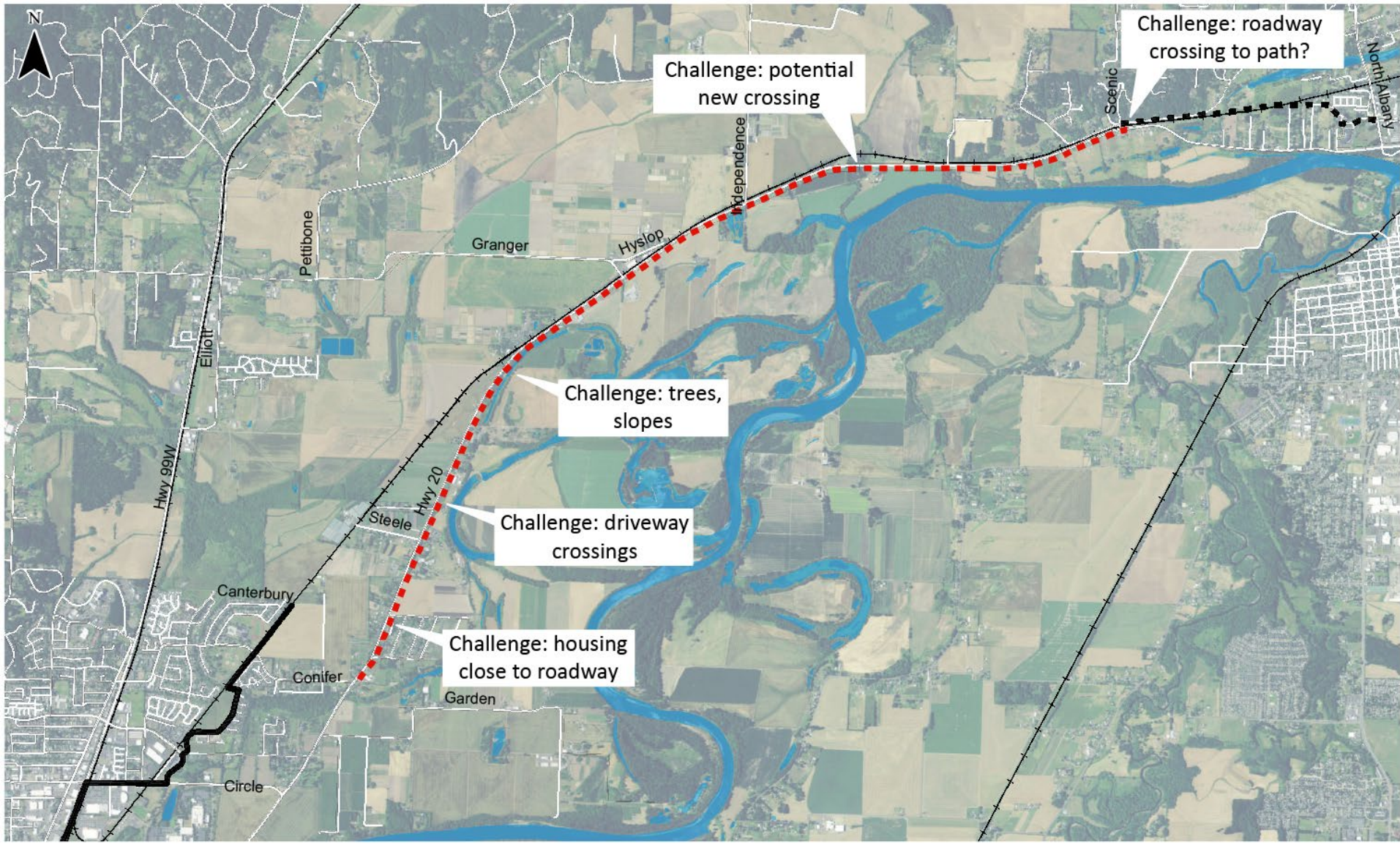















Figure 7-2: Intersection and driveway conflicts at path

# Hwy 20 Route



# Hwy 20 Route

## Evaluation Criteria

Tier 1	<b>Maximizes traveling safety for all modes</b> (configuration, crossings)		Majority off roadway, some areas with frequent roadway crossings
	<b>Connects to destinations</b> public transit, trailheads, current and future pathways—local and regional)		Corvallis Waldorf, Farm Home, transit, Hyak Park, Tadena Landing
	<b>Practical for recreational use and commuting</b> (distance and terrain)*	 	5.5 miles, primarily flat
	<b>Fits rural character / protects farmland**</b>		Minimal farmland required, some impact to users from farming operations
Tier 2	<b>Minimizes environmental impacts</b> (wetlands, trees, habitat, stormwater runoff)		Utilizes existing roadway, several potential new crossings
	<b>Minimizes impacts on neighbors</b> (construction and operation)		Requires some property along Hwy 20, utilizes existing roadway
	<b>Provides other benefits</b> transportation choices, aesthetics, economic, mental and physical health)		
	<b>Allows emergency access; inhibits crime</b> (not secluded, potential to be well used)		Access available for entire route
	<b>Supports visitor travel / tourism</b>		Supports wider range of users, potential use by groups/org. rides
	<b>Minimizes operation and maintenance resource needs***</b>		Maintenance for trail - inspection, sweeping, repairs
<b>Overall</b>		  	

Hwy 20

\*Consider if pathway is good for recreation or for commuting during evaluation.

\*\*Consider how farming activities impact bikeway users.

\*\*\*Order of magnitude construction cost to be added to evaluation criteria after routes are further refined.

# Overview of Rural Route

- Comfortable for few/ some users – based on facility type
- Connects broader array of destinations
- Challenges:
  - Hilly sections, length
  - Widening required for more comfortable facility
  - Driveway/roadway crossings

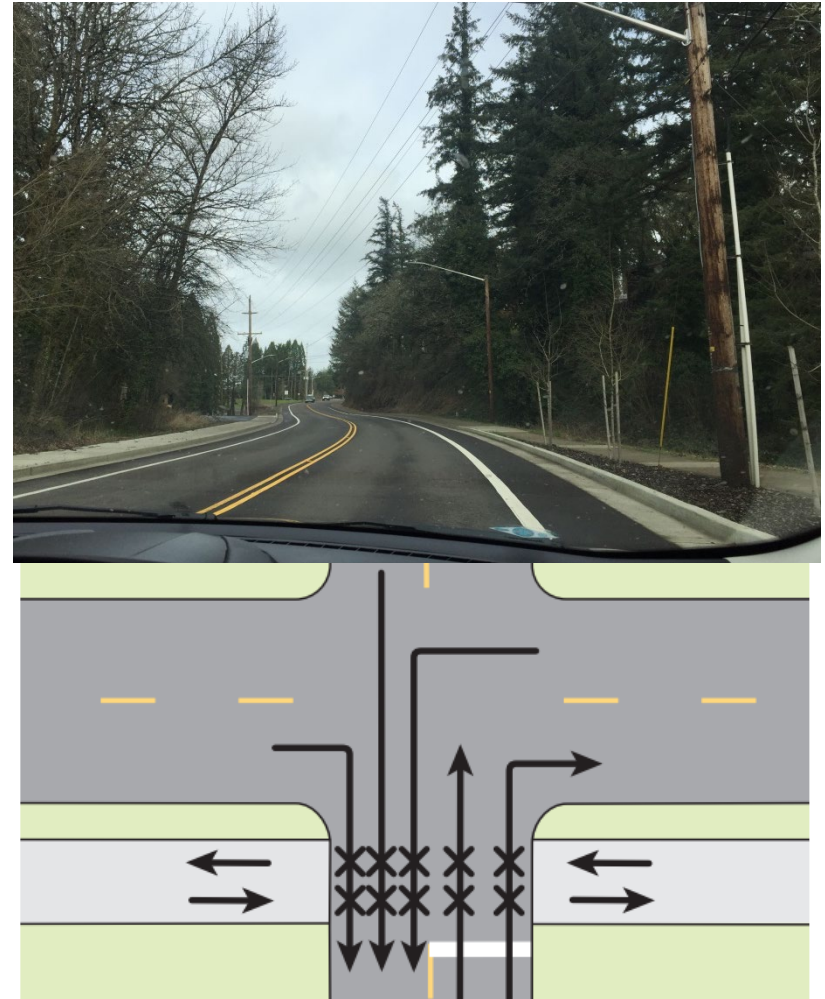
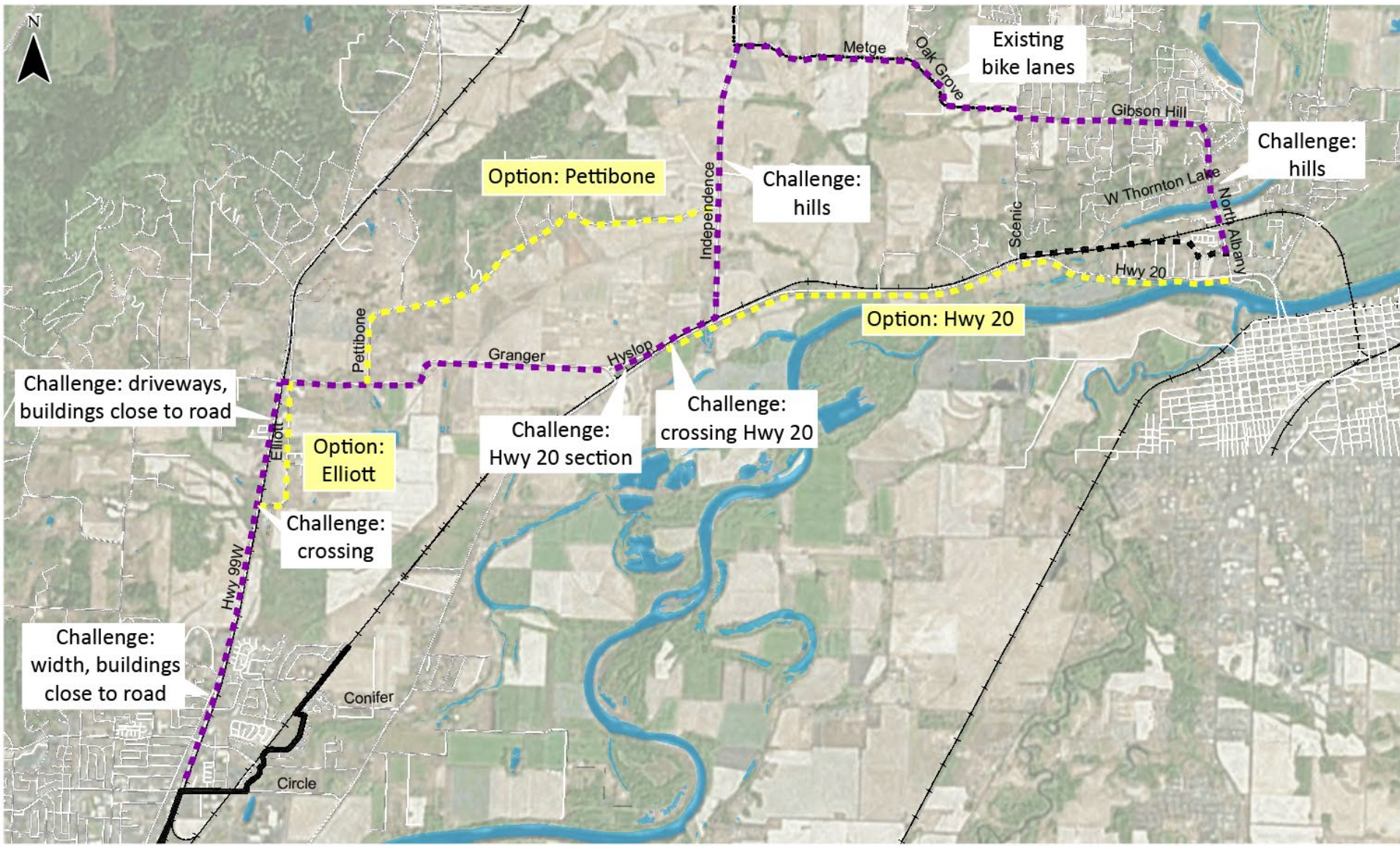















Figure 7-2: Intersection and driveway conflicts at path

# Rural Route



# Rural Route

## Evaluation Criteria

Tier 1	<b>Maximizes traveling safety for all modes</b> (configuration, crossings)		On roadway, low volume, some areas with frequent roadway crossings
	<b>Connects to destinations</b> public transit, trailheads, current and future pathways—local and regional)		Mt View School, Oak Grove, Jackson-Frazier Wetland, Gibson Hill Park
	<b>Practical for recreational use and commuting</b> (distance and terrain)*	 	11.5 miles, mixture of flat and hilly
	<b>Fits rural character / protects farmland**</b>		Minimal farmland required, some impact to users from farming operations
Tier 2	<b>Minimizes environmental impacts</b> (wetlands, trees, habitat, stormwater runoff)		Utilizes existing roadway, requires widening
	<b>Minimizes impacts on neighbors</b> (construction and operation)		Some property required, utilizes existing roadway
	<b>Provides other benefits</b> transportation choices, aesthetics, economic, mental and physical health)		
	<b>Allows emergency access; inhibits crime</b> (not secluded, potential to be well used)		Access available for entire route
	<b>Supports visitor travel / tourism</b>		hills and facility type attract a smaller range of users, scenic
	<b>Minimizes operation and maintenance resource needs***</b>		Longer stretch to maintain, maintenance of roadway surface
<b>Overall</b>		  	

Rural

\*Consider if pathway is good for recreation or for commuting during evaluation.

\*\*Consider how farming activities impact bikeway users.

\*\*\*Order of magnitude construction cost to be added to evaluation criteria after routes are further refined.



# Overall evaluation

Evaluation Criteria				
Tier 1	Maximizes traveling safety for all modes (configuration, crossings)	?	?	
	Connects to destinations (parks, cities, employers, schools, public transit, trailheads, current and future pathways—local and regional)			
	Practical for recreational use and commuting (distance and terrain)*	R C	R C	R C
	Fits rural character / protects farmland**			
Tier 2	Minimizes environmental impacts (wetlands, trees, habitat, stormwater runoff)			
	Minimizes impacts on neighbors (construction and operation)	?	?	
	Provides other benefits (maximizes environmental benefits, transportation choices, aesthetics, economic, mental and physical health)			
	Allows emergency access; inhibits crime (not secluded, potential to be well used)			
	Supports visitor travel / tourism	?	?	
	Minimizes operation and maintenance resource needs***			
Overall		3	5.5	0.5
		Rural	Hwy 20	River

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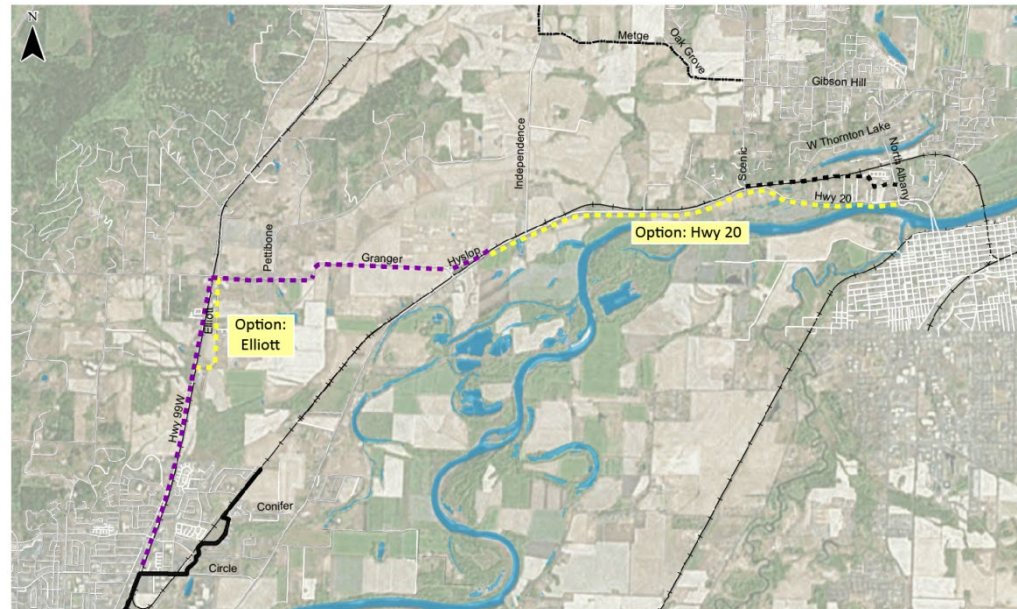
\*\*\*Order of magnitude construction cost to be added to evaluation criteria after routes are further refined.

# Discussion: Select Routes to Move Forward

- Move Rural and Hwy 20 routes on for public meeting and more study
- Sideline River Route

# Activity: Rural Route Refinement

- Options:
  - Elliott
  - Pettibone
  - Highway 20 section
- Split into three groups
- Review and identify preferred Rural Route alternative



# Public Open House

**Wednesday, April 5<sup>th</sup>, 5:30-7:30 p.m.**

- Background boards:
  - Evaluation of routes
  - Process to date
- Maps of Highway 20 and Rural routes for public comment
- How can we most effectively get the word out?
- Other ideas for the meeting?

# Next Steps

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**Wednesday, April 5, 5:30-7:30 p.m.**

Benton County Sunset Building

**Community Open House**

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**Wednesday, April 12, 1:00-3:00 p.m.**

Avery Building

**Technical Advisory Group Meeting #2**

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**Tuesday, April 25, 12:00-2:00 p.m.**

Corvallis-Benton County Public Library

**Meeting #4 Select Recommended**

**Route** (Goal = 1 route)

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**Tuesday, May 16, 9:00-11:00 a.m.**

Board Meeting Room

**Board of Commissioners Work Session**

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**Tuesday, June 6, 12:00 p.m.**

Board Meeting Room

**Board of Commissioners Meeting  
(Consider Phase 3)**

# Public Comment