

ACTION 11:

Neighborhood Bikeways

Partner with the city to develop select neighborhood bikeways that connect to OSU. Development will include crossing treatments that make pedestrian and biking trips to campus safer and more inviting.

Opportunity

While 16% of students and employees bike to campus today, about 45% live less than three miles from campus on flat terrain, an easy biking trip of less than 20 minutes. This represents an opportunity to attract new riders who could ride to campus if they felt comfortable doing so. In the 2019 OSU Transportation Survey, students and employees were both more likely to say “safer routes to campus” would encourage them to ride to OSU than almost any other factor.

Current State

Bicycle facilities in Corvallis today are primarily composed of bike lanes along arterials and collectors, as well as some multi-use paths. Riding a bicycle along neighborhood streets, where vehicle traffic is lighter and slower may seem safer, but it can be onerous and dangerous due to numerous stop signs and difficult crossings at intersections with higher-volume roads. The project team heard from students who tried riding a bicycle in Corvallis, but gave up cycling and opted to drive to class because of safety concerns. Implementing a network of Neighborhood Bikeways that connect to campus might alleviate some of these concerns and encourage less experienced riders to commute by bike.

Cost
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Lead
City of Corvallis

Partners
University Facilities, Infrastructure, and
Operations, OCWCOG

Timeline
Medium

Complementary Actions
Commute Incentives (Action 3)
Bike Parking (Action 14)

Discussion

Neighborhood Bikeways

Neighborhood Bikeways are streets designed to create a safer and more attractive walking and biking environment for riders of all ages by reducing the volume and speed of motor vehicle traffic (while remaining open for local vehicle access). Neighborhood Bikeways also include crossing treatments at busier streets that serve pedestrians as well as people on bikes. Because the designs rely on minimal changes to existing residential streets, Neighborhood Bikeways can be very affordable to build relative to constructing new paths or sidewalks, and generally require no removal of parking or vehicle lanes.

The City of Corvallis Transportation System Plan (TSP) identifies a low-stress network of neighborhood bikeways and buffered protected bike lanes that would attract riders of all ages

and abilities. Several of these proposed bikeways connect to or pass through the OSU campus at gateways or along bicycle routes identified in the OSU Transportation Plan. The intersections where these bikeways connect to campus also provide opportunities for improved pedestrian crossings and connection to bike facilities on campus. A portion of one route, the Campus Way/Madison Avenue Neighborhood Bikeway, is further developed in detail in the OSU Transportation Plan, including a schematic design that recommends a separated cycle track and pedestrian improvements along Southwest Campus Way from SW 11th Street to SW 35th Street.

OSU is interested in partnering with the City of Corvallis to develop key segments of the low-stress bikeway network from the Corvallis Transportation System Plan that serve both the campus and the community (Table 5 and Figure 17).



Table 5: Neighborhood Bikeways from the Corvallis Transportation System Plan that connect to the OSU Corvallis campus

TSP Project ID	Project Name	Primary Funding Source	Description
B41	26th/27th St Neighborhood Bikeway	City/OSU	Develop neighborhood bikeway along 27th Street between Walnut Boulevard and 25th Street on the north, and 26th Street and OSU on the south. This project is one segment of a citywide low-stress network. Refer to Low-Stress Network map for routing. The City will work with OSU to identify appropriate improvements to be implemented.
B42	16th/17th St Neighborhood Bikeway	City	Develop neighborhood bikeway along 16th and 17th Streets between Walnut Boulevard and Rolling Green Drive on the north, and 14th Street and Monroe Avenue on the south. This project is one segment of a citywide low-stress network. Refer to Low-Stress Network map for routing.
B43	11th Street Neighborhood Bikeway	City	Develop neighborhood bikeway along 11th Street between 13th Street and Angelica Drive on the north, and 15th Street and E Avenue on the south, which may include adding curb extensions at the Monroe Street/11th Street intersection to improve pedestrian and bicycle safety. This project is one segment of a citywide low-stress network. Refer to Low-Stress Network map for routing. Coordinate with Project M47.
B46	Campus Way/ Madison Ave Neighborhood Bikeway	City/OSU	Develop neighborhood bikeway along Campus Way (under OSU jurisdiction) between western OSU boundary and 11th Street, Madison Avenue between 11th Street and the Riverfront Park Multi-Use Path for westbound travel, and on Jefferson Avenue between 7th Street and the Riverfront Park Multi-Use Path for eastbound travel. Segments along Jefferson Avenue may require roadway widening to install a buffered bike lane. This project is one segment of a citywide low-stress network. Refer to Low-Stress Network map for routing. Coordinate with OSU and Project P2.
B47	SE Corvallis Neighborhood Bikeway	City/ Assessments to Property owners	Develop neighborhood bikeway in Southeast Corvallis from Vera Avenue and Crystal Lake Drive, along Vica Way, Bethel Street, Thompson Street, Goodpark Street, Summerfield Drive and Dockside Drive to Shoreline Drive. This project is one segment of a city-wide low-stress network. Refer to Low-Stress Network Map for routing.

Source: 2018 City of Corvallis Transportation System Plan

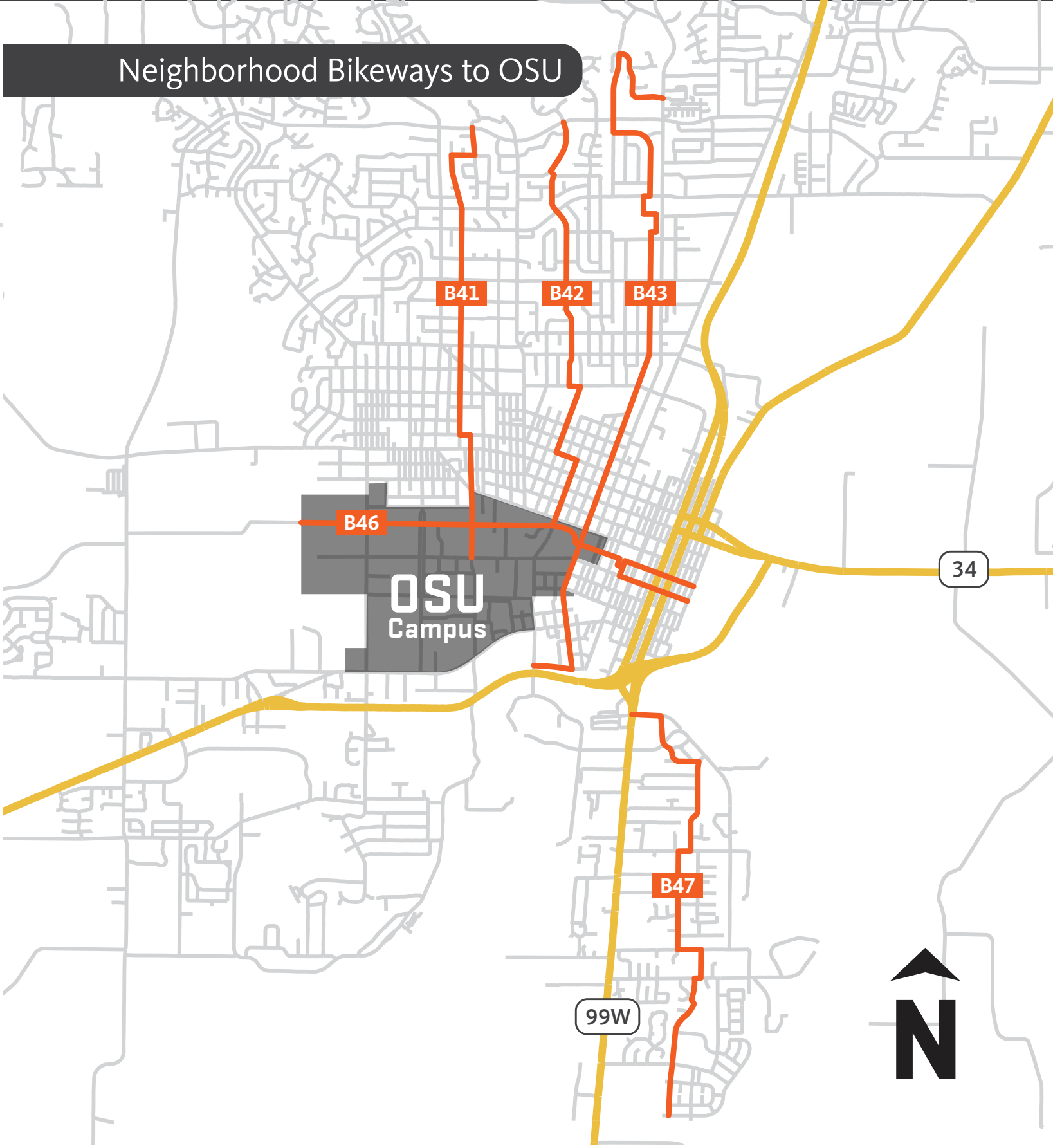


Figure 17: Planned Neighborhood Bikeways to campus from the Corvallis Transportation System plan