

**DRAFT MEMORANDUM**  
**DATE: September, 2018**  
**TO: Project Management Team**  
**FROM: Jim Owens | Jim Owens Consulting Company**

## **BENTON COUNTY TRANSPORTION SYSTEM PLAN UPDATE REPORT ON PUBLIC OUTREACH AND INPUT: ROUND #2**

### **SYNOPSIS**

The second of two rounds of public outreach for the update of the County's Transportation System Plan (TSP) was conducted in July and August 2018. The intent was to provide members of the public an opportunity to provide input on proposed transportation projects, including helping prioritize those that can reasonably be expected to be funded through 2040 based upon projected revenues. In a March 2018 round of public outreach, community feedback was received on the functioning of the current transportation system, goals for the TSP, and transportation needs.

Community input was gathered through:

- Four community workshops in Monroe, Corvallis and Adair Village, including a second workshop in Spanish in Monroe sponsored by Amigos de Monroe.
- Survey, both on-line and distributed at workshops and other public venues
- Open Streets Corvallis festival
- Comments submitted through the project website or via email

Notification of the opportunity to review and comment on draft materials and to participate in community workshops or the on-line survey was provided through the project's website, media releases, flyers (including in Spanish), and through targeted notice to local organizations in rural areas of the County and to Benton County Public Works Department's interested parties list. Additional notice was provided on the County's primary webpage.

Seventy-three (73) County residents participated in the community workshops. This compares to about 60 participants in the first round of public outreach in March 2018, although an additional workshop was conducted in this second round. Word-of-mouth or notice to the County's interested parties list were the most frequently cited sources of notice.

Thirty-one (31) surveys were completed, either on-line, at workshops or mailed in. This compares with 102 surveys completed in Round #1.

Fourteen (14) email comments by 7 separate individuals were submitted.

### **Workshop Themes**

Monroe Workshop #1:

- Safety improvements on OR 99W, including improving sight distances at a number of intersections and providing passing lanes.
- Pedestrian safety improvements in north Monroe and in south Corvallis, including reduced speed limits.

- On Alpine Road, concerns about safety associated with increasing traffic; widening shoulders, especially in areas of s curves.
- Interest in a Monroe to Corvallis shared use path (Monroe to Corvallis Active Transportation Corridor).
- Transit service options to connect Harrisburg and Monroe south to Junction City and Eugene and north to Corvallis.
- Expanded demand response service to south County.

#### Corvallis Workshop:

- Providing alternatives to driving, i.e. transit, park and ride, bicycling etc.
- Widening shoulders to accommodate cyclists, including both Bellfountain and Fern.
- Designating Bellfountain as a freight route but recognizing that commuter bicyclists use Bellfountain Road because it's more of a straight shot into Corvallis; there are technical challenges to both roads.
- Designating and improving routes for commuter cycling versus recreational cycling.

#### Adair Village Workshop:

- In response to more traffic associated with new development, sight distance improvements at the OR 99W/Ryals Drive intersection.
- Arnold Road being used as a cut through to Hwy. 99W, but sight restrictions make the Ryals Avenue intersection improvements more critical.
- Increase in heavy freight on Hwy. 99W.
- Instead of a new shopper shuttle service to access services in North Albany, using the existing Dial-a-Bus service, which often has buses driving around empty.
- Consideration of a roundabout at the Gibson Hill/Oak Grove/Scenic Drive intersection.
- Key Adair Village needs to address in the TSP include north-south connectivity within the city, shared-use path to Adair Park, and transfer of Crane Lane from the County to the City.

#### Monroe Workshop #2:

- Safety improvements including a posted speed limit on Dawson Road, a signalized street crossing from the school path/church, and more enforcement.
- Speeding associated with abrupt changes in speed limits entering Monroe from the north and south from OR 99W, as well as on Orchard Street after turning off of OR 99W.
- Safety issues for bicyclists due to narrow lanes on OR 99W, as well as traffic congestion with vehicles slowing for cyclists.
- Transit service connecting Monroe to Junction City and Harrisburg.

### **Key Survey Findings**

#### Funding Priorities

Respondents are split on maintaining (50%) or upgrading (45%) the existing system as the County's funding priority. Expanding the system is generally supported only to accommodate growth. "With our limited resources, maintain and upgrade what we have rather than building new" and "increase safety everywhere possible for pedestrians and cyclists" are predominant themes.

#### Freight Routes

Respondents are evenly split on the proposed designation of freight routes on County roads. The majority of comments focus on conflicts between freight traffic and current farm, bicycle and pedestrian uses; effects on rural areas; and increased maintenance costs for the County. It is argued that the state highways should continue as the primary freight routes.

Conversely, other respondents support designated freight routes due to safety concerns with freight traffic traveling through South Corvallis and on rural roads that are not designed to accommodate large trucks.

A number of comments directly address the question of Bellfountain Road versus Fern Road as a freight bypass from south County to OR 20/coast, with most arguing for Fern Road as a better freight route than Bellfountain Road, given potential effects on rural schools and road conditions (curves and roadway widths). A detailed analysis of the two potential routes provided by the Deerhaven Drive Road Committee concludes that Fern Road would be the better freight route.

#### Separated Walking/Biking Paths

Almost 90% of responses support separated bicycle/pedestrian paths. Most comments cite safety advantages. A couple of comments address the concept of a Corvallis-Monroe separated path, both in support and opposition.

#### Connectivity and Congestion Projects

More than half the respondents (56%) indicate that the proposed priority Connectivity and Congestion projects are not the best projects to address connectivity and congestion. Comments not supporting the proposed priorities do not typically raise concerns with the specific projects, but rather focus on investing in alternative transportation. "You cannot build your way out of congestion; the answer is mode split, encouraging transit". "Widening highways for bicycles makes sense. Otherwise adding capacity just encourages more and faster traffic, which is the opposite of our goal to move people with minimum consumption of fossil fuels."

A wide variety of projects are identified as the highest priorities. Among those most frequently identified:

- US 20 intersection improvements (various projects)
- US 20 capacity improvements (various projects)
- West Hills Road upgrade (CC-15)
- Chapel Drive upgrade (CC-112)
- Highway 99W shoulder widening/intersection improvements
- Greenberry Road upgrade (CC-167)
- Bellfountain Road improvements (various projects)
- Hubbard Road Bridge (CC-213)
- Llewellyn Road widening (CC-226)

#### Safety Projects

Almost three-quarters of respondents support the proposed Safety project priorities. Several comments address the need for safety improvements in South Corvallis. Respondents have many suggestions for safety project improvements, the most frequently mentioned (by two or more respondents) being:

- Adopt a Vision Zero policy
- Design roads to reduce speeds
- Provide wider shoulders and passing lanes on OR 99W
- Address speed and traffic on Bellfountain Road

- Granger Avenue improvements (S-166)
- Fern Road upgrades (S-169)
- OR 99W upgrades (S-186)
- US 20 safety upgrades (S-212)
- Chapel Drive improvements (various projects)

#### Active Transportation Projects

Respondents are evenly split on proposed Active Transportation priorities. Most comments support active transportation projects generally as alternatives to providing more roadway capacity. “These seem mostly reasonable and many can be done at low cost. They promote bicycling which may keep more cars off the road thus precluding major road upgrades.” Active Transportation projects most frequently identified by respondents as priorities include:

- Maintenance and wayfinding improvements on existing bike paths
- South Corvallis bicycle safety improvements
- Philomath Boulevard (AT-48)
- Marys River to SE Crystal Lake shared-use path (AT-97)
- Corvallis-Albany shared use path (AT-162)
- Bellfountain Road upgrade (AT-182)
- OR 34 upgrade (AT-183)
- Monroe to Corvallis Active Transportation Corridor shared-use path (AT-200)

#### Transit Projects

Slightly more than 55% of respondents support the proposed Transit project priorities as appropriate. Several respondents suggest that transit expansion be the highest priority expenditure of transportation funds to discourage auto use. Highest ranked transit projects include:

- OR 99 South, Phase 1 (T-189)
- Corvallis-Albany STF service (T-190)
- 99 Express (T-192)
- Linn-Benton Loop Phase 1 (T-195)
- Coast to Valley expansion (T-196)

#### Overall Priorities

Only about 60% of the survey respondents responded to this question. Most frequently mentioned:

- Fern Road upgrades/freight route
- OR 99W upgrades (S-186)
- OR 99W safety improvements in South Corvallis
- US 20 safety improvements
- Llewelyn Road widening (CC-226)
- Granger Avenue improvements (S-166)
- Marys River to SE Crystal Lake shared-use path (AT-97)
- Corvallis-Albany shared use path (AT-162)
- Bellfountain Road upgrade (AT-182)

- Monroe to Corvallis Active Transportation Corridor shared-use path (AT-200)

### Missing Projects

Two-thirds of respondents indicate that there are additional projects that should be considered in the TSP. Among these are:

- Autonomous vehicles, use of rail for transit, car sharing, ways to reduce car dependence.
- Transit connections to park and rides.
- Wayfinding and maintenance for shared-use paths.
- Seismic upgrades of the many bridges throughout the county.
- Identify key routes for emergency response and upgrade these to increase our resiliency to the Cascadia event.
- Emergency parking and passing lanes on OR 99W.

## **A. INTRODUCTION**

The second of two rounds of public outreach for the update of the County's Transportation System Plan (TSP) was conducted in July and August 2018. Public involvement for the TSP update is intended to support the County's 2040 Thriving Communities Initiative and stated community values to guide the County's future through the sharing of information and the gathering of public input on the current and future transportation system in the County. This second round of community outreach provided members of the public an opportunity to provide input on proposed transportation projects, including helping prioritize those that can be reasonably be expected to be funded through 2040 based upon projected revenues. In an earlier round of public outreach, community feedback was received on the functioning of the current transportation system, goals for the TSP, and transportation needs.

Community input was gathered through several venues and summarized in this report:

- Four community workshops, in Monroe, Corvallis and Adair Village, including a second workshop in Spanish in Monroe sponsored by Amigos de Monroe.
- Survey, both on-line and distributed at workshops and other public venues.
- Open Streets Corvallis festival (August 19).
- Comments submitted through the project website or via email.

Notification of the opportunity review and comment on draft materials and to participate in community workshops or the on-line survey was provided through the project's website, media releases, flyers (including in Spanish), and through targeted notice to local organizations in rural areas of the County and to Benton County Public Works Department's interested parties list. Additional notice was provided on the County's primary webpage.

## **B. COMMUNITY WORKSHOPS**

The second of two series of community workshops for the TSP update was conducted in July 2018 to present information and solicit input on draft elements of the County's TSP, including proposed functional classes for roadways; freight routes; typical designs for roadways and shared use paths; and recommended projects and priorities based on projected revenues.

The community workshops were conducted at three separate locations in the County. Attendance numbers are exclusive of staff and consultants.

- Thursday, July 19; Monroe Community Library – 28 persons
- Tuesday, July 24; Benton County Sunset Meeting Room, Corvallis – 14 persons
- Wednesday, July 25: Adair Village Clubhouse, Adair Village – 12 persons
- Wednesday, August 29: United Methodist Church, Monroe (co-sponsored by Amigos de Monroe as a Spanish only session) -- 19 persons

The three July workshops were all held from 5:30-7:30 pm; the August workshop, 7:30-9:00 pm. The workshops were conducted in an open house style, with multiple opportunities for community input. The August 29 workshop was intended for Spanish speakers and co-sponsored by Amigos de Monroe. Dial-a-Bus transportation was made available by request to seniors and persons with disabilities.

Elements of the workshops included:

- Informational posters and presentation on:
  - Purpose, process and schedule
  - Funding and project evaluation
  - Summary of findings for community outreach Round #1
  - Proposed transportation standards
  - Proposed projects Countywide and by subarea
  - Summary of transit projects
- Facilitated question/answer and comment session.
- Survey to be completed at the workshop, returned via mail to Public Works, or completed on line.

While all meetings sought input on County-wide transportation needs and solutions, community-specific input was solicited at the Monroe and Adair Village meetings to help inform TSP elements for those communities.

## ***C. PUBLIC INPUT***

### **1. COMMUNITY WORKSHOPS**

#### **MEETING #1: JULY 19, 2018, MONROE COMMUNITY LIBRARY, MONROE**

Attendance: 28 (excluding staff and project team members)

#### Comments and Q/A Session Notes:

- To make it work, bus service needs to be provided to where people live in Monroe. Bus or shuttle service to Junction City and/or Eugene would be very much appreciated.
- Trucks parked in front of Long Branch tavern obscure the sight distances at Orchard Street/Hwy. 99W; turning left onto Hwy. 99W can be unsafe. Someone is going to be killed at this intersection.

It's good to see that included on the project list is a traffic signal or roundabout at the Orchard Street/Hwy. 99W intersection. 65 homes are going in and the traffic is going to double.

- Is the Hubbard Bridge replacement included in the TSP as a proposed project? If so, when will it occur; it was originally promised for 2018. We use that bridge in high water

*A: Yes, it is included. The County has received funding for its replacement, which is anticipated in 2020/2011 and will cost \$6 million. The 2018 funding is from ODOT for design. The bridge is opened during flood periods for residents, as it's the only route out from the area. The replacement is being funded by grant funds from the state.*

- There's a dangerous situation with trucks turning onto Territorial Road. The trucks never slow for the school zone. Also, the lack of a left turn lane at the bridge turning onto Hwy. 99W makes for a very dangerous situation, especially with the new development going in.

- Does Monroe have its own TSP?

*A: No, Monroe-specific planning is being done simultaneous with the update of the County's TSP.*

- The new road money coming in through HB 2017, has it been factored into the funding projections?

*A: No, as it's unclear how it will be allocated.*

- Is the new shared use path to Oak Grove School included on the project list?

*A: No, the project list doesn't include projects already funded or under construction.*

- Is there a possibility to install lights on Hwy 99W north of Corvallis, e.g. at the turn into the hospital?

*A: The City of Corvallis is working with the hospital to address safety issues and improvements are planned within the next couple of years.*

- How much would it cost to change flashing yellow lights at pedestrian crosswalks to red to reduce the number of accidents?

- There is increasing traffic on Alpine Road. The proposed shoulder widening project will be only a bandaid.

- Will the proposed Orchard/Hwy. 99W roundabout project include Territorial Road as part of the project? There could be traffic flow issues with the quick turn onto Territorial Road after the roundabout

*A: It's conceptual at this point and it's possible that it can be included during design of the roundabout or other improvements there.*

- On Old River Road, there are safety issues associated with two places where there is inadequate lane width for trucks. Road widening is needed at these locations.
- Bellfountain Road is too crooked; dangerous; it needs to be widened or straightened.
- There are five committees currently working on various projects to create a safe corridor from the Alpine Road cutoff to the elementary school in South Corvallis. The common goal is to create a safety corridor for the school children. These committees

need to get together and understand how the various projects can be funded; everyone wants their share of the available pot of money. Need to coordinate these projects; think as a “we”.

*A: The more that we can demonstrate cooperation, the more competitive these projects can be for State and County funding.*

- Is the Monroe to Corvallis bike path a realistic project to include in the TSP?

*A: It's a project that's been talked about for some time. We know that there is opposition from private property owners. After input from the Citizens Advisory Committee, its ranking as a project was revised.*

- On Irish Bend Road, second power pole in, there is a sunken culvert that is a safety hazard.

*A: We'll request County maintenance staff to address it right away.*

- Is the airport included in the TSP?

*A: The airport has a 2013 master plan that is being incorporated into the TSP.*

- How is transit being addressed?

*There are four transit projects proposed in the Monroe area, as well as a variety of other transit system improvements in the County. For the Monroe area, these include expanded demand response service; a shopper shuttle loop service connecting Monroe to Junction City, Eugene and Harrisburg; shopper shuttle service from Harrisburg and Monroe to Corvallis; in coordination with Lane Transit, analysis of the need and type of service in the Eugene-Junction City-Monroe-Corvallis corridor; and then implementing appropriate service in response to that evaluation.*

- Dial-a-bus is not being marketed enough; it could be used to help meet much of the demand in the Monroe area.

*A: Even though there is county-wide demand response service, we know it's not adequate to meet an increasing demand and decreasing funding.*

- Will vanpools be considered as part as the analysis of the Eugene-Junction City-Monroe-Corvallis corridor?

*A: Yes.*

- Consideration should be given to the European model of using smaller buses on fixed schedules to connect smaller communities to larger cities.

- Is service connecting to Amtrak in Albany being considered?

*A: Yes.*

- Will bikes on buses be accommodated in the service expansions being considered?

*A: Yes.*

- Is consideration being given to a paved bike path on the old railroad line?

*A: Yes, several projects related to the Bailey Branch railroad are being considered.\*

- Will there ever be a passing lane on Hwy. 99W in the 17 miles between Corvallis and Monroe?

*A: We'll note it but there's nothing planned within the planning horizon.*

- Will the roundabout being considered at Orchard Street/Hwy. 99W intersection be supported by ODOT?  
*A: ODOT previously discouraged roundabouts but is now very supportive because of safety improvements. They are more expensive to construct but less expensive in the long term to maintain. They also have a big footprint.*
- What is the relationship with ODOT in making improvements to Hwy. 99W?  
*A: Hwy 20 is a good example of the County and ODOT working collaboratively to secure funding for a series of safety improvements. If we need more than road widening and intersection improvements on Hwy. 99W, then we need to propose such in the County TSP. ODOT takes the County's TSP into consideration when it looks at projects.*
- There is considerable confusion about the speed limit and confusing signage in the area of Lincoln School in south Corvallis. What can be done to improve pedestrian safety in this area?  
*A: This is a perfect opportunity for a Safe Routes to School project. ODOT and the City are looking at a variety of solutions.*
- Signage is needed to slow down traffic when visibility is impaired; maybe a daylight headlight zone.
- At the River Road/Hwy. 99W intersection, the sight distance needs to be improved.
- On Alpine Road, the s curves between Gilbert and McFarland create dangerous driving conditions: icy in the winter, poor sight distances, dangerous for cyclists. Four-foot shoulders should be provided where possible.
- On Hwy. 99W, in north Monroe, the speed limit should be changed where there are sidewalks.
- Shoulders need to be widened at the s curves right outside of Monroe to create better sight distances. Slowing traffic down to 45 mph before the s curves and to 25 through the city would also help.  
*A: Speed limits need to be addressed in a different process.*
- Shoulders need to be widened on Hwy. 99W from Monroe to Herbert Lake Road to accommodate cyclists.
- The Monroe Fire Chief has requested investigation of a 4-way stop at Orchard Street and 10<sup>th</sup> Street, given a 55-lot subdivision going in that area.  
*A: Traffic warrants don't justify a 4-way stop there.*
- On Bellfountain Road, the problems are greatest between Chappell and Greenberry Road.
- If Fern Road is used for a bike path, its shoulders will need to be widened.
- The sharp corner on Coon Street after leaving the City on Orchard Street creates safety problems.
- Is there a maintenance strategy for gravel roads?
- To accommodate cyclists, the County and ODOT need to budget for increased maintenance for cleaning of widened shoulders.

## MEETING #2: July 24, 2018: Benton County Sunset Meeting Room, Corvallis

Attendance: 14 (excluding staff and project team members)

### Comments and Q/A Session Notes:

- Stakeholders have said they don't want bicycles on the road, but people are riding on the roads, so it's incongruent. With the thousands of bicyclists using these rural roads we have to focus on shoulders for these cyclists, especially if we're talking about adding freight routes on these rural roads.  
*A: Destinations are actually the Oregon coastal roads, which are typically more dangerous. They're already riding on these roads. We're also looking at providing transit in those sections that are extremely dangerous.*
- Proposed freight routes -- does transit have good compatibility with freight routes or do you have concerns?  
*A: Generally, we don't have transit routes on freight routes; rural transit systems are generally on the state routes. There are no particular concerns.*
- Widening shoulders by four feet on minor collectors is a proposed project. What is the typical speed limit on minor collectors?  
*A: Not sure there is a typical speed limit. This project focuses on rural county roads, with Crescent Valley Drive and Pettibone Road as examples. The speed limit on minor collectors is generally somewhere between 35 – 55 mph.*
- You indicated in your presentation that 75% of people came because of word of mouth for the first round of community meetings. How did you change your outreach this time?  
*A: We again used all the sources cited in the presentation, i.e. media, social media, flyers, NextDoor Neighbor, etc. The County Health Department helped reach disadvantaged communities. Notice was sent to the County's advisory committees and to other interested parties lists. It's hard. The first time around we put flyers in people's utility bills and only one person said they looked at it.*
- How did you come up with the proposed high priority project list? Is it based upon budget or other items?  
*A: In Tech Memo #,7 you will find evaluation criteria that we used to develop the priorities. After everything was scored, we took one standard deviation from the mean and everything above that is included. It's far more than we can fit within the available funding.*
- *Participants were asked if they preferred Fern or Bellfountain as a bicycle route.*
  - It depends on the upgrades to each of them. An eight-foot shoulder on one would draw more interest.
  - It's important to think about the mix of traffic on each road. Bellfountain is used for car and freight. Some are using it to commute to Eugene and others are traveling from Lane to Lincoln County. A lot of people use Google maps to take them the fastest route. Commuter bicyclists use Bellfountain Road because it's more of a straight shot into Corvallis.
  - Seems to make more sense to designate Bellfountain as a freight route as bicycles need a wider shoulder. Fern is a little more heavily residential so wouldn't quite work.

- Both roads would need improvements to be bicycle routes. There are technical challenges to them.
- Regarding designated freight routes, what's the thinking between Llewellyn and Greenberry?  
*A: Llewellyn is not necessarily suited for it, so it's a both in this situation. We have over dimensional loads that have to use certain roads and they can't go through downtown.*
- You have the turn lane off Hwy 99 to Greenberry and you'd have to potentially do that on Llewellyn. The Greenberry turn lane is functional but there isn't one on Llewellyn. It seems a bit insane to manage but it makes sense when thinking about that bridge.
- Should I resubmit my study regarding the Corvallis to Monroe ATC again?  
*A: There is a lot of politics surrounding that; it may be best to look into making a presentation to the Board of Commissioners. There has been a need expressed so we need to look at it more.*
- The City of Corvallis has received funding the Mary's River walking path. Is anything happening on that?  
*A: The City is actively working on it.*
- Overall, there are budget shortfalls and there is not enough money to everything we want. We need to give people alternatives from driving, i.e. transit, park and ride, bicycling etc. It's less expensive to build that infrastructure around bicycles than major road projects.  
*A: We've heard that we need to widen all shoulders, but need to know what are the priority corridors that we need to focus on? The project team needs to know information like how many in the bike community use X corridor.*
- We have commuter demand vs. recreation demand and they are not necessarily the same thing. Helpful if you state what route you want for commuting and what you want for recreational.
- A priority should be getting people out of cars and that can tie into bicycle tourism needs. If we have the nicest roads, corridors and bike lanes etc., that has the economic development aspect to it long term. The era of the individual car is coming to a close. Long term, it serves several purposes to get people out of the vehicles.
- Is there anything more we need to know about Kiger Island to 53<sup>rd</sup>?  
*A: Our understanding is that it would be an automobile bridge over the river and that the primary motivator is to provide additional access to South Corvallis. The area can become isolated when there are major events, i.e. flooding. More accessibility, specifically for major events, is desired.*

### **MEETING #3: JULY 25, 2018; ADAIR VILLAGE CLUBHOUSE, ADAIR VILLAGE**

Attendance: 12 (excluding staff and project team members)

#### Comments and Q/A Session Notes

- How did you hear about this workshop?  
*A: Mail, website, notice to County committees.*
- Where do Adair Village residents go to obtain services, e.g. shopping?  
*A: Albany is the primary destination, although people generally shop where they work.*

- What are some of the key transportation issues are of concern to the community?
  - Use of Arnold Road to cut through to Hwy. 99W
  - Increase of commuter traffic on rural roads
  - Increase in heavy freight on Hwy. 99W, including 18-wheelers, logging trucks, delivery trucks, and garbage trucks. There are an increasing number of garbage trucks accessing the Coffin Butte landfill.
- If a road is designated as a freight route, how do you direct freight to that route if trucks are accustomed to using other routes? Will the freight routes and weight limits be updated on Google maps?
 

*A: Enforcement is important but only part of the solution; it is expensive and tends to diminish over time. Education/outreach with the freight community works best. Signage is also key.*
- Is there a need for a 1-2 times per week shopper shuttle for those who are transportation challenged to access the new IGA store and hardware store in North Albany?
 

*A: Instead of a new service, use the existing Dial-a-Bus service, which often has buses driving around empty.*
- Comments on proposed Adair Village projects?
 

*A: Arnold Avenue Extension: Drop as a proposed project; not viable, it would have to be constructed through private properties with homes.*

*OR 99W/Ryals Drive intersection: One of the most important needs.*

*OR 99W/Arnold Avenue intersection: Sight restrictions here make the Ryals Avenue intersection improvements more critical.*
- Would ODOT consider a roundabout at the Gibson Hill/Oak Grove/Scenic Drive intersection?
 

*A: ODOT previously discouraged roundabouts but is now very supportive because of safety improvements, e.g. in Sisters. They are more expensive to construct but less expensive in the long term to maintain.*

*Something else about roundabouts is that, in addition to multiple traffic benefits, they create nice gateways. They are designed to slow down traffic before vehicles enter them, which improves pedestrian safety.*
- Does the proposed US 20/Scenic Drive widening project include one additional lane in each direction?
 

*A: Yes, specifically in the Albany urban growth area but there is a project to widen the highway all the way between Albany and Corvallis. There are planned safety improvements along the highway; widening will be extremely difficult due to cost and the lack of right-of-way.*
- Many County roads are becoming much more urban, but the County is not being forward thinking. With climate refugees, we can expect increasing population. For example, West Hills Road is very dangerous. Corvallis does not know how to handle roundabouts.

*A: Most of the roads will not urbanize until there is development. West Hills Road has been widened and developers will be required to provide bike lanes and sidewalks. The County and Corvallis has an urban fringe management agreement.*

- Other Adair Village needs to address in the TSP?
  - *North-south connectivity within the city*
  - *Shared-use path to Adair Park*
  - *In response to more traffic associated with development, sight distance improvements on Ryals Avenue*
  - *Transfer of Crane Lane from the County to the City; connections to areas of new development and to OR Hwy. 99W.*

**MEETING #4: AUGUST 29, 2018; UNITED METHODIST CHURCH, MONROE** (co-sponsored by Amigos de Monroe as a Spanish only session)

Attendance: 19 (excluding staff and project team members)

#### Q/A Session Notes

- McFarland Road needs to be paved. (This is the road connected to the Dairy.).
- Dawson Road needs to have a speed limit posted, even though it would likely be posted at 50-55 mph.
- A light on the street crossing from the school path/church is needed.
- The change in speed limits is too abrupt entering Orchard Street from the main street.
- There is a lot of speeding as cars enter Monroe from north and south because of the short distance between speed changes. More policing would help deter speeding.
- The narrowness of Highway 99 bicycle lanes creates safety issues for bicyclists, as well as traffic congestion with vehicles slowing for cyclists. Drives have to push into the middle of the highway, creating the risk of accident. There is also inadequate space to pull over in the event of an emergency.
- There is desire for a bus route connecting Monroe to Junction city and Harrisburg. To avoid the problems faced by an earlier bus service, limiting service to once or twice per week is suggested.
- There is a reoccurring pothole that appears every so often. Although it gets fixed, it reoccurs and seems to widen each time.
- A closer Headstart location would be easier to access for those with limited transportation options. Opening of the day care connected to the Headstart office that would be located next to the clinic is being delayed due to utility requirements.

## **2. SUMMARY OF SURVEY RESPONSES**

A survey was available at the community workshops to be completed there or returned to Public Works. An identical online survey provided an online open house experience to engage individuals who may not have been able to attend the community workshops. The online survey was hosted on the project website. It included project information and

provided the same opportunities for comment as the community workshops. A link to the online survey was included in community workshop announcements.

In total, 31 surveys were completed:

- 6 completed at Community Workshops or received by Benton County Public Works
- 25 on-line

Survey responses are summarized below. Complete survey results are available upon request.

### **Awareness of Workshops**

#### *1. How did you hear about these Community Workshops?*

Slightly more than one-half of respondents heard about the community workshops through word-of-mouth, with about one-third via the media. Another key source was through email notice to interested parties.

### **Funding Priorities**

#### *2. Should the County emphasize prioritization of funding for:*

- *Maintaining the existing transportation system (roads/bridges, active transportation facilities, and transit);*
- *Upgrading the existing transportation system (roads/bridges, active transportation facilities, and transit) to relieve congestion; or*
- *Expanding the existing transportation system (roads/bridges, active transportation facilities, and transit) to accommodate new growth; or*
- *Other?*

Respondents are split on maintaining (50%) or upgrading (45%) the existing system as the County's funding priority. Maintaining the existing system and addressing safety problems are most frequently mentioned in comments. Among the comments:

- If we don't plan for growth, it will be worse when it shows up as it is expected.
- A balance is necessary - mostly maintain, then increase capacity through transit and active transportation infrastructure, then upgrade existing system to relieve congestion, then expand roads/bridges.
- With our limited resources, maintain and upgrade what we have rather than building new.
- Maintain what is there and make improvements to accommodate bicycles and other human-speed transportation. We don't need more roads, we need better solutions that don't encourage the behaviors that are contributing to climate change.
- Maintenance of existing infrastructure should be primary, while increasing safety everywhere possible for pedestrians and bicycle riders. Decrease emphasis on congestion relief and definitely no planning to accommodate future growth projections which may not happen or should not happen. "If you built it they will come" is very poor planning concept.

### **Freight Routes**

### 3. Do you support the proposed designation of freight routes on County roads?

Respondents are evenly split on this question. The majority of comments focus on conflicts between freight traffic and current farm, bicycle and pedestrian uses; effects on rural areas; and increased maintenance costs for the County. It is argued that the state highways should continue as the primary freight routes. Conversely, some respondents cite safety concerns with freight traffic in South Corvallis.

Several comments directly address the question of Bellfountain Road versus Fern Road as a freight bypass from south County to Hwy. 20/coast, with most of these comments arguing for Fern Road as a better freight route than Bellfountain Road, given potential effects on rural schools and road conditions (curves and roadway widths). Detailed comments are provided by the Deerhaven Drive Road Committee which include a summary that Ruth Jacobs put together of considerations when deciding which freight route is best for the southern part of Benton County. These are rated as either + Fern (a factor that favors selecting Fern for the freight route) or + Bellfountain (a factor that favors selecting Bellfountain Road for the freight route). That assessment concludes that *a freight route that depends on Fern Road rather than Bellfountain Road is the best choice.*

- (+ Fern) Freight traffic that uses Hwy 99, Llewellyn Road, and Fern Road would bypass Muddy Creek Charter School. If the county could encourage most of the freight traffic to use Llewellyn Road instead of Greenberry Road, it would even further improve safety and noise considerations at this school.
- (+ Fern) There seem to be significantly fewer private and county access roads to rural residential developments along a freight route that uses Llewellyn and Fern roads rather than Bellfountain and Chapel roads. I recommend that the county complete a systematic analysis of the actual number of access points along the routes to objectively evaluate negative effects on access to private residences, farms, developments, and other enterprises along the possible freight routes. In general, I prefer than preference be given to local residents and enterprises of Benton County rather than traffic passing between Lane and Lincoln counties on Benton County roads.
- (+ Fern) Some people that live southwest of Corvallis in rural residential developments commute to Corvallis by bicycle or initiate recreational rides from their homes, a habit that should be encouraged. The most direct route to Corvallis includes Bellfountain Road. I expect more people would commute by bicycle to Corvallis if the route were safe for travel. For example, I know of one family that did not allow their teenage son to bike to Corvallis because of the hazards posed by fast-moving freight traffic on Bellfountain Road. Even 20 years ago, I rarely let my two teenage children bike on Bellfountain Road because of the speed and size of vehicles using the road. I have personally been passed multiple times while biking by large trucks moving at high speed, a harrowing experience with little margin for error especially when two trucks pass from opposite directions and have no room to spare for the “bike lane.” Add to this the complications posed by chunks of bark, loose gravel, and other debris in the narrow bike lane. Accidents are just waiting to happen. The only other options

for these cyclists to get to Corvallis are to use Airport Road and Highway 99, or to commute into Philomath and then take the bike path along Highway 20/34 into Corvallis. These alternate routes add significant distance, and biking on Highway 99 is dangerous.

- (+ Fern) On Bellfountain Road, the bridge across the Marys River south of the junction with Chapel Road is extremely narrow for large trucks. As you approach the bridge traveling from north to south, the visibility of oncoming traffic is limited by a large curve in the road. It is best if only one vehicle (car, truck, or bike) is on the bridge at a time. I cannot imagine two large trucks on the bridge simultaneously, and it absolutely never works to have a cyclist or pedestrian part of that mix.
- (+ Fern) As people drive across the bridge over the Marys River on Fern Road the speed of travel could be slowed down more effectively than over the bridge on Bellfountain Road. I believe this to be the case because traffic on Fern at the bridge is in close proximity to Philomath, whereas traffic on Bellfountain is moving through farmland. In addition, there is not the visibility issue at the bridge on Fern Road that there is on Bellfountain Road.
- (+ Bellfountain) Fern Road is narrower than Bellfountain Road and would require widening for safety reasons if it were to become a freight route.
- (+ Fern) The widened shoulders on Bellfountain Road are inadequate for the volume, diversity, and speed of traffic that currently uses the road, especially when bicyclists, runners, and walkers are factored in. Further widening of the road is needed if the current patterns of use are to continue.
- (+ Fern) Freight use of Llewellyn and Fern roads avoids the dangerous intersection of Airport and Bellfountain roads. This intersection has hillcrests in both directions and limited visibility in all directions. Furthermore, a major rural residential development (Deerhaven Drive) is just to the west of this intersection, and the several dozen residents that live on Deerhaven Drive are affected by this intersection when leaving their neighborhood. Another smaller rural residential development exists just to the east of the Airport and Bellfountain intersection, with residential traffic from this group of homes connecting from Janet Way to Airport Road to Bellfountain Road to travel to west Corvallis and Philomath.
- (+ Bellfountain) The intersection at Llewellyn and Bellfountain roads has a hillcrest from east to west and limited visibility in that direction but good visibility from north to south. Traffic using a Fern freight route would need to pass through this intersection. Signs, flashing lights, rumble strips or other technology would be needed to warn traffic of the intersection for traffic travelling from Llewellyn to Fern roads.
- (+ Fern) There is a very dangerous curve on Bellfountain Road that often has frost patches in the winter just to the north of the intersection of Bellfountain and Llewellyn Roads. This is in the vicinity of the old Davis Dairy.

- (+ Fern) Philomath seems to be focusing a significant amount of growth to the south, including major developments to the north of Chapel Road. Focusing freight traffic on Chapel Road would conflict with expansion of Philomath in this direction.
  - (+ Fern) A major outlet for traffic from Philomath Middle School is onto Chapel Road.
  - (+ Fern) To my knowledge, the route to/from 53rd Street to Plymouth Road to Bellfountain Road is the only one out of Corvallis for bicyclists and runners that does not involve travel on or alongside a state highway. Once on Bellfountain, there are multiple scenic routes for touring southern parts of the county by bike or completing a long-distance run. This seems like a unique scenic byway to be used for other purposes than freight traffic.
  - (+ Fern) Freight traffic arriving in Philomath from Chapel seems to regularly use north 19th Street to access Highway 34, and in doing so passes directly in front of Clemens Elementary School. The traffic then turns onto Highway 34 at a point that requires westbound traffic to pass through the majority of Philomath on Main Street.
  - (+ Fern) Traffic entering Philomath on Fern Road (which becomes 13th Street in Philomath) joins Highway 34 about midway through Philomath, with less impact to the downtown of Philomath.
  - (+ Bellfountain) A turn lane would need to be installed on Hwy 99 for traffic turning onto Llewellyn Road – similar to the one that exists for Greenberry Road.
  - (+ Fern) Improvement would be needed in the turn lane to/from Llewellyn and Bellfountain to allow large trucks to make the turn.
  - (+ Bellfountain) Fern Road has a blind curve from both directions in the vicinity of Powder House Road.
- We think that Bellfountain Rd. residents should take a priority position over those who wish to use the road for occasional recreational purposes. Ruth Jacob's assessments and recommendations are very comprehensive and we support them.
  - I am most familiar with the proposed freight route from Hwy. 34 to Hwy. 99. I understand that a suggestion was made to consider Bellfountain for the freight route over the proposed Fern Rd. I have serious concerns about Bellfountain becoming the main freight route.
    - Bellfountain would mean that trucks need to go on Chapel Drive in Philomath. This involves driving past the middle school.
    - There is also a proposed new 166 affordable housing annexation between 15th and 19th in Philomath (Gazette Times, May 2018). Affordable housing is needed, especially by young families. This development will more than likely use Chapel Road as their main route into Corvallis as Hwy 34/20 backs up regularly

in both directions (a friend on 15th already uses Chapel for her access to Corvallis). Hence, more cars will be on Chapel.

- The bridge crossing Mary's River on Bellfountain is very narrow, thus dangerous if two vehicles are passing at the same time, even worse when there is a cyclist on the road.
  - Bellfountain still floods. I know that Fern also has its issues with water, but the water on Bellfountain seems to last for a long time. It is scary to watch trucks navigate through the rushing flood waters (they do not obey the road closure signage).
  - The speed of trucks (and some cars) on Bellfountain is excessive. I have been on my bike when a log truck sped by. One of its cargo cables happened to break. Fortunately, it did not hit me. However, log trucks frequently lose bark and throw loose gravel causing danger to cyclists, walkers, runners, and cars.
  - 6. I live on Deerhaven Dr., a neighborhood with 26 houses. Coming out of Deerhaven onto Bellfountain from either our road, or via Airport Ave. is scary. One must watch for vehicles coming over a blind hill in either direction. Over the past 30 years, I have watched both car and truck traffic increase. More trucks will lead to more accidents.
  - The bike lane on Bellfountain between Plymouth and Llewlyn has helped make commuter biking more feasible and made recreational biking safer than before (except for the vehicle speeds). With a long term desire for supporting alternative transportation, Bellfountain is a more viable alternative to HWY 99 than Fern Rd which would make for a longer commute for cyclists heading to Corvallis.
  - Bellfountain parallels HWY 99, thus it is an alternative route should an accident / fire block the state highway. Keeping freight off of Bellfountain will help to keep the road to remain a viable alternative.
  - The shady curve on Bellfountain just north of Llewlyn is often icy in the winter. All vehicles need to proceed with caution.
  - On a personal note, as a tax payer and a recreational cyclist, I have serious concerns about the need to forfeit the safety and convenience of Bellfountain road for freight that is merely passing through the area.
- Should Fern remain the freight option, I recognize that it does need improvements, and I know that improvements are noted in the county's plan. It is a narrow road. Fern provides a straighter - shot for trucks to get to HWY 99. Its size will automatically lower the recommended speed for vehicles. I do have concerns about trucks crossing Bellfountain at Llewlyn, but at least there is not a blind hill in both directions. Rumble strips will be needed and perhaps a flashing yellow light warning of traffic (such as that

which was installed at Independence HWY and HWY 20). And, a left turn lane will need to be added in order for trucks to turn from 99 onto Llewlyn.

#### **Separated Walking/Biking Paths**

4. *Should the County provide paths for walking and biking that are separated from the road on select routes that connect communities?*

Almost 90% of responses support separated bicycle/pedestrian paths. Most comments cite safety advantages. A couple of comments address the concept of a Corvallis-Monroe separated path, both in support and against. Concerns raised include conflicts with farm uses.

#### **Connectivity and Congestion Projects**

5. *Are the Priority Connectivity and Congestion Projects the appropriate priorities to address connectivity and congestion needs?*

More than half the respondents (56%) indicate that the proposed priority Connectivity and Congestion projects are not the best projects to address connectivity and congestion.

General comments include:

- You cannot build your way out of congestion; the answer is mode split, encouraging transit.
- Widening highways for bicycles makes sense. Otherwise adding capacity just encourages more and faster traffic, which is the opposite of our goal to move people with minimum consumption of fossil fuels.
- Congestion on the highways isn't the problem. Access into the cities and safety along the route is.
- Create incentives for people to drive less, use public transport more, bike more, etc. Generally, I am concerned that widening/straightening most streets and roads means faster driving.
- Widening of shoulders and bike lanes to make pedestrians and bicyclists safer would be my priority, as well as moving freight and large truck traffic away from congested areas where possible.

Comments specific to proposed priorities:

- Crystal Lake as a connector will change a calm street into a very busy street. It will make the intersections of Alexander and Crystal Lake more dangerous, and Crystal Lake and Hwy 99 will be made much worse by the increased traffic on Crystal Lake, the sight of many bike and pedestrian accidents already. Lights at Goodnight and Hwy 99 and Park and 99 would move the traffic much more safely. Crystal Lake will change from one of the calmest most pleasant community streets into the same old street and sidewalk scene.
- CC-15 and CC-60 seem unnecessary and doing this will detract from the character and safety of West Hills Road. Traffic should be directed on Philomath Blvd, Reservoir Road and 53rd instead, since West Hills Road is the most direct bike to school route for OSU

and Adams Elementary for neighborhoods along West Hills, and thus it shouldn't become a major collector street.

- CC-74 should definitely not be a priority, especially since the reason for needing this in the 1985 TSP was for sight distance at Reservoir Road, and this was corrected with re-aligning Reservoir Road. There is no issue now with the railroad under crossing now that it has been nicely re-paved. CC-74 would also be a waste of county dollars, given CC-86 since the design presented for CC-74 was only for two lanes of travel. There is no need for CC-74. CC-167 and comments on not having designated freight routes, see above.
- CC-76 and CC-77: these are not top priorities at the moment.
- CC-90 creates safety hazards for cyclists using the multi-use paths since this is a very busy cyclist and pedestrian crossing. CC-90 would detract from safe route to school for kids transiting to CHS and LPMS from south Corvallis neighborhoods.
- CC-94 has the same issues for pedestrians/cyclists as CC-90, due to location along an intersection of multi-use pathways.
- CC-131 seems as if this is an enormous expense for the purpose of reducing congestion, when there may be other solutions (such as increased alternate transit or figuring out the reasons behind the increased traffic flow).
- CC-137 is a good location for a roundabout (not a major through way for cyclists and pedestrians), however, it may serve to incentivize traffic flow on West Hills Road, which would be bad.

Alternative projects to consider:

- There should be a parallel N/S route to Hwy 99W south of Marys River. Extend Airport Rd to the southern terminus of SW 53rd St. This provides an alternate route to 99W and Bellfountain Road and access to the Airport Industrial Park and the Corvallis Industrial Park without having to go through South Corvallis.

6. *Please list up to five Connectivity and Congestion Projects that you believe should be the highest priorities.*

A wide variety of projects are identified as the highest priorities. Among those most frequently identified (by two or more respondents):

- US 20 intersection improvements (various projects)
- US 20 capacity improvements (various projects)
- West Hills Road upgrade (CC-15)
- Chapel Drive upgrade (CC-112)
- Highway 99W shoulder widening/intersection improvements
- Greenberry Road upgrade (CC-167)
- Bellfountain Road improvements (various projects)
- Hubbard Road Bridge (CC-213)

- Llewellyn Road widening (CC-226)

### **Safety Projects**

7. *Are the Priority Safety Projects the appropriate priorities to address safety needs?*

Almost three-quarters of respondents support the proposed Safety project priorities. Several comments address the need for safety improvements in South Corvallis.

8. *Please list up to five Safety Projects that you believe should be the highest priorities.*

Respondents have many suggestions for Safety project improvements, the most frequently mentioned (by two or more respondents) being:

- Adopt a Vision Zero policy.
- Granger Avenue improvements (S-166)
- Fern Road upgrades (S-169)
- OR 99W upgrades (S-186)
- US 20 safety upgrades (S-212)
- Chapel Drive improvements (various projects)

Comments also identify designing roads to reduce speeds, wider shoulders and passing lanes on Hwy. 99W and addressing speed and traffic on Bellfountain Road.

- Signs for dust (farming), fog, heavy rain, slow farm traffic that remind drivers to slow down due to lack of visibility.
- Old River Road is too narrow in at least two places for a truck or pickup to cross the center line. In the summer with more water recreation, this is a real safety hazard.

### **Active Transportation Projects**

9. *Are the Priority Active Transportation Projects the appropriate priorities to address safety needs?*

Respondents are evenly split on proposed Active Transportation priorities. Most comments support Active Transportation projects generally as alternatives to providing more roadway capacity. Examples include:

- Focus should be on creating off-road multi-use paths, pedestrian bridges over busy roadways, and making better connectivity between existing multi-use paths for seamless active travel.
- These seem mostly reasonable and many can be done at low cost. They promote bicycling which may keep more cars off the road thus precluding major road upgrades.
- Corvallis seems to be trying to be a "bicycle town". As a car driver having to share with bicycles is nerve wracking. I never want to hurt anyone on a bike but sharing just really increases the chances of an accident. I also have to say that if we are going to share, many accidents and near accidents could be avoided if bicyclists would follow the rules of the road. And if the rules of the road were enforced for bicyclists breaking the rules.

10. Please list up to five Active Transportation Projects that you believe should be the highest priorities.

Active Transportation projects most frequently identified by respondents as priorities include:

- Philomath Boulevard (AT-48)
- Marys River to SE Crystal Lake shared-use path (AT-97)
- Corvallis-Albany shared use path (AT-162)
- Bellfountain Road upgrade (AT-182)
- OR 34 upgrade (AT-183)
- Monroe to Corvallis Active Transportation Corridor shared-use path (AT-200)

Additional projects (not specifically included in the proposed list of projects) recommended for consideration include:

- Maintenance and wayfinding improvements on existing bike paths
- South Corvallis bicycle safety improvements
- Bike lanes on Oak Creek Road
- Kings Valley Highway biking improvements

### **Transit Projects**

11. Are the Priority Transit Projects the appropriate priorities to address safety needs?

Slightly more than 55% of respondents support the proposed Transit project priorities as appropriate. Several respondents suggest that transit expansion be the highest priority expenditure to discourage auto use.

12. Please list up to five Transit Projects that you believe should be the highest priorities.

Highest ranked transit projects include:

- OR 99 South, Phase 1 (T-189)
- Corvallis-Albany STF service (T-190)
- 99 Express (T-192)
- Linn-Benton Loop Phase 1 (T-195)
- Coast to Valley expansion (T-196)

Additional projects that respondents identify as priorities include South County bus routes, app access to schedules, massive advertisement campaign, “dial-a-bus for all jitney service, and Hubbard Bridge improvements.

### **Overall Priorities**

13. What are your top three highest priority projects overall?

Only about 60% of the survey respondents responded to this question. Mentioned by at least two respondents as their highest priorities:

- Llewelyn Road widening (CC-226)
- Fern Road upgrades/freight route
- OR 99W upgrades (S-186)
- OR 99W safety improvements in South Corvallis
- US 20 safety improvements

- Granger Avenue improvements (S-166)
- Marys River to SE Crystal Lake shared-use path (AT-97)
- Corvallis-Albany shared use path (AT-162)
- Bellfountain Road upgrade (AT-182)
- Monroe to Corvallis Active Transportation Corridor shared-use path (AT-200)

General comments about priorities include:

- In general, we should prioritize maintaining our current infrastructure, making small investments in intersection improvements to increase safety and flow, making it more earthquake resilient, creating better and more alternative transit options, especially multi-use path access to more areas. If we make it easy and safe for pedestrians and cyclists, then more people will use this as a transit option. Right now our transit system for pedestrians and cyclists is disjointed in non-connected segments and doesn't make it easy or safe to use. We have a choice whether we go the same way as other American counties and cities and focus entirely on car and truck traffic, and continue to chase more yet never-enough traffic lanes and too much congestion, or we can focus on alternatives which preserve our scenic rural and small-towns character, benefit our physical and mental health, and do our part to reduce humankind's carbon footprint.
- Developing multimodal transportation-transit combined with walking/biking should be the top priority to become a sustainable county that can survive the future. More pavement is not the solution; use what we already have more effectively.

### **Missing Projects**

*14. Are there projects missing from the list of proposed projects that should be considered?*

Two-thirds of respondents indicate that, yes, there are additional projects that should be considered.

- Autonomous vehicles, use of rail for transit, car sharing, ways to reduce car dependence.
- Transit connections to park and rides.
- Wayfinding and maintenance for shared-use paths.
- Bike lanes along Oak Creek Road to access MacDonald Research Forest. This is a low speed road on which bike lanes would benefit the safety of the many who transit to the forest, both cars and bikes.
- Widen the county road to create more parking at Oak Creek Road access point to MacDonald Research Forest.
- Improve the access road (and take over road maintenance on this road) and create parking on the access point to MacDonald Forest at Jackson Creek.
- Seismic upgrades of the many bridges throughout the county.
- Identify key routes for emergency response and upgrade these to increase our resiliency to the Cascadia event.

- A pedestrian and bicycle bridge across Reservoir Road and the railroad, connecting the communities south of Reservoir Road (and the new ones recently annexed) to Bald Hill Park, to Campus Way multi-use path, and provides off-road transit to Walnut Blvd path (and thus north Corvallis for commuting) and the MacDonald Research Forest along Oak Creek Road from the intersection with Cardwell Hill to the forest boundary.
- Off-road path along Oak Creek Road from 53rd street to Oak Creek Road, for trail connectivity for pedestrians and cyclists.
- Off-road path along Winding Way and SW 66th, to provide perimeter connectivity from #5 to the multi-use path that goes to Philomath and the multi-use path along Country Club.
- Pedestrian bridge across Highway 20 at SW 66th.
- Park-and-rides, rail services, dis-incentives to OSU students bringing cars to town, traffic calming infrastructure in neighborhoods.
- A light rail project between Monroe, Corvallis, Albany.
- Rumble strips for corners.
- Emergency parking and passing lanes on OR 99W.
- Maintenance and wayfinding improvements on existing bike paths

### **Miscellaneous Comments**

- Emphasis on the future, climate change, new technologies, changing life styles are not really addressed. Need to be planning for 2040.
- Have we explored the causes for increased traffic flow on highway 20 and 34, such that we know that adding lanes is the only solution? What if the solution has nothing to do with roads and instead lies in housing? Are people choosing to live in one town and work in another, and the cost of transit just isn't high enough to deter this choice? Are there not enough affordable options to live in the same town where the work is?
- I support adding safety features to roads including wider shoulders but not adding more road. I highly support multi-use paths.
- Do everything to improve communities while calming traffic and creating more mass transportation.

### **WEBSITE COMMENTS**

Fourteen (14) comments by 7 separate individuals were received by the Public Works Department via email. Several of these comments are included under other topics above, e.g. freight routes.

- NW Oak Creek Dr. (from intersection with Cardwell Hill to McDonald Forest Boundary) is commonly used by bicycles accessing McDonald Forest. There is very little shoulder and limited visibility in several areas. It has been repeatedly requested by Forest users that a bike lane be installed along this section of road to allow safer passage by bicyclists. It

would also help reduce motor vehicle traffic along this section of neighborhood road, and reduce congestion at the trailhead.

- A bike lane following NW 13th St. to NW Highland Drive, and west on NW Lester would provide Corvallis residents access to the McDonald Forest and Chip Ross Natural Area without the need for a motor vehicle.
- Would love to see bike/walking space on shoulder of road along Palestine like the expanded shoulder on parts of Independence and Scenic. I would feel safer on my neighborhood walks especially where there are no clear sightlines.
- Having lived on Deerhaven Drive since 1985, I have experienced at least two high speed near collisions attempting to cross or turn onto Bellfountain Rd from Airport. IMHO the intersection of these two roads is the most dangerous in the county. Bi-directional speed bumps on Bellfountain one quarter mile north of the intersection would significantly reduce the risk of accidents and anxiety of cyclists and local pedestrians.
- The contractor who last paved Airport a few years back ruined the topography and hopefully has never been hired again anywhere in this county. From Bellfountain to Fern the flat surface of Airport Rd was converted into a continuum of waves, no small hazard at the legal speed limit.
- There is no sidewalk on Oak Grove Dr that leads to Oak Grove Elementary School.
- The shoulder on this road is very small and it is dangerous for pedestrians.
- Imagine a pedestrian bridge that crosses SR-20 and the Willamette River and safely links North Albany residents and patrons with downtown and its surrounding historic neighborhoods. At the very least it would provide a safe route for North Albany kids to ride their bikes to West Albany HS. The bridge could link up to the recreation trails on both side of the river as well that would help create a network of pedestrian access to the river. With new apartments being built and the recently completed retirement home in North Albany, its population density is increasing. A pedestrian bridge would be a public health and a transportation benefit to this community. Obviously, this bridge would span into a neighboring county and would be within Albany City limits, but it could be a project that could have multiple funding sources.
- As traffic flow down Gibson Hill and Scenic increase, it is becoming a frequent issue dealing with traffic moving from Gibson Hill westbound onto Scenic northbound not understanding how a "right turn without stopping permitted" sign works. They believe it grants them complete right of way, which it does not. The intersection should be converted to an all-way stop. A street light or some sort of sign notifying south bound motorists that this intersection is here. This is a popular intersection, but it is really dark at night and is easy to miss. Especially because it is located on a turn in the road.
- I agree with the above comment. Not sure what can be done at this intersection, because it is owned by ODOT, but this is a dangerous place for motorists turning left and

right onto SR-20 from Scenic. Especially during peak traffic hours. A traffic light would be nice. With the growing population in North Albany, it might be needed.

- Crucial need/opportunity here to widen sidewalk to connect Monroe citizens & students safely to their park & river resources. LTWC (Long Tom Watershed Council) is working with architect Kevin Shanley who has the specifics.