

## Benton County Public Works

### Corvallis-Albany Bikeway Public Meeting – December 13, 2016

#### Comment Card Database

#4 – Separated bike path. This is long-term, the best, most value-added, beautiful route for all of Benton Co. residents. Put the path on trestles to avoid flooding (if necessary). Let's think forward 40-100 years this is what we all will love.

I'd like to see this project proceed. It's a change to reflect future realities. Not easy, but necessary.

I am thrilled to see this process moving forward. I know it will take time. I have been commuting by bike from N. Albany to HP for 17 years I have signed up as a stakeholder. I am the "Bike Commute Challenge" captain at HP.

Please do a separate bike lane. Path must have for recreational walkers, baby strollers, etc.

Like the river bikeway a lot! How to get there from Granger?

Combo of separate path on Hwy 20 and river?

Creative connections of many of the path listed.

Think 30 years ahead!!

Definitely - move into phase II!

It seems that the most direct route for commuters is along Highway 20, but there are dangerous intersections that need to be addressed. For recreation or commuting improvements to Metge, Oak Grove, Independence, and Pettibone make a lot of sense.

Feel that a more direct route is best, even if it is not as scenic as the back roads. Those roads have hills and then the path will get less use. I am interested in being a stakeholder if you need more people. I work with a non-profit, local volunteer group that promotes safety for vulnerable roadway users - C.R.O.W. ("Corvallis Right of Way")

Shoulder bikeways on Hwy 20 are not a safe alternative. #5 seems like an affordable viable alternative and would serve commuters well. Some recreational users as well (comparable to Hwy 34 path) but it would be less enjoyable. The path really needs to be separated from vehicles, which travel 65 mph. Shoulder bikeways on Granger, etc. would be nice but wouldn't serve the target audience - just provide a better (softer) ride for the avid cyclists already using those roadways. Path along river would be beautiful - we'd need to invest in safety features.

I live in Corvallis and would like to use this path to ride to the train station in Albany. I also occasionally take long road rides and would be more likely to ride to Albany for pleasure if the path were built.

One positive aspect that hasn't been mentioned is the potential to support bike tourism. The connection to the Amtrak station makes this a great potential connection for travelers from out of town. Bicycle tourism is a growing economic driver in Oregon, and our region could do more to cultivate this.

Thank you for trying again and taking the time to talk to residents about this important project.

I would like to see a combination path that utilizes Hwy 20 as far as (maybe) Merly Ave. then crosses to a separate path (with a "trailhead" provided [maybe at Children's Farm Home] to facilitate recreational use [e.g. dog walking]) to a separate new path on N. side of railroad tracks (as previously planned). I would be submitting more extensive comments online.

The routing along secondary roads looks good, as long as the extra distance isn't excessive. The riverbank route is bad: many bridges, land condemnation issues, flooding risks, etc.

I ride Hwy 20 to commute to work. In 2015 and again in 2016 I rode 2,000 miles commuting. I appreciate a safer way to commute and hear from others who would take up the ride if safer. Thank you for continuing to explore this.

Important to link this project with City of Corvallis and Benton County goals around Climate Action - less greenhouse gases and greater alternative transit.

Important to connect with business and tourism - lots of benefit for Benton Co., Linn Co., Albany, and Corvallis in tourism potential!

Interested in river path...is this feasible? Seems like great potential for tourism/recreation, results of survey. Thank you for this opportunity!!

This is a better process than in the past. Although, as a stakeholder (farm operator/landowner) I was never contacted.

Some sort of Hwy 20 route is most sensible, however, Hwy 20 improvements for safety should be incorporated in the long-range goals and plans.

#1 - No route is optimal. If approved, it should either be widening of the bike lanes or possibly a path along the north side of Hwy 20 adhering closely to the Hwy, not wandering off into farmland.

#2 - Main concern - address the really serious problems with Hwy traffic first before complicating things with a bike path that would only make matters worse for highway traffic, regardless of its route!

With 75% of the phone surveys supporting the path - and considering that 50% of the surveys targeting corridor properties, a population likely to be less supportive than the general population - community support is clearly there to advance to phase 2.

I suspect support would have been even higher if all 300 surveys were spread through the community at large.

1) Detached bikeway favored over on-street bike lane.

2) Recreational use favored over commuting route - thus more scenic is better.

3) Inquire with landowners in landscape about willingness to work with County on bike bath on some portion of their property. Piece together a path with cooperative landowners, whatever route that may take!

4) Riverside pathway would be most desired but most fraught with environmental concerns (flooding, riparian intrusion, wildlife interruption).

5) Steward Slough constricts path back to highway.

6) Why not use underpass under Hwy 20 so part of path can be on west side and part can be on east side?

7) Widen Frazier Creek bridge while replacing it with earthquake-stable bridge. Use the wider bridge to include bike lane.

8) Develop bikeway network for all of northern part of the County to include legs that connect to Lewisburg area, Mt. View School, Crescent Valley H.S.

9) I totally support bikeway development. Good for people, good for alternative transportation, good for County. I'd support it in taxes.

Consider term "multi-path" as more runners and walkers voiced they would use it (more than bikers).

Multi-user path preferred over bike lane on busy highway. Farmland is ideal for a bike path as it is quiet with low volume of traffic. (Family friendly.) Rail trail is also an excellent choice.

Yes, a "multi-use\*" (not just bike) path would be great, with as much off-road character as possible.

Recreation is certainly a valid use to compliment the bike commuters, who are less frequent. Safety for all users is critical ... so avoiding high-speed/high volume facilities is desirable.

\* You might want to consider what you call this carefully ... since there is clearly more support for walk/run than bike!

Thank you for hosting this event. My husband work commutes via bicycle from N. Albany to Corvallis and we are CSA participants who support our farmer as well. We have seen too many accidents on Hwy 20.

Independence and 20 is particularly troublesome. I do believe more folks would use this path if safe. I think Periwinkle Creek paths in Albany have been successful - for that path homeless folks have also been an issue.

I am glad to hear that the route along the RR through farms is off the table! My primary interest is as a bike commuter - although I don't commute Albany - Corvallis, I do bike daily from NE Corvallis to OSU. I use and cherish the bike path that parallels Hwy 99 from Circle to Buchanan. I wish such a path could be possible from Corvallis to Albany or for much of the route. Not as aesthetically pleasing as some, but functional for bikes and I think it must use ODOT right of way? If, however, recreational interests are the primary driver for this route, then paths or lanes that are less direct through Hwy 20 seem just fine.

I believe a multiuse bike/hike path along the river would be the most far-sighted in that it would attract tourists to the area as well as provide recreational opportunities to those living nearby as well as providing a good scenic commute between Albany/Corvallis. As a former bike commuter, I'd rather leave earlier and enjoy the ride than later and face the frustrations of automobile traffic.

I am a strong advocate of a bicycle path. I am a bike rider in north Albany and would be available to sit on a committee or meeting regarding this process.

I strongly support the Corvallis-Albany bikeway and what role does Albany/Linn County play in bikeway? I would use it as biker and/or hiking.

A separate path that more or less parallels Hwy 20 is what's needed. It would address: commuters, recreational riders and improve safety for all motorists, bike riders and peds.

Although the phone survey showed a predominance for recreational purposes, the path must work for commuters. The existing safety issues are directly related to commuters having to share the highway lanes.

A safe, direct path between Corvallis and North Albany is critical! Alternatives 5 and 6 are optimal. Alternatives 7 and 8 could work for seasoned bicycle commuters but not for recreation. Alternatives 1-3; too much out of direction for commuters; insufficient protection for recreation Alternative 4: too much out of direction; under water/farm conflicts. I encourage Benton County to proceed to Phase 2.

Bike path along Highway

Our family owns the Abraham farmland on the east side of Independence Why. We prefer the Red route from confess across Hwy 20 and along the east side of the Hwy. Distance/safety/cost are the highlight of the decision of this route. Thanks.

Reverse commute/disaster recovery (more Albany commuters than Corvallis commuters. Under represented in DUM survey.)

Go to Phase 2 please! Get a move on!

I had the immense privilege to cycle around Lake Constance through Switzerland, Germany and Austria this summer; along bike paths that went through farm fields, along train tracks, through small towns, next to orchards, etc. They can do it, why can't we? I find it amazingly disappointing that we don't yet have a good off-road path system between Corvallis and Albany.

The whole presentation tonight ignored potential positive impacts - tourism, economic, etc. Please remember to include these in your considerations!

Also remember, people fear change, e.g., the roundabout on 53rd, but once it gets built, the complaints fade away.

I would like to see a bike path and would use it in the summer. I have already given my comments during stakeholder meeting.

The multi-use path is a high need - it won't be easy and there will be opposition to all alternatives. The County has to have the backbone to do what is best for the community and not what is easiest for the County.

It would mean a great deal to me to see this path become a reality. Strongly feel that biking for transportation is a huge potential benefit, for more than just bicyclists. We need alternatives to driving autos.

A pathway is essential! Absolutely needed. River path looks great but is seasonal and costly. Independence Road is too busy. Need route with minimum traffic. Hwy 99 has some issues as Rt. 20. Prefer low traffic path. Farmland is a good/excellent choice, as it is pleasant, low traffic, and preferred.

I'm interested in:

- Stakeholder participation
- One-on-one meeting with Josh and Laurie

Initial route thoughts: #4 would be great (off-street/scenic), 1a and 1 (and possibly 2) too long if on-street (I might continue to take my chances on Hwy 20).

I bike commute to Albany via Hwy 20. I am also an active transportation leader (as a volunteer).

Move ahead with phase 2. I'm disappointed that the rail path is off the table!

Yes - a path for non-motorized travel between Albany & Corvallis is important - it is critical infrastructure that is long overdue. Due to the elevation gain of other options and cost to build, the ones along highway 20 are the only ones worth considering.

Path is needed! Off road as much as possible. Will use for recreation and will use to commute to Albany's restaurants, etc.

Many thanks to the County for moving this process forward. I happen to be a member of the 9% (?) of potential users who commute by bike between the two cities. Combined with recreational desirability and increasing bike tourism, a "scenic" separated path such as the river route would be most desirable. Thanks.

My preferences are in order: first is alternate #5, second is alternate #6, third is #3 and fourth is #2.

I am a commuter who lives in Corvallis, and works in Albany. I would like a safe route to ride my bike to work, that doesn't require going too far out of my way.

Strongly support this project and emphasis on safety and design for greatest number of users, including recreational users and pedestrians. Path should be 8'+ in width throughout with clear signage. Should include representatives from City's BPAB, Corvallis Bicycle Collective, Sustainability Coalition's Transportation Action Team or community advisory group. Path should follow river/Hwy 20 to extent practical. Separate path connecting N. Albany & Adair would be ideal.

Thanks for the meeting. Seems like maybe more work is needed in Phase 1; 1. Transportation vs. Recreation, 2. Analysis of operational costs of various options with consideration of impact on other County initiatives such as the jail. Tough work. I am willing to serve on a Stakeholder's group.

I think taking under consideration: Albany has made a path alongside Hwy 34. Has anyone checked with Albany to see what they have planned?

Any route along the river needs to be taken off table (cost, impacts, flooding, impacts to wildlife, conflicts with hunting). The only two alternatives worth pursuing are adjacent to Hwy 20 on the west side on possibly the Pettibone/Metge route, which is not ideal for commuters

Please do not disrupt any agricultural production.

Please look at routes along existing roadways for safety and easy patrolling for police!

I would like to thank everyone involved in this meeting. I would like to continue to be informed on the progress if possible. I am also wondering if there has been any thought or consideration of connecting Linn-Benton counties from Highway 34?

1) Please work on public speaking skills (Josh was good). Face audience, speak loudly, repeat questions, know your material.

2) I am grateful for this conversation.

3) Explain why no RR path. I have no history. Maybe this is on website?

What is reasonable?

Cyclists and runners want to separate from traffic.

Not in a flood plain

Not on the side of Highway 20

What is going on with the path on Hwy 20? It's almost 1/2 way to Albany already?

Alternate 3 is too long and too many hills. It won't get used. Avalon will not get used. For commuters - shorter & flatter is great.

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The leg of SR-20 between Albany and Corvallis is long overdue for improved bicycle facilities. Those of us who have experienced it as commuters understand this. Traffic during commuting hours is nearly bumper to bumper for the entire 10-mile stretch and backs up for nearly a half-mile at the terminus at each end as traffic lights slowly meter cars into the city.

The heavy commuter traffic combined with multiple connecting roads add even more challenges. There are often crashes, injuries and all too often, fatalities. Fixes are not easy to come by on this busy road. Constraints by the topography and the railroad further combine to limit the usual and relatively inexpensive options. It is time to reduce the number of cars on this part of Highway 20. One way to do that is to provide a facility that encourages people to commute by bicycle. An adult on a bike is one less car. The city of Portland discovered this truism years ago. They found that by putting down bike lanes they could often delay or eliminated the hugely expensive costs to expand bridges and widen streets. today more than 6% of the commuting trips in that city are by bicycle.

This could happen on this short 10-mile leg of SR-20, but a separated path is needed to help new riders get started. I have many years and thousands of miles of experience as a cyclist sharing the roads with motor vehicles. For several years, I commuted on SR-20 from my home in North Albany to my job at OSU in Corvallis. I am wary but comfortable riding in traffic, but I am well aware that level of ease comes with time and experience. To achieve significant level of ridership on this busy roadway, we need to provide people with a facility on which they can commute without constant fear of being hurt.

For the beginning and/or casual cyclist, a separated path provides space for people to get comfortable and accustomed to using their bike for transportation. The proposed route on the north side of the railroad would be a very appropriate location. As riders' skills and experience increase, they may find the SR-20 shoulders more efficient and faster.

Not only will the path increase the capacity and safety of Highway 20, but it's congestion and carbon footprint will be reduced and our fellow citizens will be more physically fit.

Due to right-of-way challenges, a few neighbors may be asked to provide land at one edge of their property for which they will receive compensation. The farms and businesses provide goods and service for our community. The community, in turn, support those farms and businesses by purchasing those goods and services.

I am reminded of the analogy that suggests we are all on this boat together. There are sometimes when we are asked to help each other pull on our oar. This path is one of those times. All of us will benefit from the building of this path. Not just cyclists, but cars, trucks, cyclists, pedestrians, everyone who uses Highway 20.

Every time a road is built or expanded it has a negative effect on some people. However, it is still done because the overall benefit to the community is more important than the negative impact on comparatively few people. Building the Albany to Corvallis bike path is no different.

The bike path proposed will benefit the area in multiple ways. By setting up a good place for distance bike riding, more people will use this form of exercise - build it and they will come. Such exercise will help reduce obesity, heart disease, diabetes and a host of other debilitating illnesses.

Another benefit is improved safety of riding separated from cars. Currently, contrary to what some letter writers have said, riding a bicycle on highway 20 is just too frightening and dangerous to make it pleasurable or practical. Some writers have expressed concern about a separate bike path leading to more crime, but I think this concern is way overblown and just being presented as another excuse to stop the bike path.

An additional benefit is improving the quality of life and thus making it more attractive for businesses to move to the area, indirectly helping to bring more jobs to the area.

The \$2 million from the state lottery fund (not taxes) for the path is an incredible offer that has the potential for enormous long-term benefit. The Benton County Commissioners should take advantage of this offer, because the benefit far outweighs the relatively small hardship the path's 15-foot-wide swath will place on a dozen farming operations. Just like building roads, it is just good sense to enable progress that benefits so many. In the next 100 years tens of thousands will have used the path, while the small negative impact on a relative few will be long forgotten.

The river bikeway as beautiful as it would be, would demand great maintenance as to the river heights changing. Note: roads are washed out at lower Kiger Island every year at different places "unpredictable" \$\$\$  
Don't need a bike path already have one along Hwy 34.

Why do we need two bike paths from Albany to Corvallis? Complete Hwy 34 to Riverside to Bryant. Done. Let's balance the budget.

Be sure to check the new OR-OSHA rules for chemical application on agricultural lands. I believe a public path under the new rules is no longer possible as spray within 100 feet of public is not possible.

Why do we need a 2nd bike path from Albany to Corvallis when Linn Co. already built one? This money could be used for the huge epidemic of homeless kids in Benton County!

Very pleased to see steps county is taking during this process compared to 1st round. Very concerned that goals stated "connect Albany and Corvallis", "reduce commuter traffic as funding not available to improve or widen Hwy 20", when highest percentage of those polled over phone stated they would use path for recreation. NOT commuting. 2nd concern is impacts on farming. Added possible intruders, trespassers, and unwanted guests. Cost associated with constructing path seem unreasonable for overall impact on growers as well as commuter traffic.

I don't think the County webpage has an active link to the survey results - disappointing or hard to find.

The goal "an alternate route" is limited by "north" Albany "north" Corvallis.

The existing path on the north side of Highway 34 from Corvallis to Riverside Drive should be considered. The path is already about 1/2 completed. Completing the path could occur along Riverside or more probably using Oakville. There are many existing options for "north" to easily connect to the Highway 34 path.

A waste of time, money, and resources

We feel that your data is weighted to build a path. Very few people in the farming community want to see any property affected that doesn't choose to be. Paths or levies that have 100% support are the only way we can support a path. If you want trust - transparency had better become a priority.

I think that the bike path is a bad idea because you are waiting on farmers to take away their land that they have worked year after year trying to get their work done. And everybody that gets hurt on the bike path are not going to sue the bike path, they are going to sue the farmers that own the land.

There is already a bike path between Albany and Corvallis. No bike path should go along or on farmland. There is too much risk for users and potential liability for farmers.

None of path should be on farmland when you think about it how many people will really use the path as an 18-year-old I would. It's dangerous by the highway.

I was wondering who is going to maintain these paths? Also, why do we need a bike path to Albany when there is one on Hwy 34 that goes to Albany on Riverside Drive. I think it is a waste of money and Josh doesn't understand bike safety issues or does the City of Albany.

Have Laurie respond to my comments.

We live on Hwy 20 east of Independence Road. And I feel the serious issues up Hwy 20 NEED to be addressed and dealt with before adding another hazard for bikes, drivers, landowners. This project should be "dead-in-the water" along Hwy 20. It would be dangerous and unconscionable to continue, I feel the Pettibone option might be viable, but I hear people saying it is too long.

It appears that #1 this is a Corvallis idea. Not all people, number of people served vs. cost? 20,000 people or 10 cost per number of people served. Why not spend money with cooperation of ODOT to put traffic signals at Granger and Independence Road?

Need a fast route between Albany and Corvallis. Not recreation! Transportation!

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I would appreciate if you guys use microphone and speakers. It was hard hearing you guys. Why can we come up with plan like City of Eugene walk of path along river and will have last effect. Already spent dollars on Hwy 34 bike path and still back to new plan. Now about effect on neighbors. I happened to live on Hwy 20 already have had efficient and time getting on the road. So, bike path can bring another obstacle for us! I used chip ross parking lot, I found it the most dangerous place to me. Why money don't spend for little improvements more? Why don't take care of potholes on streets? As you noticed I am against path idea because in environmental impact and happened to live along Hwy 20. I don't think bike path help anyways to take care of congestion on Hwy 20.

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#### **Email Comments Submitted Prior to Public Meeting**

When I spoke to the planning commission about a year ago, I said that a bikeway between the north parts of the two cities is important. Separation or protection for it will be important, as well. I also mentioned an additional priority to consider: a safe route between the neighborhood around Conifer Ave. and Mt. View Elementary School. I taught Physical Education at Mt. View for about twelve years. There was virtually no student who walked or biked to school over those years. Children either ride a bus or get a parent motor vehicle ride to school. This ties up traffic on Granger every afternoon.

Mt. View serves children from homes near Conifer Ave., in Adair Village, on Vineyard Mountain and along Elliott Circle. For their short term safety on the busy roads, parents provide motorized transport for their children. The school consistently opts out of Safe Routes programs, including Bike Safety Education. I see this as a callous disservice to the long term safety and health of those students. Children in those neighborhoods will grow to be teenagers and young adults. They need the active transportation habits and traffic safety skills that Safe Routes teaches before they start driving on Highway 20, Highway 99W, Lewisburg and Granger Roads. A separated multi-use path from Conifer Ave. to Elliott Circle or one of its neighborhoods would provide an important connection for students coming to Mt. View and students going to Cheldelin Middle School. The distance is not great, but has several obstacles: railroad tracks, private lands and wet ground. If the path on the west side of the tracks were extended, that would eliminate one of those. Over decades, the other two problems are solvable as well. For an example, visit the paths on the west side of Eugene.

I am unable to attend tomorrow's meeting. I hope the report presented will be available through some other means. I hope my comments can be considered as plans move forward. Thank you.

I understand that the results of the study for an alternate multi-use path between Corvallis and Albany will be presented. I am on vacation and sadly won't be able to attend. I have written and presented testimony in the past in support of such a path. I am the treasurer of the Mid Valley bike club and can also speak for many members (over 300) of our club. A safer, more scenic route between the 2 cities would be absolutely amazing. I hope that Benton County can see the value in such a path and continue to move forward with plans to develop such a path! Thank you.

After many hearings and discussions about the safety on Hwy 20, money has finally been appropriated to improve it. All decisions made about the bikeway must improve it too, not make it worse. For example, crossing Merloy, Granger, Garland's and Independence with a path parallel to the railroad tracks will make already challenging intersections much more dangerous. Don't do it!