



**PREPARED FOR:**

**DAVID EVANS AND ASSOCIATES**

**Benton County Corvallis-Albany Bicycle Path**

**December 2015**

**PREPARED BY:**

**DHM RESEARCH**

**(503) 220-0575 • 239 NW 13<sup>th</sup> Ave., #205, Portland, OR 97209 • [www.dhmresearch.com](http://www.dhmresearch.com)**

## 1. | INTRODUCTION AND METHODOLOGY

Davis, Hibbitts & Midghall, Inc. (DHM Research) conducted a telephone survey of residents in Albany and Corvallis, Oregon on the behalf of Benton County. The objective of the survey was to gauge opinions about bicycle and pedestrian facilities. More specifically, we sought to gauge attitudes about and potential use of a proposed bike path between Albany and Corvallis along Highway 20.

Research Methodology: Between November 19 and 23, 2015, DHM research conducted a telephone survey of 300 residents of Albany and Corvallis, Oregon. Respondents were contacted randomly from voter lists. In order to target people with close geographical proximity to the proposed trail, we set a quota of 150 respondents living in voter precincts along the proposed trail. The additional 150 respondents came from the greater Albany and Corvallis regions, with quotas set by gender and age to assure a more representative sample.

The telephone survey took approximately 12 minutes to administer. In gathering responses, DHM Research employed a variety of quality control measures, including questionnaire pre-testing and validations. As in all surveys of this kind, response rates varied across demographic groups. Data was weighted to reflect the adult population according to city of residence, age, and gender. The report presents weighted data.

Both weighted and unweighted data are presented in the annotated questionnaire (Appendix A). In the annotated questionnaire, results may add to 99% or 101% due to rounding.

Statement of Limitations: Any sampling of opinions or attitudes is subject to a margin of error. The margin of error is a standard statistical calculation that represents differences between the sample and total population at a confidence interval, or probability, calculated to be 95%. This means that there is a 95% probability that the sample taken for this study would fall within the stated margins of error if compared with the results achieved from surveying the entire population.

For a sample size of 300, the margin of error would fall within +/-3.4% and +/-5.7% at the 95% confidence level. In a question with two options, where respondents answered 50% each way, the margin of error would be 5.7%. This margin decreases as responses diverge from a 50% split. The reason for the difference lies in the fact that when response categories are relatively even in size, each is numerically smaller and thus slightly less able—on a statistical basis—to approximate the larger population.

**DHM Research Background:** DHM Research has been providing opinion research and consultation throughout the Pacific Northwest and other regions of the United States for close to 40 years. The firm is non-partisan and independent and specializes in research projects to support planning and public policy-making. [www.dhmresearch.com](http://www.dhmresearch.com)

## 2. | SUMMARY & OBSERVATIONS

**Bicyclists in Benton County are generally satisfied with quality of existing bike lanes and paths, as well as the quantity of existing bike lanes.**

- Nine in ten bicyclists (93%) are satisfied with the overall bicycling experience in their community.
- Over eight in ten bicyclists are satisfied with the quality of bike paths (88%) or bike lanes (86%). Eight in ten are also satisfied with the availability of bike lanes (83%).

**The network of bike paths is less satisfactory.**

- Bicyclists are somewhat less satisfied with the availability of bike paths (61%) and the network of bike paths (72%),
- Around six in ten were satisfied with driver awareness of for bicyclists (60%).

**Biking behaviors and attitudes differ between Corvallis and Albany.**

- More people in Corvallis bike: 49% report biking for any reason compared to 31% of people in Albany.
- Bicyclists in Corvallis are more satisfied than those in Albany with the availability of bike paths (69% vs. 45%) and connectivity of bike paths and lanes (82% vs. 53%).

**A strong majority believe it is important for the County and ODOT to provide walking and biking paths both as an alternative mode of transportation and to promote overall health and well-being (83% each).**

- Because voters are largely satisfied with their current walking and biking opportunities, they may feel a relatively low sense of urgency around building additional bike paths.
- It may be helpful to connect the path to higher priority concerns like health and environmentally-friendly travel options.
  - Where possible, link planning the path with other community goals.

**When asked to think about where a bicycle-pedestrian path would be most useful in their community, voters most often identify the route alongside Highway 20 in an un-prompted, open-ended question.**

- Before hearing about the proposed route in the phone survey, 15% of voters think a route between Albany and Corvallis would be the most useful area for a bike path (9% specified along Highway 20).
- The preference for a path connecting the two cities is especially notable given that overall awareness of the proposed project is modest. Nearly half had not heard about the proposed path prior to the survey phone call (49%).

**Voters support a bicycle path between Corvallis and Albany, even though most people do not bicycle at all.**

- A strong majority of voters support the bicycle path when first hearing about it (75%).
  - The level of support suggests a general positive predisposition to the path, considering that roughly half the voters do not bike, are not interested in biking more, and had not heard of the path prior to the survey.
- Support is especially strong among bicyclists (85% support) and people who think they will use the path for biking, running, or walking (92%).

**Voters are somewhat positive or neutral about routing a public-use path alongside farmland.**

- After considering the possible use of eminent domain, a majority continues to support the Corvallis-Albany path. Support drops from 75% to 55%.
  - Majority support remains for people who think they would use the path (72%).
- Very few people who doubt they will use the path support it under this scenario (27%).

**People see themselves using the Corvallis-Albany Bicycle path primarily for recreational walking or biking.**

- A plurality of people (43%) currently travel along Highway 20 on at least a weekly basis, suggesting a potential base of people who could use the path an alternative transportation route.
- Commuters traveling this path are primarily Albany residents going to Corvallis for work or school (76%).

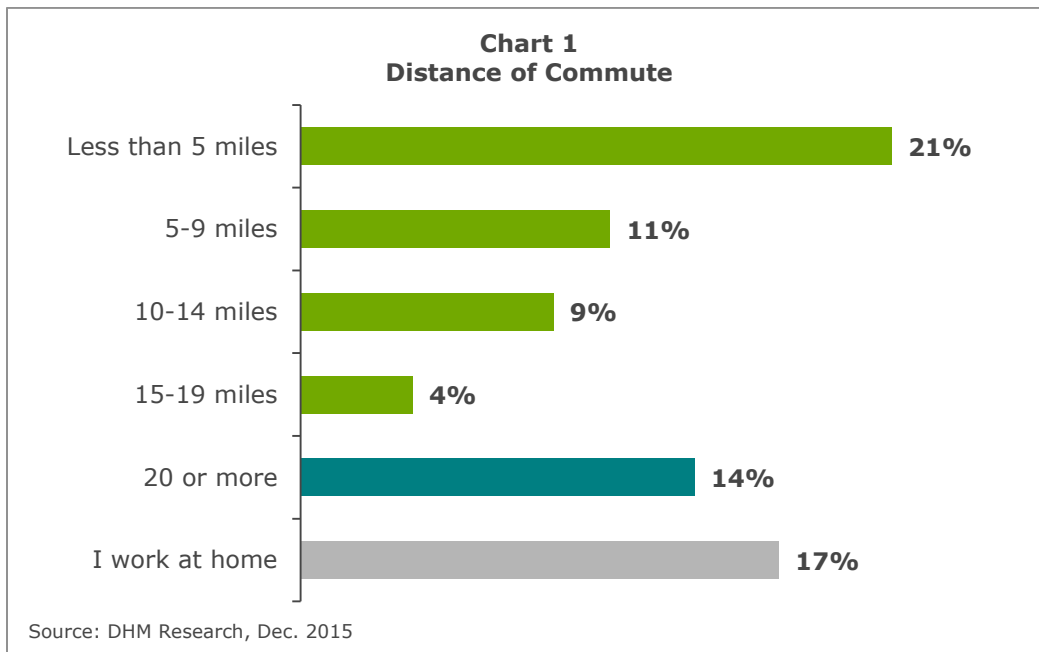
**The benefits of the bicycle path are theoretical rather than tangible to the average voter. Feeling connected to the path may result in more resolute support.**

- There is opportunity to describe how walkers may use the CAB Path and showcase benefits beyond the bicycling community.

### 3. | KEY FINDINGS

#### 3.1 | General Travel, Bicycling, and Walking Behavior

Respondents first indicated how far they commute to work (Q1). A plurality of respondents have a relatively short commute, either because they work at home (17%) or commute less than 5 miles (21%).



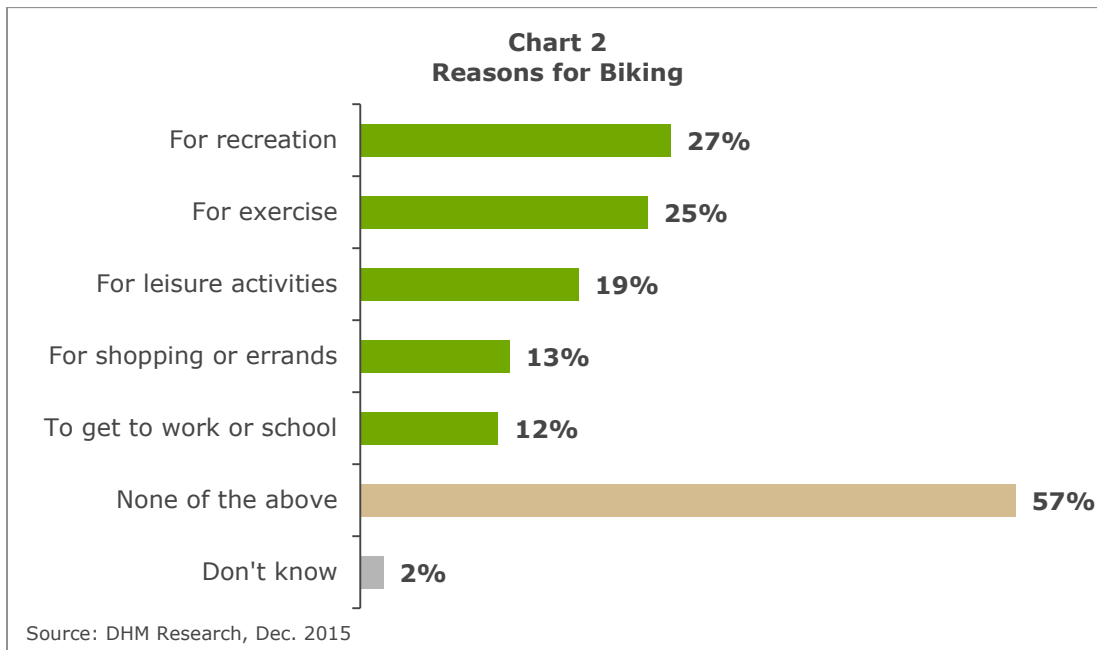
Around one quarter of people (24%; not shown) either were uncertain of the length of their commute or were not currently employed.

**Demographic Differences:** Older people were less likely to be commuting to work, and more likely to say they work from home. Albany residents were more likely to be commuting mid-range distances of 10 to 19 miles for work than were Corvallis residents.

### 3.1.1 | Bicycling Behaviors and Attitudes

#### Reasons for Bicycling

Respondents answered a series of questions to gauge behaviors and interest in bicycling, as well as evaluations of bicycling and walking experiences in their community. We first asked respondents whether they biked for different types of transportation, recreation, or exercise (Q2). Respondents were allowed to pick multiple reasons for bicycling. Just over four in ten reported biking for any reason (41%).



Nearly one quarter biked for recreation (27%) or exercise (25%). Around two in ten biked to get to another leisure activity, such as going to a restaurant or movie (19%). Just over one in ten biked for transportation related to errands (13%) or getting to work or school (12%).

**Demographic Differences:** People who bicycle for any purpose were more likely to be men (48% bicycle), people with a college degree or higher (49% bicycle), or living in Corvallis (49% bicycle).

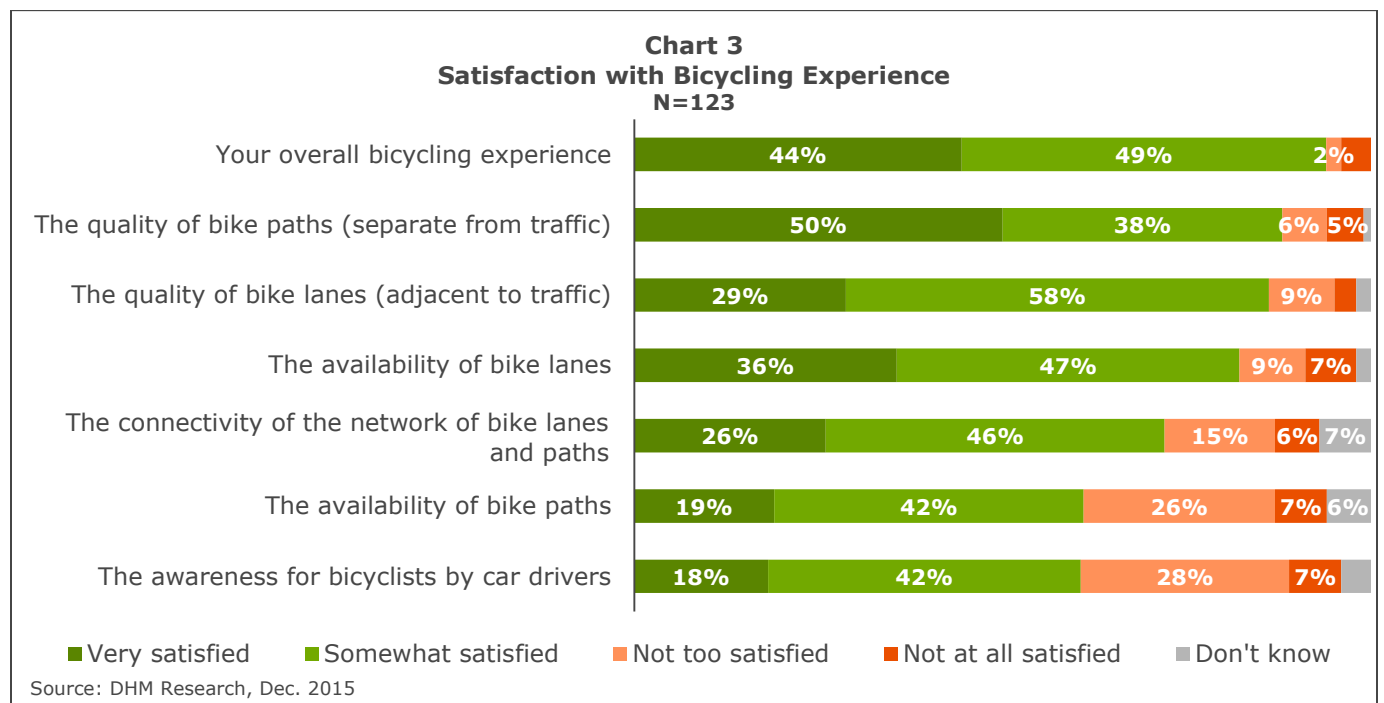
Men were more likely than women to bicycle for commuting to work or school (18% vs. 6% women) and to get to another leisure activity (26% vs. 12% women).

People a college education bicycled more frequently to get to another leisure activity (27%) or for exercise (33%).

Corvallis residents were more likely than Albany residents to bike when running errands (17% vs. 7%) or getting to other leisure activities (24% vs. 12%).

## Satisfaction with Bicycling

Respondents who said they bicycled for any reason next indicated their levels of satisfaction with multiple aspects of the bicycling experience in their community (Q3-Q10). The strong majority (93%) were satisfied with their overall bicycling experience in their community. Generally speaking, bicyclists were satisfied with the quality of bike lane and bike paths. We saw lower satisfaction for the availability of bike paths and awareness of bicyclists by car drivers.



Over eight in ten bicyclists were satisfied with the quality of bike paths (88%) or bike lanes (86%). Eight in ten were also satisfied with the availability of bike lanes (83%). Slightly fewer were satisfied with the connectivity of bike lanes and bike paths (72%). Even fewer were satisfied with availability of bike paths (61%): close to one in three were not too or not at all satisfied (33%). Similarly, around six in ten were satisfied with driver awareness of for bicyclists (60%).

**Demographic Differences:** There were a few differences across demographic groups, detailed below.

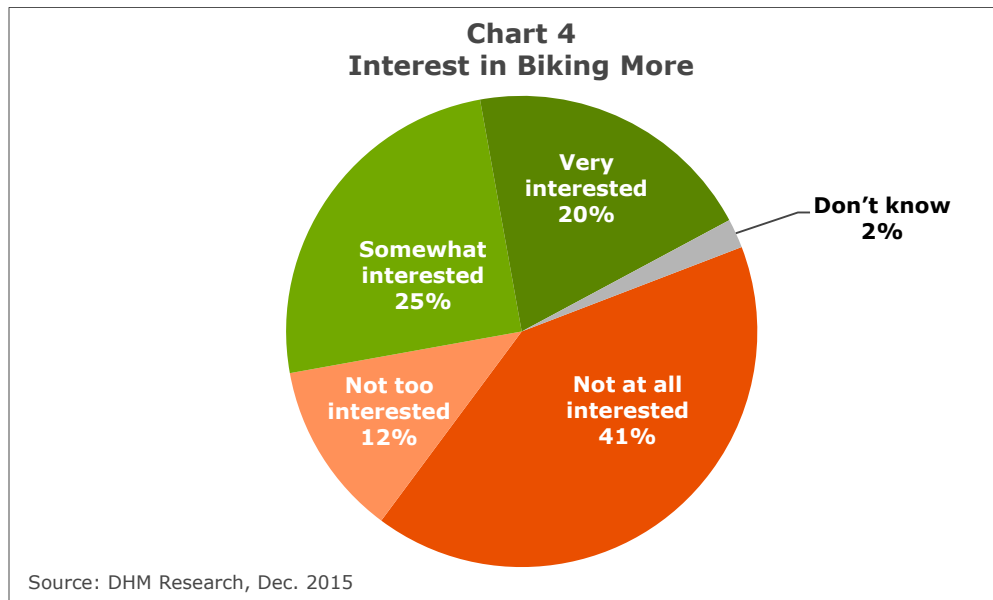
**City:** Bicyclists in Corvallis were more satisfied than those in Albany with the availability of bike paths (69% vs. 45%). About one half of Albany bicyclists (47%) were not satisfied with the availability of bike paths.

Corvallis bicyclists were also more satisfied with the connectivity of bike paths and lanes (82% vs. 53%). Albany residents were not more dissatisfied; they were more uncertain. Nearly two in ten (17%) said they did not know how satisfied they were with the connectivity of bike paths and lanes.

**Age:** All bicyclists under the age of 35 were satisfied with the quality of bike lanes (100%), compared to around seven in ten of those over the age of 35 (73%-77%).

### Interest in Biking More

All respondents indicated their level of interest in biking more as a form of transportation (Q10). Respondents were fairly split in their interest: just over one half (53%) were not interested.



**Demographic Differences:** Interest in biking more often was higher among Corvallis respondents, those under the age of 55, people who supported the CAB Path, and people who thought they would use the CAB path.



### 3.1.2 | General Bicycling Path Need and Use

#### Locations for Bicycle-Pedestrian Paths

All respondents were asked, in an open-ended question, where would be the most useful area to have a separate path for bicyclists and pedestrians to make it easier and safer for people to travel without driving (Q11). Along Highway 20 was the most frequently identified location (9%). Overall, 15% identified a route between Albany and Corvallis as the most useful area for a bike path.

**Table 1**  
**Suggested Areas for Multi-Use Path in the Albany/Corvallis Area**

<b>Response Category</b>	<b>Weighted N=300</b>
Highway 20/Railroad tracks	9%
Between Albany and Corvallis	4%
Highway 34/Riverside Drive	2%
Town (general)	4%
Along the university/campus	3%
Highway 99	3%
Downtown	3%
All other responses	2% or less
None/nothing	13%
Don't know	24%

Source: DHM Research, Dec. 2015

Paths around town generally (4%) or around the Oregon State University campus (3%) were also mentioned. Respondents generally did not identify any other specific area frequently. The full list of open-ended responses can be found in the accompanying document.

### Use of Existing Bike Paths

Respondents then indicated how frequently they have used existing bike paths throughout the Albany and Corvallis areas in the past 3 months (Q12). The most frequently used paths are in Corvallis. The Riverfront Path in Corvallis stands out as the most-used path.

**Table 2**  
**Use of Albany and Corvallis Bike Paths**

Response Category	Weighted N=300
Riverfront Path in Corvallis	13%
53 <sup>rd</sup> /Campus Path in Corvallis	9%
Willamette Park Path in Corvallis	7%
Philomath-Corvallis Path	5%
Corvallis-Albany Path along Circle Boulevard in Corvallis	5%
Periwinkle Path in Albany	4%
Dave Clark Path in Albany	2%
Takena Landing Path in Albany	2%
Cox Creek Path in Albany	1%
None of the above	74%
(Don't read) Don't know	4%

The 53<sup>rd</sup>/Campus Path and the Willamette Park Path rounded out the top three most-frequently used bicycle paths. The bike lanes along Circle Boulevard in Corvallis, a completed part of the larger proposed bike path, were being used by 5% of respondents in the past 3 months.

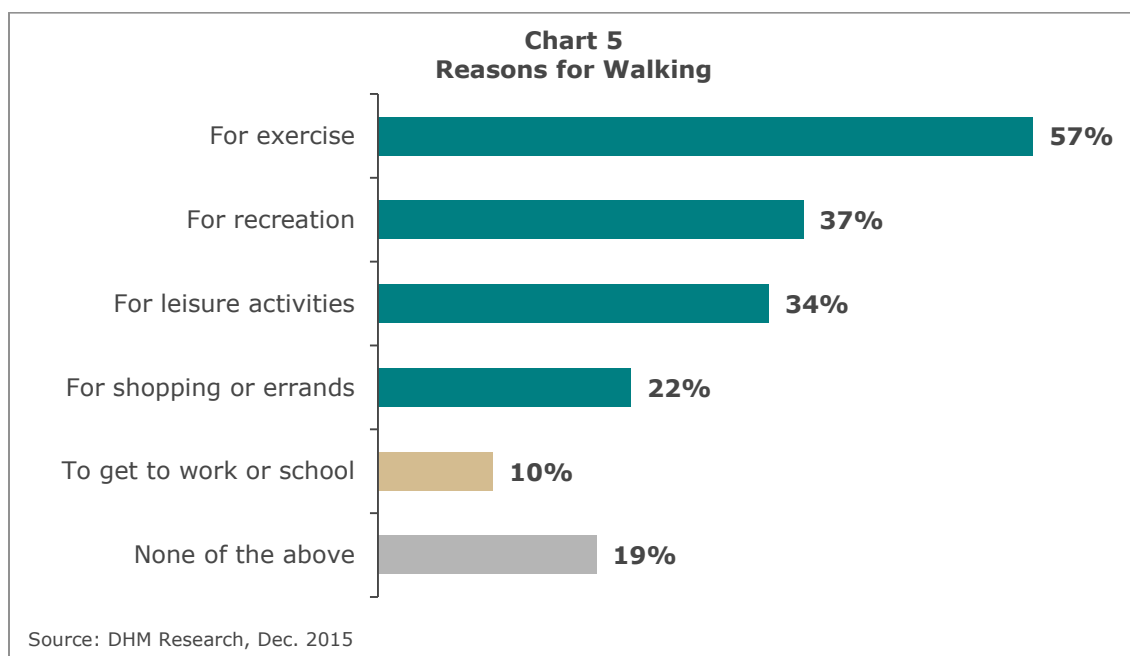
**Demographic Differences:** Not surprisingly, respondents are more likely to report using bicycle paths in the town they live in.

Certain groups were more likely to not use any of the bicycle paths: people in households earning less than \$25,000 a year (97%), people with a high school education or less (90%), and people under the age of 35 (81% did not use any).

### 3.1.3 | Walking Behaviors and Attitudes

#### Reasons for Walking

We asked respondents whether they walked for different types of transportation, recreation, or exercise (Q13). Respondents were allowed to pick multiple reasons for bicycling. A strong majority of people reported walking for at least one of the reasons (81%).



Over half of respondents walked for exercise (57%). Just over one third walked for recreation (37%) or leisure activities (34%). Walking as a form of transportation when shopping or doing errands (22%), or getting to work or school (10%), was less common. Just under two in ten reported not walking for any of those reasons (19%).

**Demographic Differences:** Groups varied in whether they walked at all, and in what type of walking activities they engaged in.

**Education:** People with a high school education or less were more likely to not walk for any reason (31%) than those with more education (13%-21%). Those with a college degree or higher were more likely than those with a high school education or less to walk to get to leisure activities like a movie or restaurant (43%) or recreationally (49%).

**Bicyclists:** Bicyclists were more likely than non-bicyclists to also walk for transportation, both for shopping/errands (34%) or commuting to work or school (17%). They also were more likely to walk for exercise (68%).

**Gender:** Men walked to commute to school or work (16%) more frequently than women.

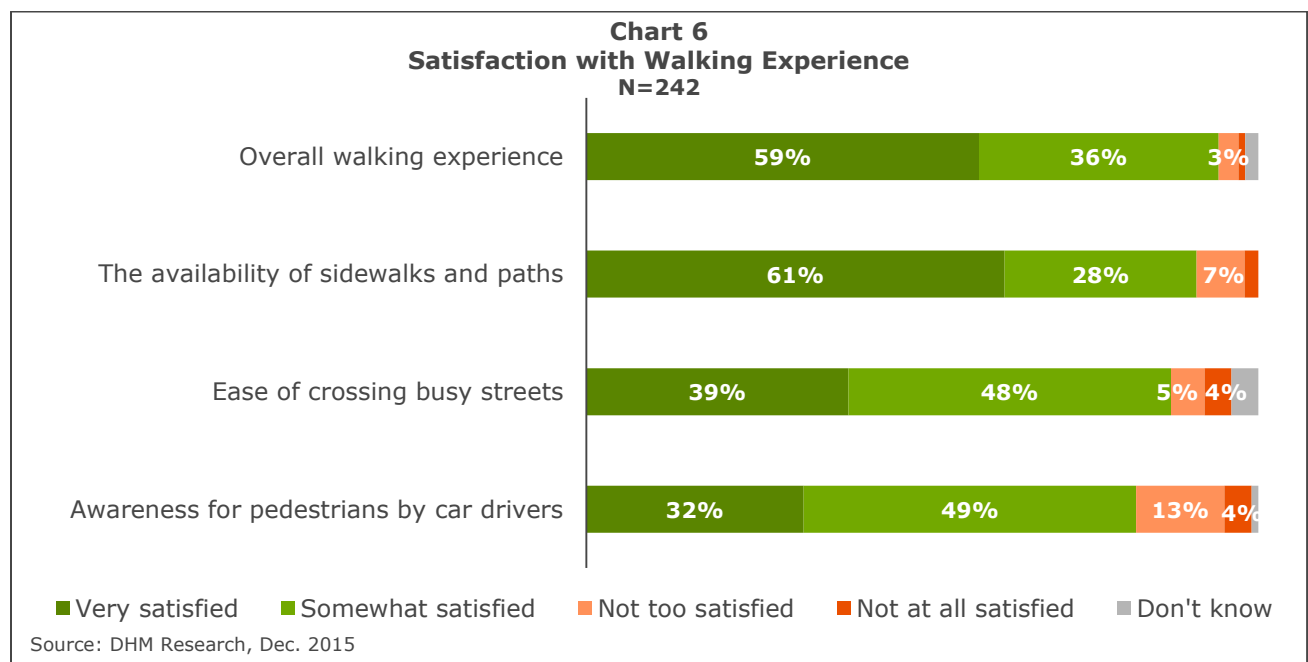
**Age:** Respondents aged 35 to 54 were more than those over the age of 55 to walk when commuting to work or school (16%) or to run errands (29%). Those under 35 were in-

between the older age groups, not significantly different from either the 35 to 54 year olds or those over the age of 55.

**Income:** There was a tendency for higher earning households to also walk more for exercise.

### Satisfaction with Walking

Those who walked for any reason indicated their satisfaction with several aspects of the walking experience in their community (Q14-Q17). A strong majority of respondents were satisfied with the overall walking experience (95%), the availability of sidewalks and path (90%), the ease of crossing busy streets (88%), and awareness for pedestrians by car drivers (81%).



**Demographic Differences:** The majority of respondents across all demographic groups were satisfied with their walking experience. A few groups were somewhat less satisfied with particular aspects of their walking experience:

- Fewer respondents with a high school diploma or less were satisfied with the availability of paths and sidewalks (72%) compared to those with more education.
- Satisfaction with the ease of crossing busy streets was lower among Albany respondents (80%), people over the age of 55 (80%), and people with a high school education or less (77%).

## 3.2 | Perceptions of Corvallis-Albany Bicycle-Pedestrian Path

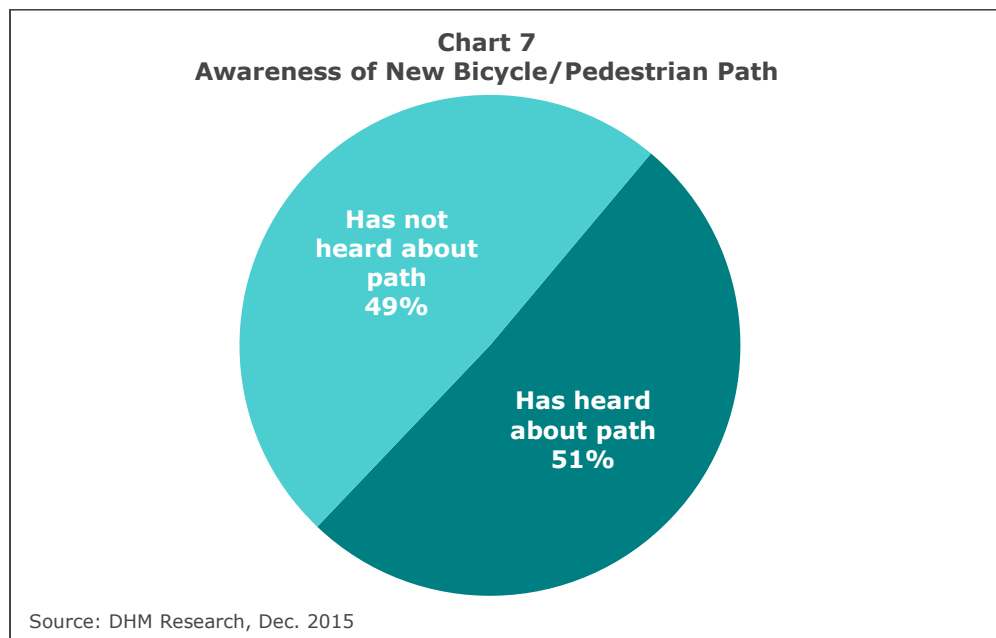
### 3.2.1 | Awareness and Usage of Path

Respondents next answered a series of questions about the proposed CAB Path. They first heard a brief description:

*The county is proposing to build a bicycle and pedestrian path linking Corvallis and Albany. The proposed path would run roughly near Highway 20, providing a 9½ mile path for the dedicated use of bicyclists and pedestrians. One part of the path has already been built, along Circle Boulevard in Corvallis and past Cheldelin Middle School. A section in North Albany is scheduled to be built in 2017.*

#### Awareness of Proposed Path

Just around half of respondents (51%) indicated they had heard of this path prior to the survey (Q18).

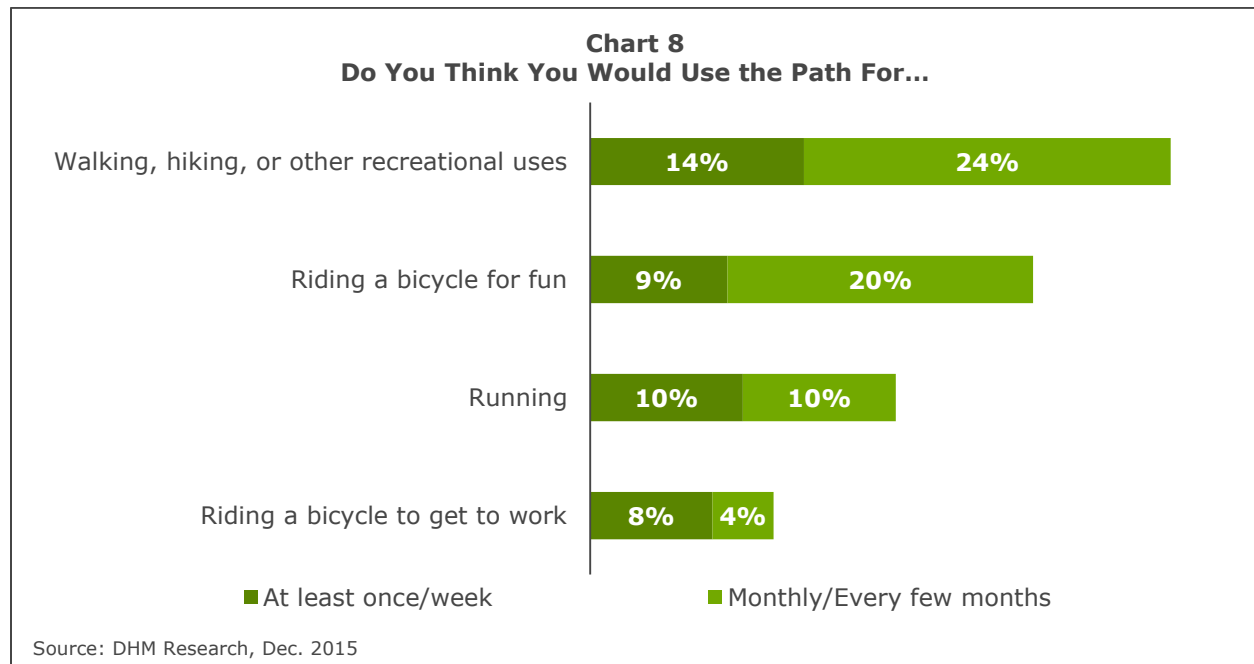


**Demographic Differences:** Prior awareness of the bicycle path was lower among younger respondents and those in lower-income households: nearly eight in ten of those under the age of 35 (79%) and households earning less than \$25,000 (78%) said they had not heard of the path previously.

Awareness did not differ between those living along the proposed path corridor and those residing outside of the corridor.

## Potential Use

We also asked respondents to consider how frequently they thought they would use the proposed CAB Path for biking, running, or walking activities (Q19-Q22). Respondents were most likely to use the path for walking or hiking: 14% thought they would use it at least once a week or more often and an additional 10% thought they would use it on a monthly basis.



Use of the path on at least a weekly basis was fairly similar for running (10%), biking for fun (9%), or commuting by bike (8%). Two in ten respondents thought they would use the path to bike for fun on a at least every few months, whereas fewer thought they would run on the path (10%) or commute by bike (4%) every few months.

**Demographic Differences:** Several subgroup differences are detailed below.

**Biking for fun:** Bicyclists, CAB Path supporters, people under the age of 55, people with some college education or above, and households earning between \$75,000 to \$100,000 were more likely to indicate they would use the CAB Path to bicycle for fun. As a general pattern, these groups were more likely to think they would use the path monthly or every few months.

**Biking to work:** Bicyclists, CAB Path supporters, people under the age of 35, men, and people with some college education (but not a degree) are all more likely to indicate they will use the CAB path to commute by bike to work. In general, their planned use was spread across the range of frequency. One exception is among men: around one in ten men think they will use the CAB Path to bike to work daily (11%).

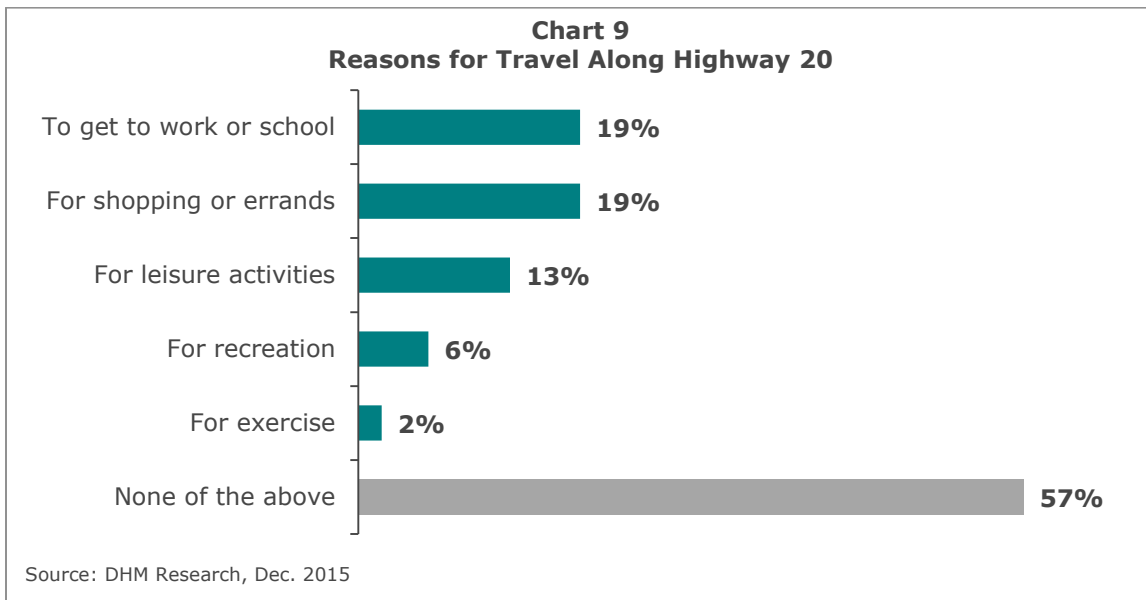
**Running:** Bicyclists and CAB Path supporters were more likely to think they would run along the path, albeit rarely. Respondents under the age of 35 were more likely to indicate they would run along the path on a monthly basis.

**Walking:** CAB Path Supporters and people under the age of 55 were more likely to indicate they would use the path for walking, hiking, or other recreation uses. Group differences were spread out across the frequency range.

**Corridor:** Use did not differ between those living in the proposed path corridor and those living outside of the corridor.

### Current Travel along Highway 20

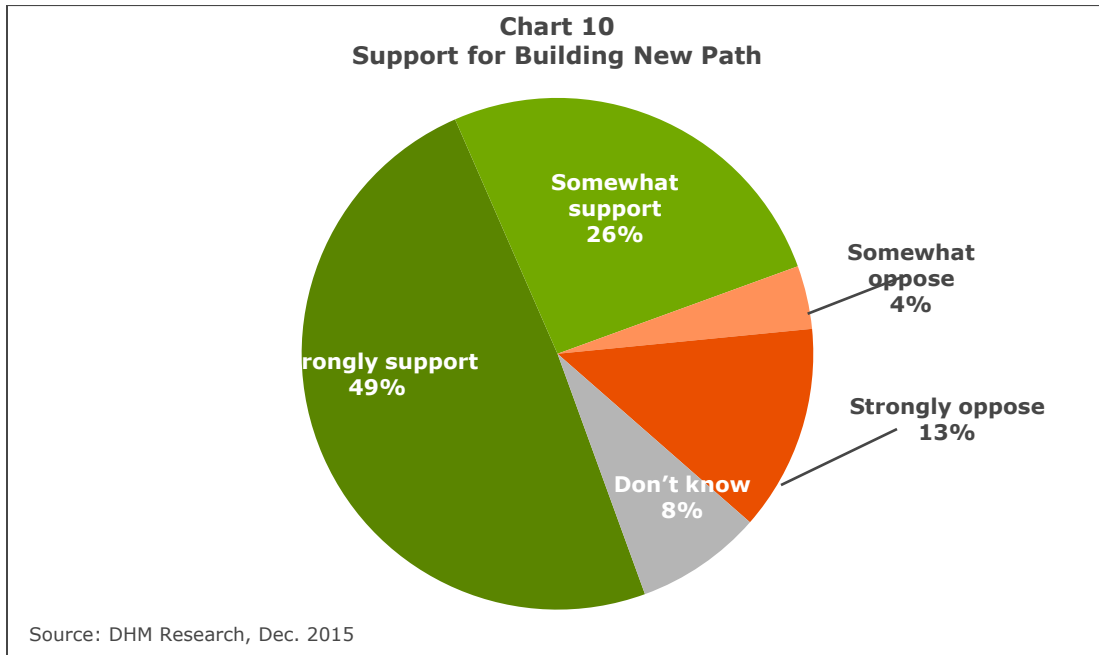
We also asked respondents to consider whether they travel along Highway 20 between Corvallis and Albany (Q24) more than once a week for various activities. A plurality (43%) travel this route at least once a week for some activity, typically to commute to school or work (19%) or for shopping or errands (19%).



**Demographic Differences:** Respondents living along the CAB Path corridor were more likely to travel this path weekly (53%) than those who live elsewhere (34%), in particular to get to work or school (27%). People living in Albany were more likely to travel this route to get to work or school (27%) than those living in Corvallis (12%). People in low income households, earning less than \$25,000 per year were particularly likely to not travel this corridor at all (82%).

### 3.2.2 | Support for Path

A strong majority of respondents (75%) supported building the CAB Path between Corvallis and Albany at the first ask (Q23).



**Demographic Differences:** Respondents who think they might use the corridor even more strongly support the path (92%), as do bicyclists (85%).

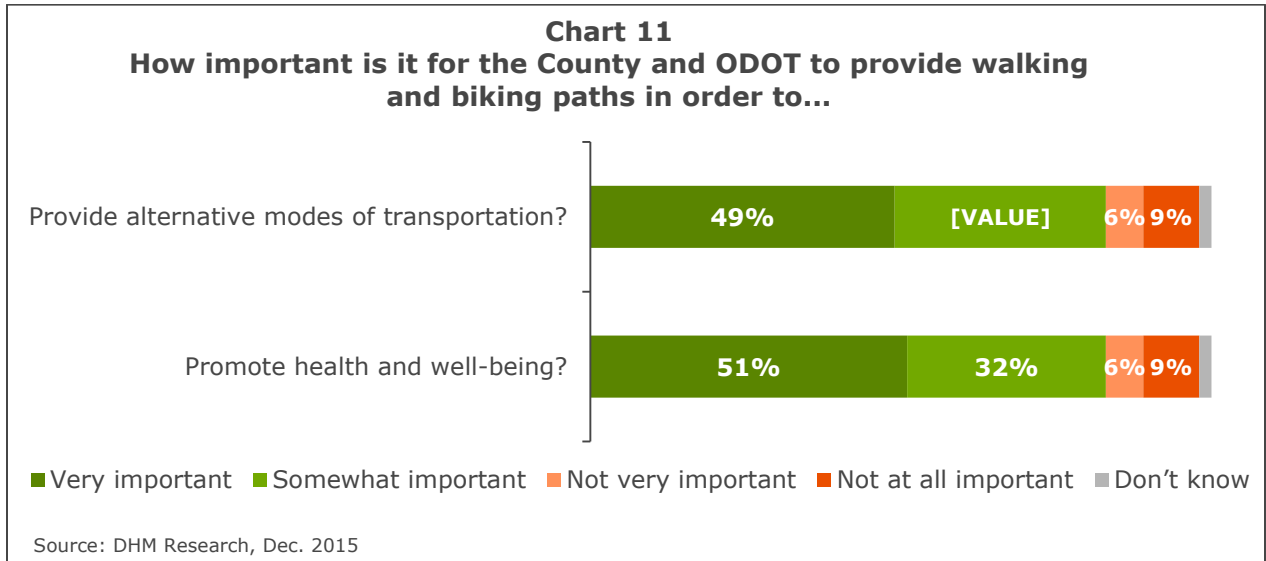
Support did not differ significantly between those who live along the corridor and those who do not.

**Bicyclists:** Notably, bicyclists who supported the proposed Corvallis-Albany Bike (CAB) Path were more likely than those opposed to also be satisfied with the quality of bike paths (92% vs. 64%) and bike lanes (89% vs. 62%). Bicyclists opposed to the path were more likely to be not satisfied with the connectivity of bike paths and lanes (46% not too/not at all satisfied vs. 18%).



### Values for Providing Paths

Respondents next considered how important it is for County and ODOT to provide biking paths in order to facilitate alternative modes of transportation (Q25) and overall health and well-being of residents (Q26). Eight in ten thought these to be important (83% each).

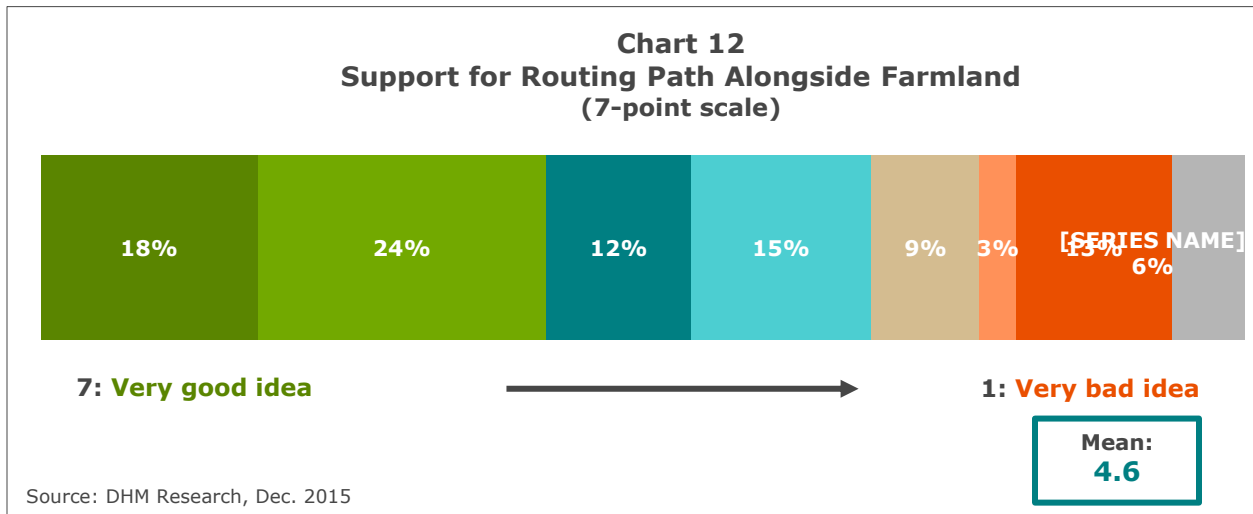


**Demographic Differences:** Respondents who support the CAB Path or plan to use it and respondents under the age of 35 were more likely to judge it important for the County and ODOT to provide biking paths between Corvallis and Albany as an alternative mode of transportation.

Bicyclists, respondents who support the CAB Path or plan to use it, and those under the age of 35 judged it important for the County and ODOT to provide biking paths between Corvallis and Albany to promote overall health and well-being.

### Route along Farmland

Respondents considered how good of an idea it is to route a public-use path alongside farmland in general (Q27). The average rating was 4.6, indicating that respondents viewed it as rather neutral to a somewhat good idea.



**Demographic Differences:** Bicyclists and respondents who support the CAB Path or plan to use it were more positive about the idea of routing a public-use path alongside farmland. Their ratings typically were a bit above 5, indicating they thought it a somewhat good idea, on average.

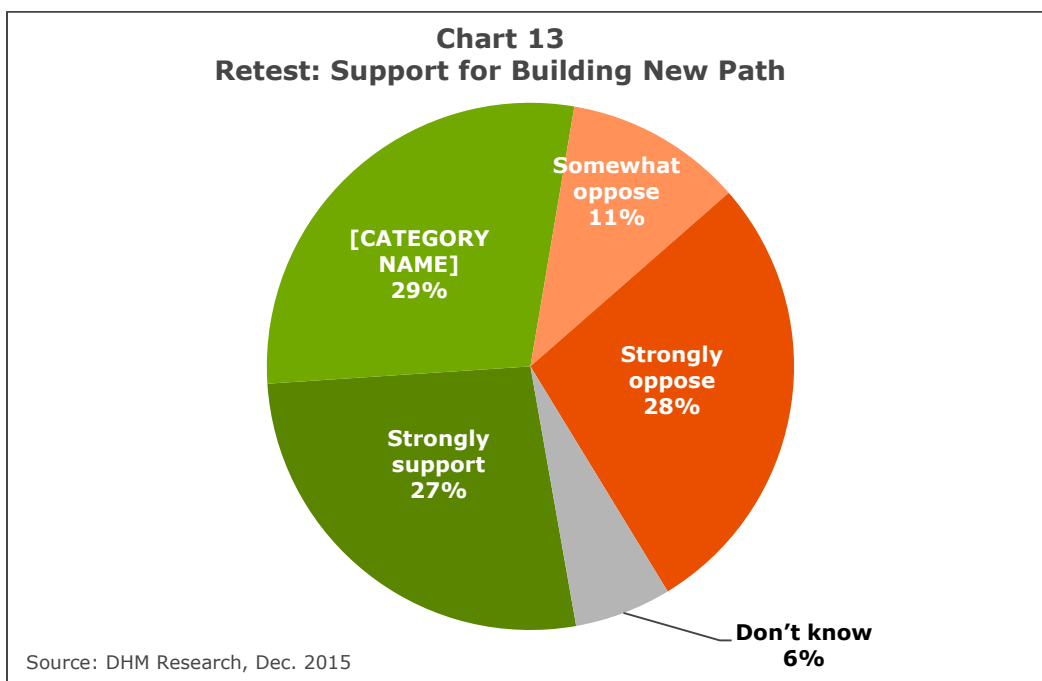
Respondents living along the Highway 20 corridor had similar views to those living outside of the corridor.

### Support for Path through Farmland

Finally, respondents were read a statement providing additional background information concerning the routing of the bicycle path through farmland.

*Benton County is exploring options to complete the middle section of the path, from Independence Highway to Scenic Drive. Land along the highway is not available, and the railroad is unwilling to sell land along its tracks. In order to complete the path, Benton County will need to purchase easements across property owners' land, perhaps by using eminent domain. Some farmers along the proposed path route are concerned about effects on their business, such as disruption to their operations, vandalism, or later restrictions imposed on their use of sprays.*

Respondents were then asked whether, having heard this information, they now supported or opposed the path (Q28). A slight majority, 55%, supported the path at the second ask.



People who were undecided at the first ask largely opposed the path at the second ask: 71% of those undecided initially switched to opposed. Around one in four of those who supported the path initially switched to opposing at the second ask (24%).

**Demographic Differences:** Bicyclists, potential CAB Path users, respondents under the age of 35, respondents with some college education or above, and those earning between \$50,000 and \$100,000 remained more supportive of the path.

## Parting Comments

Finally, we asked respondents what advice they would like to give Benton County as they make the decision about how to move forward with the proposed bicycle-pedestrian path (Q29). The most common responses revolved around supporting the general idea and moving forward with the proposal (11%).

**Table 3**  
**Advice about Moving Forward with the Path**

<b>Response Category</b>	<b>Weighted N=300</b>
Good idea, support, go ahead and buy famer's land	11%
Compromise with the farmers/landowners	7%
Stay away from farmland/private property	7%
Oppose the idea	6%
Gather community input	4%
Find alternative routes	4%
All other responses	2% or less
None/Nothing	26%
<b>(Don't read)</b> Don't know	12%

Source: DHM Research, Dec. 2015

Other responses were less explicitly support of moving ahead with the project, but suggested approval with qualifications. For example, respondents wanted the County to compromise with landowners (7%), gather community input (4%), or find alternative routes (4%). In contrast, a subset opposed the idea (6%) or, at the very least, preferred that the County not go through private property (7%).

**APPENDIX A**  
**Benton County Corvallis-Albany Bicycle Path**  
**November 19-23, 2015; N=300, Residents**  
**12 minutes; Margin of Error +/- 5.7**  
**DHM Research**

**Methodology Note:** Weighting adjusts how we count responses in order to make sure the sample matches the demographic characteristics of the total population of Corvallis and Albany. This is necessary because survey participation rates vary across demographic groups. Specifically, older people were more likely to participate in the phone survey. We weighted data for age and city of residence (gender representation mirrored the general population). If the data is not weighted, the attitudes and experiences of some groups may have a disproportionate influence on the total results.

**GENERAL TRAVEL, BIKING, AND WALKING BEHAVIOR**

1. How far do you commute for your work?

Response Category	Weighted N=300	Unweighted N=300
Less than 5 miles	21%	16%
5-9 miles	11%	7%
10-14 miles	9%	7%
15-19 miles	4%	3%
20 or more	14%	8%
I work at home	17%	24%
<b>(Don't read)</b> Don't know	24%	35%

2. Do you bicycle at all... [Randomize; Accept multiple responses]

Response Category	Weighted N=300	Unweighted N=300
To get to work or school	12%	8%
For shopping or errands	13%	10%
For leisure activities, like going to a restaurant or movie	19%	16%
For recreation (fun)	27%	23%
For exercise	25%	23%
<b>(Don't read)</b> None of the above	57%	64%
<b>(Don't read)</b> Don't know	2%	1%

In general, when it comes to biking in your community are you very satisfied, somewhat satisfied, not too satisfied, or not at all satisfied with:

Response Category	Very satisfied	Smwt satisfied	Not too satisfied	Not at all satisfied	DK
3. Your overall bicycling experience					
Weighted (N=123)	44%	49%	2%	4%	0%
Unweighted (N=106)	48%	42%	5%	6%	0%
4. The availability of bike paths, that is, routes separate from traffic					
Weighted (N=123)	19%	42%	26%	7%	6%
Unweighted (N=106)	21%	39%	25%	10%	6%
5. The quality of bike paths					
Weighted (N=123)	50%	38%	6%	5%	1%
Unweighted (N=106)	47%	36%	7%	8%	3%
6. The availability of bike lanes, which run adjacent to traffic in roadways					
Weighted (N=123)	36%	47%	9%	7%	2%

Response Category	Very satisfied	Smwt satisfied	Not too satisfied	Not at all satisfied	DK
Unweighted (N=106)	30%	46%	9%	9%	5%
7. The quality of bike lanes					
Weighted (N=123)	29%	58%	9%	3%	2%
Unweighted (N=106)	27%	53%	11%	4%	5%
8. The connectivity of the network of bike lanes and paths					
Weighted (N=123)	26%	46%	15%	6%	7%
Unweighted (N=106)	22%	42%	15%	9%	12%
9. The awareness for bicyclists by car drivers					
Weighted (N=123)	18%	42%	28%	7%	4%
Unweighted (N=106)	15%	44%	24%	11%	6%

10. How interested are you in biking more often as a form of transportation?

Response Category	Weighted N=300	Unweighted N=300
Not at all interested	41%	49%
Not too interested	12%	13%
Somewhat interested	25%	20%
Very interested	20%	15%
<b>(Don't read)</b> Don't know	2%	3%

11. Thinking about your community, where would be the most useful area to have a separate path for bicyclists and pedestrians to make it easier and safer for people to travel without driving? [Open]

Response Category	Weighted N=300	Unweighted N=300
Highway 20/railroad tracks	9%	10%
Between Albany and Corvallis	4%	6%
Oppose bicycle paths	4%	2%
Town (general)	4%	3%
Along the university/campus	3%	2%
Highway 99	3%	2%
Downtown	3%	2%
Highway 34/Riverside Drive	2%	3%
All other responses	1% or less	2% or less
None/nothing	13%	16%
<b>(Don't read)</b> Don't know	24%	22%

12. Several bike paths can be found throughout the Albany and Corvallis areas. Which ones have you used in the past three months? [Accept multiple responses]

Response Category	Weighted N=300	Unweighted N=300
Philomath-Corvallis Path	5%	6%
Riverfront Path in Corvallis	13%	13%
53 <sup>rd</sup> /Campus Path in Corvallis	9%	9%
Willamette Park Path in Corvallis	7%	6%
Corvallis-Albany Path along Circle Boulevard in Corvallis	5%	3%
Dave Clark Path in Albany	2%	3%
Cox Creek Path in Albany	1%	1%
Takena Landing Path in Albany	2%	2%
Periwinkle Path in Albany	4%	5%
None of the above	74%	75%
<b>(Don't read)</b> Don't know	4%	3%

13. Do you walk: [Randomize; accept multiple responses].

Response Category	Weighted N=300	Unweighted N=300
To get to work or school	10%	6%
For shopping or errands	22%	18%
For leisure activities, like going to a restaurant or movie	34%	30%
For recreation (fun)	37%	35%
For exercise	57%	62%
None of the above (Do not read)	19%	20%

In general, when it comes to walking in your community are you very satisfied, somewhat satisfied, not too satisfied, or not at all satisfied with: [Randomize 15-17; ask 14 first]

Response Category	Very satisfied	Smwt satisfied	Not too satisfied	Not at all satisfied	DK
14. Your overall walking experience					
Weighted (N=242)	59%	36%	3%	1%	2%
Unweighted (N=239)	60%	36%	2%	1%	1%
15. The availability of sidewalks and paths					
Weighted (N=242)	61%	28%	7%	2%	0%
Unweighted (N=239)	59%	31%	7%	3%	1%
16. Awareness for pedestrians by car drivers					
Weighted (N=242)	32%	49%	13%	4%	1%
Unweighted (N=239)	31%	49%	11%	5%	3%
17. Ease of crossing busy streets					
Weighted (N=242)	39%	48%	5%	4%	4%
Unweighted (N=239)	36%	46%	8%	5%	6%

### PERCEPTIONS OF CORVALLIS-ALBANY BICYCLE-PEDESTRIAN PATH

The county is proposing to build a bicycle and pedestrian path linking Corvallis and Albany. The proposed path would run roughly near Highway 20, providing a 9½ mile path for the dedicated use of bicyclists and pedestrians. One part of the path has already been built, along Circle Boulevard in Corvallis and past Cheldelin Middle School. A section in North Albany is scheduled to be built in 2017.

18. Before today, had you heard about this bicycle-pedestrian path?

Response Category	Weighted N=300	Unweighted N=300
Yes	51%	67%
No	49%	33%

The Corvallis-Albany path could provide a biking and walking path between the two cities for both commuting and recreational use. Do you think you would use the path for \_\_\_\_\_? If yes, how often?

Response Category	Most days/ week	At least once/ week	Monthly	Every few months	Rarely	No (Never)	DK
19. Riding a bicycle for fun.							
Weighted	3%	6%	10%	10%	15%	52%	3%
Unweighted	3%	6%	9%	7%	11%	62%	2
20. Riding a bicycle to get to work.							
Weighted	6%	2%	2%	2%	5%	81%	2%
Unweighted	4%	3%	1%	1%	3%	86%	2%
21. Running.							
Weighted	3%	7%	5%	5%	10%	67%	2%
Unweighted	2%	5%	2%	3%	7%	79%	2%
22. Walking, hiking, or other recreational uses.							
Weighted	4%	10%	10%	14%	13%	47%	2%
Unweighted	5%	10%	7%	10%	13%	53%	3%

23. From what you know or may have heard, do you [ROTATE: support or oppose] building this path between Corvallis and Albany? Is that somewhat or strongly?

Response Category	Weighted N=300	Unweighted N=300
Strongly support	49%	43%
Somewhat support	26%	27%
Somewhat Oppose	4%	5%
Strongly Oppose	13%	16%
<b>(Don't read)</b> Don't know	8%	10%

24. Do you travel more than once a week along Highway 20 between Corvallis and Albany [Accept multiple responses]:

Response Category	Weighted N=300	Unweighted N=300
To get to work or school	19%	15%
For shopping or errands	19%	23%
For leisure activities, like going to a restaurant or movie	13%	16%
For recreation (fun)	6%	6%
For exercise	2%	2%
None of the above	57%	55%
<b>(Don't read)</b> Don't know	0%	1%

25. How important is it for the County and ODOT to provide walking and biking paths for residents in order to facilitate alternative modes of transportation between Corvallis and Albany?

Response Category	Weighted N=300	Unweighted N=300
Very important	49%	44%
Somewhat important	34%	33%
Not very important	6%	9%
Not at all important	9%	11%
<b>(Don't read)</b> Don't know	2%	3%



26. How important is it for the County and ODOT to provide walking and biking paths between Corvallis and Albany in order to promote overall health and activity among residents?

Response Category	Weighted N=300	Unweighted N=300
Very important	51%	46%
Somewhat important	32%	29%
Not very important	6%	9%
Not at all important	9%	13%
<b>(Don't read)</b> Don't know	2%	4%

27. On a scale of 1 to 7, how good of an idea is it to route a public-use path alongside farmland? 1=very bad idea, 2=bad idea, 3=somewhat bad, 4 = neither good nor bad, 5 = somewhat good idea, 6=good idea, 7=very good idea.

Response Category	Weighted N=300	Unweighted N=300
1—very bad idea	13%	17%
2	3%	4%
3	9%	7%
4	15%	17%
5	12%	12%
6	24%	18%
7—very good idea	18%	18%
<b>(Don't read)</b> Don't know	6%	7%
<b>Mean</b>	<b>4.6</b>	<b>4.4</b>

Benton County is exploring options to complete the middle section of the path, from Independence Highway to Scenic Drive. Land along the highway is not available, and the railroad is unwilling to sell land along its tracks. In order to complete the path, Benton County will need to purchase easements across property owners' land, perhaps by using eminent domain. Some farmers along the proposed path route are concerned about effects on their business, such as disruption to their operations, vandalism, or later restrictions imposed on their use of sprays.

**If needed:** Eminent domain refers to the right of the government, as set out in the Constitution, to acquire land from private property owners and convert the land to public use. Property owners receive fair market value.

28. Having heard this information, do you now [ROTATE: support or oppose] building the bicycle path between Corvallis and Albany? Is that somewhat or strongly?

Response Category	Weighted N=300	Unweighted N=300
Strongly support	27%	25%
Somewhat support	29%	22%
Somewhat Oppose	11%	13%
Strongly Oppose	28%	33%
<b>(Don't read)</b> Don't know	6%	8%

29. What advice would you like to give Benton County as they make the decision about how to move forward with the proposed bicycle-pedestrian path? [Open]

Response Category	Weighted N=300	Unweighted N=300
Good idea, support, go ahead and buy famer’s land	11%	9%
Compromise with the farmers/landowners	7%	6%
Stay away from farmland/private property	7%	9%
Do not support the idea, oppose	6%	7%
Conduct meeting with the residents, listen to input	4%	5%
Find alternative routes	4%	4%
All other responses	2% or less	3% or less
None/Nothing	26%	24%
<b>(Don’t read)</b> Don’t know	12%	10%

## DEMOGRAPHICS

30. What is your age?

Response Category	Weighted N=300	Unweighted N=300
18-24	14%	4%
25-34	29%	11%
35-54	29%	23%
55-64	10%	21%
65+	18%	39%
Refused	2%	2%

31. Education

Response Category	Weighted N=300	Unweighted N=300
Less than HS	4%	3%
High school graduate	16%	14%
Some college, associate or technical	30%	29%
College graduate	34%	34%
Post college/graduate degree	14%	17%
Refused	1%	2%

32. Which of the following best describes your ethnicity?

Response Category	Weighted N=300	Unweighted N=300
White/Caucasian	88%	90%
African American/Black	1%	1%
Hispanic/Latino	3%	1%
Asian/Pacific Islander	5%	3%
Native American/American Indian	1%	1%
Other	1%	2%
Refused <b>(Don’t read)</b>	2%	4%

33. What was your total household income for 2014? You best guess is OK, but remember to include everyone.

<b>Response Category</b>	<b>Weighted N=300</b>	<b>Unweighted N=300</b>
< \$25,000	12%	9%
\$25,000-\$49,999	15%	13%
\$50,000-\$74,999	26%	21%
\$75,000-\$99,999	13%	11%
\$100,000-\$149,999	11%	14%
\$150,000 or more	3%	4%
Refused	19%	28%

34. Party

<b>Response Category</b>	<b>Weighted N=300</b>	<b>Unweighted N=300</b>
Democrat	43%	43%
Republican	27%	31%
A member of an Independent Party	4%	4%
A member of another party	2%	2%
Not affiliated with any party	24%	20%

35. Voter precinct

<b>Response Category</b>	<b>Weighted N=300</b>	<b>Unweighted N=300</b>
Bicycle path corridor	49%	50%
All other Corvallis and Albany	51%	50%

36. Gender

<b>Response Category</b>	<b>Weighted N=300</b>	<b>Unweighted N=300</b>
Male	49%	49%
Female	51%	51%